



CHEL TENHAM

BOROUGH COUNCIL

Notice of a meeting of Planning Committee

Thursday, 16 July 2015
6.00 pm

Membership	
Councillors:	Garth Barnes (Chair), Jacky Fletcher (Vice-Chair), Paul Baker, Andrew Chard, Diggory Seacome, Flo Clucas, Bernard Fisher, Colin Hay, Adam Lillywhite, Helena McCloskey, Andrew McKinlay, Klara Sudbury, Pat Thornton, Louis Savage and Malcolm Stennett

The Council has a substitution process and any substitutions will be announced at the meeting

Agenda

1. **APOLOGIES**
2. **DECLARATIONS OF INTEREST**
3. **DECLARATIONS OF INDEPENDENT SITE VISITS**
4. **PUBLIC QUESTIONS**
5. **MINUTES OF LAST MEETING** (Pages 7 - 18)
6. **PLANNING/LISTED BUILDING/CONSERVATION AREA
CONSENT/ADVERTISEMENT APPLICATIONS,
APPLICATIONS FOR LAWFUL DEVELOPMENT
CERTIFICATE AND TREE RELATED APPLICATIONS –
SEE MAIN SCHEDULE**
 - a) **15/01078/CONF 26 Monica Drive** (Pages 19 - 22)
 - b) **14/02938/FUL Pittville Campus** (Pages 23 - 218)
 - c) **15/00202/FUL 3 Cleavelands Drive** (Pages 219 - 356)
 - d) **14/00209/FUL 24 Horsefair Street - DEFERRED** (Pages 357 - 358)
 - e) **14/01677/FUL Garages adjacent to 11 Rowanfields** (Pages 359 - 398)

Road

- f) **15/00222/FUL The Acorns, Gloucester Road** (Pages 399 - 422)
- g) **15/00354/FUL York Place, 47 Swindon Road** (Pages 423 - 444)
- h) **15/00517/FUL Hesters Way Baptist Church** (Pages 445 - 464)
- i) **15/00840/FUL Telford House Garages** (Pages 465 - 470)
- j) **15/00895/FUL 12 St James's Street** (Pages 471 - 478)
- k) **15/00908/FUL 57 Little Herberts Road** (Pages 479 - 486)
- l) **15/01086/FUL Garages and Parking at Ullswater Road** (Pages 487 - 492)

7. LOCAL GOVERNMENT ACT 1972 - EXEMPT BUSINESS

Committee is recommended to approve the following resolution:-

“That in accordance with Section 100A(4) Local Government Act 1972 the public be excluded from the meeting for the following agenda item as it is likely that, in view of the nature of the business to be transacted or the nature of the proceedings, if members of the public are present there will be disclosed to them exempt information as defined in paragraphs 3 and 5 , Part (1) Schedule (12A) Local Government Act 1972, namely:

Paragraph 3: Information relating to the financial or business affairs of any particular person (including the authority holding that information).

Paragraph 5: Information in respect of which a claim to legal professional privilege could be maintained in legal proceedings.

8. EXEMPT MINUTES OF LAST MEETING (Pages 493 - 508)

9. ANY OTHER ITEMS THE CHAIRMAN DETERMINES URGENT AND REQUIRES A DECISION

Contact Officer: Judith Baker, Planning Committee Co-ordinator,
Email: builtenvironment@cheltenham.gov.uk

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Planning Committee**6.00 pm, 21 May 2015****Present at the meeting**

Councillor Garth Barnes (Chair)	Councillor Adam Lillywhite
Councillor Jacky Fletcher (Vice-Chair)	Councillor Helena McCloskey
Councillor Paul Baker	Councillor Andrew McKinlay
Councillor Matt Babbage	Councillor Klara Sudbury
Councillor Diggory Seacome	Councillor Pat Thornton
Councillor Bernard Fisher	Councillor Chris Nelson (Reserve)
Councillor Colin Hay	

Officers in attendance

Mike Redman, Director , Environmental & Regulatory Services (MR)
 Tracey Crews, Head of Planning (TC)
 Martin Chandler, Team Leader, Development Management (MC)
 Craig Hemphill, Senior Planner (CH)
 Chloe Smart, Planning Officer (CS)
 Cheryl Lester, Legal Officer (CL)
 Peter Lewis, Legal Officer (PL)

1. Apologies

Councillors Chard, Clucas, Savage** and Stennett.

*[**Councillor Savage is currently undergoing Planning Committee training and will be eligible to take his place as a voting member next month.]*

***Councillor Nelson as substitute**

PL: CN wants to sit as substitute this evening, but has not attended Planning Committee since November, and the substitution process requires one-in-three attendance; prior to that, he attended quite regularly. In order for him to be formally allowed to sit tonight, Members need to vote for the cessation of the relevant standing order under Rule 3.

CH: is not too fussed if CN is allowed to sit or not, but wants to make the point that if tonight's decision is challenged and our stated practice is that substitutes need to attend one in three meetings, we could be leaving ourselves open by letting someone participate in the meeting outside the usual rules. Is concerned that this angle could be used by an objector.

GB: Members are empowered to suspend standing orders under the Constitution.

PL, in response:

- confirmed that this is permitted in procedural rules, and Members have the power to suspend the rules should they wish.

CH: this was not his question. Would suspending the rules and allowing CN to sit provide additional leverage for someone challenging our position? Would it not be safer to keep the rules of Planning Committee attendance in place on this occasion and review them later?

PL, in response:

- suspension of the rules is an option available to members and it is unlikely to make a difference to anyone wanting to challenge the decisions made

CL, in response:

- MB is present to substitute for LS; had understood CM was present to substitute for AC, but CM has confirmed that he is to be replaced by CN to act as AC's substitute tonight if Members agree to that.

HM: also has reservations about suspending the rules, while having sympathy with CN and his reasons for wanting to be on Planning Committee tonight for this important meeting. Could the alternative be that he is allowed to speak before the item he is interested in but not participate in the meeting as a substitute?

GB: that is an option which can be considered. It is up to Members to decide.

Vote taken on suspension of standing order for this meeting only, to allow CN to participate

12 in support
0 in objection

2 abstentions

GB: CN is therefore allowed to substitute for AC, instead of CM.

[CM will remain at the meeting as an observer.]

CH: if the standing order is suspended for this meeting only, it gives the impression that Members don't have to stick by the rules. We need to review this, as there may be other occasions when a similar situation arises. Maybe we should change the attendance requirement from one-in-three consecutive meetings to a certain number of meetings per year.

PL, in response:

- the constitution working group is currently looking at the substitution criteria, and has its next meeting at the start of June. It will report to Council regarding general constitutional changes in July. Some Members of Planning Committee have given their views to the constitution working group but if anyone has any further views, these should be put forward to Rosalind Reeves in Democratic Services to be picked up by the group going forward.

2. Declarations of Interest

15/00525/FUL 2 Cowper Road

- Councillor Babbage – knows a number of people living at the flats. Will leave the Chamber.

Agenda Item 9

- Councillor Nelson – is a member of Leckhampton Parish Council. Spoke in opposition to the planning application at the committee meeting in July but did not participate in the debate. Has spoken at length with legal officers, and does not feel any conflict of interest in participating in the debate on Agenda Item 9 which he is approaching with an open mind;
- Councillor Sudbury – personal - lives in Leckhampton and used to be a member of Leglag.

3. Declarations of independent site visits

Councillor Fisher has visited Barrington Lodge Nursing Home and Oldfield Crescent.
Councillor Baker has visited Barrington Lodge Nursing Home.

4. Public Questions

There were none.

5. Minutes of last meeting

Members resolved that the minutes of the meeting held on 23rd April 2015 be approved and signed as a correct record *without* corrections.

6. Planning/Listed Building/Conservation Area Consent/Advertisement Applications, Applications for Lawful Development Certificate and Tree related applications – see Main Schedule

6. 15/00326/CONDIT Barrington Lodge Nursing Home, 138 Cirencester Road

Application Number:	15/00326/CONDIT
Location:	Barrington Lodge Nursing Home, 138 Cirencester Road, Charlton Kings
Proposal:	Variation of condition 2 on planning permission 14/02133/FUL alteration to design
View:	Yes
Officer Recommendation:	Permit
Committee Decision:	Delegated Permit
Letters of Rep:	3
Update Report:	Additional officer comments; conditions

Officer introduction:

MJC introduced this application to make variations to the planning permission previously granted for four detached dwellings. The development is well underway, and this application seeks alterations to three of the properties to include basement and first floor accommodation. It is at committee at the request of Councillor Baker, for Members to consider the impact on amenity, especially at 46 Bafford Lane.

Public Speaking:

There was none.

Member debate:

PB: Members may wonder why he asked for this application to come to Committee, having seen it on site and thought it looked fine. However, two issues arise from this development. Firstly, the cavalier attitude of developers and builders, who get planning permission and crack on with their building, but build something different from the permission they have been granted. In this case, if it wasn't for the vigilance of neighbours, these builders would have just carried on not building to plan. Is not sure how vigilant we are as a planning authority; realises that there are manpower issues with CBC's enforcement team, but these are significant alterations, and wants Councillors to have the opportunity to say that are not happy with the attitude of these builders – they should be more respectful of the neighbours and of the planning authority. Secondly, officers have done a good job amending the amendments, but the developer has made an offer to reduce the height of Plot 2 which officers have not taken up. Considers such a reduction would be appropriate and the offer should be accepted.

PT: looking at the drawings on screen, feels the house at the top left is a bit close and could be quite intrusive to the neighbour's garden. Can we ask the builder to put in some sort of additional fencing or heighten what is there? This would feel more comfortable. Realises there are different levels to be taken into account here, but steps can be taken to ameliorate the situation.

BF: having looked at the drawings and noted the increase being requested today, would have thought that this application should have come to Planning Committee the first time round. It is a significant development and involves the demolition of an old Victorian house.

MJC, in response:

- to BF, the original application wasn't at Planning Committee because no-one requested it to be. It is a reasonable-sized development, but not a major scheme, and the demolition did not require consent;
- the increase in floor area is at first floor level, therefore not increasing the footprint of the building. PB has alluded to the fact that when this application first came in, officers were concerned about the increase and negotiated with the applicant, securing the reductions now before Members. They also refused to consider any further development at the site as this would be considered excessive on this site, so it is fair to say that the developers' proposals have been reined in;
- to PT, the means of enclosure can be a risky business, and she has rightly said there is a drop in levels between the proposal and the property next door. Increasing the height of the fence would make it disproportionately high on the neighbour's side. There have been no neighbour objections on the issue of privacy, so would advise caution on any changes in this regard;
- to PB, it's true that the applicant considered reducing the height of one of the dwellings, having discussed the matter on site. Although this was commendable, officers assessed that a reduction of 225mm on one block was not necessary. Planning Committee shouldn't tinker with applications on the night, and if Members are not happy with the heights, they should delegate the matter back to officers to pursue, in discussion with the Chair and Vice-Chair.

PB: would like officers to do that, and puts this suggestion as a formal motion. It is not unreasonable, and the developers have offered, taking account of the objections from the Parish Council and the neighbours.

Vote on PB's move to amend the officer recommendation to a delegated permit subject to the reduction in height of Plot 2 in consultation with the Chair and Vice-Chair

13 in support
0 in objection
2 abstentions

MOTION CARRIED

Vote on officer recommendation as amended (to a delegated permit subject to the reduction in height of Plot 2 in consultation with the Chair and Vice-Chair)

13 in support
1 in objection
1 abstention

PERMIT

6. 15/00483/FUL 11 Oldfield Crescent

Application Number:	15/00483/FUL
Location:	11 Oldfield Crescent, Cheltenham
Proposal:	Proposed bungalow, associated parking and landscaping
View:	Yes
Officer Recommendation:	Refuse
Committee Decision:	Refuse

Letters of Rep: 2	Update Report: None
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Officer introduction:

CS introduced this application for a separate dwelling to the rear of the existing bungalow, saying an earlier proposal for a bungalow on the same site was refused under delegated powers. Officers consider the introduction of a bungalow here is harmful to the residential character of the area. It is very similar to the previously refused scheme, the only amendments relating to a slight reduction of plot size and in ridge height, and a hipped roof instead of a gable. It is at Committee at the request of Councillors Coleman and Holliday. The recommendation is to refuse.

Public Speaking:**Mr Russell Ranford, agent for the applicant, in support**

This applicant has made this application on behalf of her elderly mother, to help her live independently with her family on hand. She has a degenerate bone condition which makes it difficult for her to climb stairs, but able to live in bungalow. This is not a garden-grabbing exercise; it is a caring daughter trying to make life easier for her mother and planning for her own elder years. The officer report confirms at 6.7 that the proposed structure is within the allowances of permitted development for an outbuilding, and the applicant is using this as a fall-back position, but her mother wants to live independently and she therefore felt it best to be upfront about her intentions. In addition, she hopes to move into the bungalow herself in the future and to sell the existing house. Martin Horwood, an opponent of garden-grabbing, supports the scheme, recognising that it fulfils a need. What is more, it will provide a manageable garden to suit an elderly person. Feels it remiss of officers to refer to previous appeals, one of which was for a larger, tandem dwelling in the Poets Conservation Area, and the other of which, after being dismissed in 2009, now has planning permission for five houses on the site. The proposed dwelling will have its own small garden. Considers planning officers to be showing a lack of consistency in their decisions, and urges Members to take a common sense approach and overturn the officer recommendation.

Member debate:

KS: is happy with the officer report, and thinks the recommendation to refuse is right. Would ask officers to expand on the issue of permitted development rights; if a planning application is refused, yet the same-sized building could be built under PD rights, how can a refusal be consistent with those rights?

BF: read the refusal reasons and then visited the site. Was surprised that the officer considered the proposal would 'diminish the existing sense of spaciousness' between the houses, as the main dwelling is linked corner premises, and there would be a large gap between it and the proposed dwelling. Was also surprised at the comment that the proposed bungalow would be at odds with the scale of immediately surrounding buildings as 50m away there are six bungalows in Oldfield Crescent. Considers these are not good refusal reasons – they are difficult to substantiate and an Inspector would find them so. There is only one letter of objection, and one of the reasons stated is that the neighbours may wish to build over their garage they would not be able to do so. This is not a planning reason. The proposal isn't a tandem development; it has its own separate entrance. Cannot see much wrong with it and would like to move to approve as the refusal reasons aren't justifiable.

SW: is open-minded about this but struggling to support the officer recommendation following BF's comments. We moan about garden-grabbing, but this proposal fits well in the plot. It is single-storey so cannot be over-bearing. Will listen to the debate, but cannot really see why it shouldn't be built and would generally be in favour.

PT: officers say if someone wants to build a granny annexe, certain criteria need to apply. What is the difference here? Has concerns however – read the report and could see no

reason why this shouldn't be built, but on visiting the site, felt differently about it. The drawings make it look very spacious, but in fact it is much more cramped in reality.

PB: is pleased this is at Committee. This could be a marginal case, where officers could have gone either way, but this is where the human side of planning should come in. There is a compelling reason why this bungalow should be built. It is single-storey, will provide for the needs of the owner, and is not a garden-grabbing exercise. Would support BF's move to permit.

CS, in response:

- to KS, regarding PD rights, there are clear arguments in the two appeal decisions mentioned in the report which are relevant here. Just because a structure falls under Permitted Development, this doesn't necessarily make it not harmful. The Hillview Road case is relevant in considering the likelihood of permitted development for ancillary use later coming forward as a separate dwelling. The Inspector questioned whether the applicants would build a structure of this size and type purely for ancillary use, and didn't therefore accept PD rights are never harmful;
- officers have assessed this and feel that division of the site would be harmful; that is why the Inspector refused the appeal at Hillview Road.
- to BF, the spaciousness referred to is between No. 11 and No. 15 Oldfield Crescent, to the rear of the site. No. 11 has a large garden and there is a perceived sense of space that would be diminished by the proposed dwelling. The separation of the site and introduction of hardstanding would result in the established character of the area being diminished;
- to PT, the criteria officers look at as to whether a unit is ancillary or not, if this proposal was to come in as PD application for a structure of this size, officers would have to be convinced that it could not be occupied independently, by looking at the facilities provided such as bathroom and kitchen.

JP: agrees with PB. Looking at the drawings, this is very much about form and function. This dwelling is proposed for a specific purpose. Agrees that the style doesn't blend in all that well with the surrounding houses but it is a small bungalow, not overpowering in this environment. It will be used for supporting the applicant's family, in keeping with care in the community objectives. Will support the application.

KS: feels we are on precarious ground here, if we allow it because the applicant says it is for her mother. Recalls an application in Mitre Street where a dwelling was created for an elderly mother but soon sold on. It may be true in this case but is not necessarily how it will be occupied; it could be being built for profit. We should ask ourselves whether this is the right development in this location; officers say it isn't. If we allow it be built and other similar applications come forward, we won't have a leg to stand on to turn them down. We have to be clear about how we make decisions. The proposal should only be permitted if it isn't harmful to the area.

BF: it's clear that the reasons for accepting this proposal aren't just based on immediate occupancy – planning permissions last for a hundred years. Does not agree with the refusal reasons as given. The gardens are not visible from the street and has a big hedge; the sense of spaciousness will be retained; the main dwelling is linked; there are other bungalows nearby so the proposal fits in with the street scene, and in any case, variety is the spice of life. This proposal will do no harm.

JF: is getting worried. Members are here to consider arguments for and against applications on planning grounds. Would like to be able to say this proposal is OK, bearing in mind the circumstances of the applicant, but we must stick to planning reasons when considering applications. We need to stick to our guns – otherwise there will be consequences and we are straying onto dangerous ground.

GB: agrees with JF.

PB: notes that the applicant lives in the big house and effectively wants to build a bungalow in its garden – it could not be built without the big house. Could a condition be added to prevent the bungalow from being sold separately – would that be appropriate?

GB: from what the public speaker said, thinks the reverse situation is more likely to arise in the future – the applicant intends to sell the house and live in the bungalow herself at some stage.

CS, in response:

- the SPD on garden land was agreed by Members to assess this form of application. Officers feel there is a real distinct character in the area – semi-detached houses with a lot of space around them. To allow any building to interrupt this would be contrary to that document. Has noted the variety of house-styles in Oldfield Crescent, but these are not in the immediate environment of the application site. This proposal will erode the character;
- to PB, it would not be reasonable to attach such a condition; in effect, that would be refusing the application for an independent dwelling.

SW: is looking at the site on Google Earth as was unable to attend Planning View, and feels that either a granny annexe or a separate dwelling would fit very nicely into this plot. If it was in his ward, developers would be wanting to build a block of flats on it! One modest building fits well, whether it's for a granny or not.

GB: will take vote on officer recommendation to refuse; if this is lost, can then be a move to approve.

Vote on officer recommendation to refuse

8 in support
6 in objection
1 abstention

REFUSE

6. 15/00525/FUL 2 Cowper Road

Application Number:	15/00525/FUL
Location:	2 Cowper Road, Cheltenham
Proposal:	New external soil stacks for nos.2-24 (even) and 26-48 (even) Cowper Road, nos.74-96 (even) and 106-128 (even) Pitman Road, nos.2-24 (even) and 26-48 (even) Wasley Road, and nos.9, 11, 15-41 (incl), 43-54 (incl), 60-71 (incl), 77-88 (incl) and 90-121 (incl) Monkscroft
View:	Yes
Officer Recommendation:	Permit
Committee Decision:	Permit
Letters of Rep:	0
Update Report:	None

Councillor Babbage declared an interest in this application and left the Chamber for the duration of the debate

Officer introduction:

MJC introduced this application for external soil pipes for flats on the corner of Princess Elizabeth Way and Gloucester Road, similar to other applications recently considered by Planning Committee. The application is needed because the internal pipes are failing and replacing them would mean installing new kitchens and bathrooms for all the flats, at a disproportionate cost. The application is at Planning Committee as CBH is the applicant, and the officer recommendation is to approve.

Public Speaking:

There was none.

Member debate:

JP: understands the reason for the application but is concerned at the lack of imagination by CBH, proposing dark pipes down the outside of the buildings and not disguised in any way. They will be an eyesore.

AL: this is a main gateway to the town, and adding heavy black vertical lines to these light-coloured buildings is not necessary. The existing pipes are the same colour as the buildings. Would like to propose that for the new pipes.

MJC, in response:

- the proposal is for black uPVC pipes, so it would not be a case of painting them but of providing pipes of a different colour. Would Members prefer white pipes? Officers consider the proposed black pipes to be acceptable and nothing unusual. It is up to Members to decide, but is wary of them micro-managing applications in this way.

PT: notes that there are already black rainwater pipes from the guttering and black tanks in situ.

CN: agrees. The black pipes may not stand out as much as some Members fear.

AL: half of those are hidden behind the parapets of the balconies. The smaller pipes from basins are painted the same colour as the exterior of the building. It would be better if the soil pipes were white.

CH: plastic pipes can be painted any colour, and should match the surface of the building. This would look less cluttered. Would be happy to see this amendment.

GB: can AL confirm what his amendment is?

AL: initially for the pipes to be white; ideally for them to be the same colour as the building.

CL, in response:

- officers may have a better way of wording this. Can add a condition that that colour of the pipes is to be white or matching as to be approved by the local planning authority

MJC, in response:

- officers do not want to agree the colour of the pipe – this would be another application. Suggests that the condition requires white or matching pipes, and that will be the end of our involvement in the proposal.

DS: suggests 'matching' is the best option, if AL is happy with that.

SW: suggests 'complementary' would be better.

GB: officers prefer 'matching'

Vote on AL's move to add a condition that the pipes should be white or matching

9 in support
4 in objection
1 abstention

MOTION CARRIED

Vote on officer recommendation to permit with additional condition

13 in support
0 in objection
1 abstention

PERMIT

6. 15/00636/FUL 106 Devon Avenue

Application Number:	15/00636/FUL
Location:	106 Devon Avenue, Cheltenham
Proposal:	New external soil pipes at 106-116 (even) Devon Avenue
View:	Yes
Officer Recommendation:	Permit
Committee Decision:	Permit
Letters of Rep:	0
Update Report:	None

Officer introduction:

MJC told Members that this application is similar to the previous one, though smaller in scale, involving just one block of flats. It is an unrendered, red brick building. Again, the application is at Committee because CBH is the applicant, and the officer recommendation is to approve.

Public Speaking:

There was none.

Member debate:

There was none.

Vote on officer recommendation to permit

15 in support – unanimous

PERMIT

7. Any other items the Chairman determines urgent and requires a decision

There were none.

8. Local Government Act 1972 - Exempt Business

Members debated agenda item 8 as to whether agenda item 9 should take place in exempt session. A number of members raised concerns about transparency and felt that there was nothing new presented in the advice contained in the report and that the risk of costs had been identified by officers when the application had been debated on 31 July 2014.

It was noted that, as a general principle, having discussions in public was the best approach to take, but that in order to have a full and open debate on both the legal advice and financial advice, this should take place in exempt session.

RESOLVED THAT “in accordance with Section 100A(4) Local Government Act 1972 the public be excluded from the meeting for the following agenda item as it is likely that, in view of the nature of the business to be transacted or the nature of the proceedings, if members of the public are present there will be disclosed to them exempt information as defined in paragraphs 3 and 5, Part (1) Schedule (12A) Local Government Act 1972, namely:

Paragraph 3: Information relating to the financial or business affairs of any particular person (including the authority holding that information).

Paragraph 5: Information in respect of which a claim to legal professional privilege could be maintained in legal proceedings”

The vote to enter into exempt session was carried with 14 in support and 1 abstention.

9. Consideration of Council's Case - Appeal by Bovis Homes Limited & Miller Homes Limited regarding Land at Leckhampton, Shurdington Road, Cheltenham (application ref 13/01605/OUT)

Officers opened agenda item 9 explaining the purpose of bringing the report to Committee – which focused primarily on the refusal reasons, the council’s case at Inquiry, exposure to costs and legal advice received on these matters. Five options were set out in the officer report to Committee considering a range of approaches on how the 9 refusal reasons could be dealt with at the forthcoming Inquiry. The 9 refusal reasons (in summary) were:

1. Grant of permission premature to the finalisation of the Joint Core Strategy
2. Proposal of 650 new homes forms part of a larger allocation for 1,124. Unclear whether scheme would deliver comprehensive development
3. Premature in advance of council consideration to designate sites as local green space
4. Proposed development would significantly and adversely add to existing traffic congestion on the A46, wider roads and junctions
5. Proposed development would have a significant adverse impact on the character of the landscape and the adjoining AONB
6. Loss of areas of best and most versatile agricultural land
7. Inconclusive evidence on flood risk
8. Impact of retail proposed on district centres of Hatherley and Bath Road
9. No Section 106 agreement completed to secure payment of the commuted sums to deliver adequate infrastructure.

Members outlined their concerns in regards to the details of the scheme, the context of the application within the Gloucester, Cheltenham and Tewkesbury Joint Core Strategy and the examination into this plan; and the relationship of the site with adjacent land being considered for development by Tewkesbury Borough Council.

Members discussed the 9 refusal reasons; particular focus was upon prematurity in advance of the Joint Core Strategy, comprehensive development, traffic and landscape implications and context of local green space. The Committee considered the legal advice in respect of these issues and discussed with officers the implications in the context of the council’s case at the Inquiry.

Members discussed the likely extent of costs; including the council’s own costs and those which may be awarded against the council. The budget available to defend the council’s

case was discussed; it was noted that if significant costs were awarded against the council then the budget currently available would be insufficient.

A member proposed a substantive motion to pursue option 4 in the report – to progress Refusal Reasons 4 (highways) and 5 (AONB), with Refusal Reason 9 (S106) added. Members debated the motion and a number of amendments were proposed which included the incorporation of refusal reasons 1, 2 and 3. The amendments were not carried.

Following the votes on amendments, the substantive motion was taken which was carried - 13 in support, 2 in objection.

Officers were tasked with contacting the appellants to set out the refusal reasons the council intended to pursue at the Inquiry.

Resolved to direct officers that refusal reasons 1, 2, 3, 6, 7 and 8 of decision 13/01605/OUT should not be pursued in respect of the appeal lodged in respect of that decision, but should continue to pursue and submit evidence in respect of refusal reasons 4, 5 and 9 (noting that refusal reason 9 may be satisfactorily resolved via the provision of a planning obligation)

The Planning Committee meeting ended at 9.50pm following approximately 2.5 hours debate on agenda items 8 and 9.

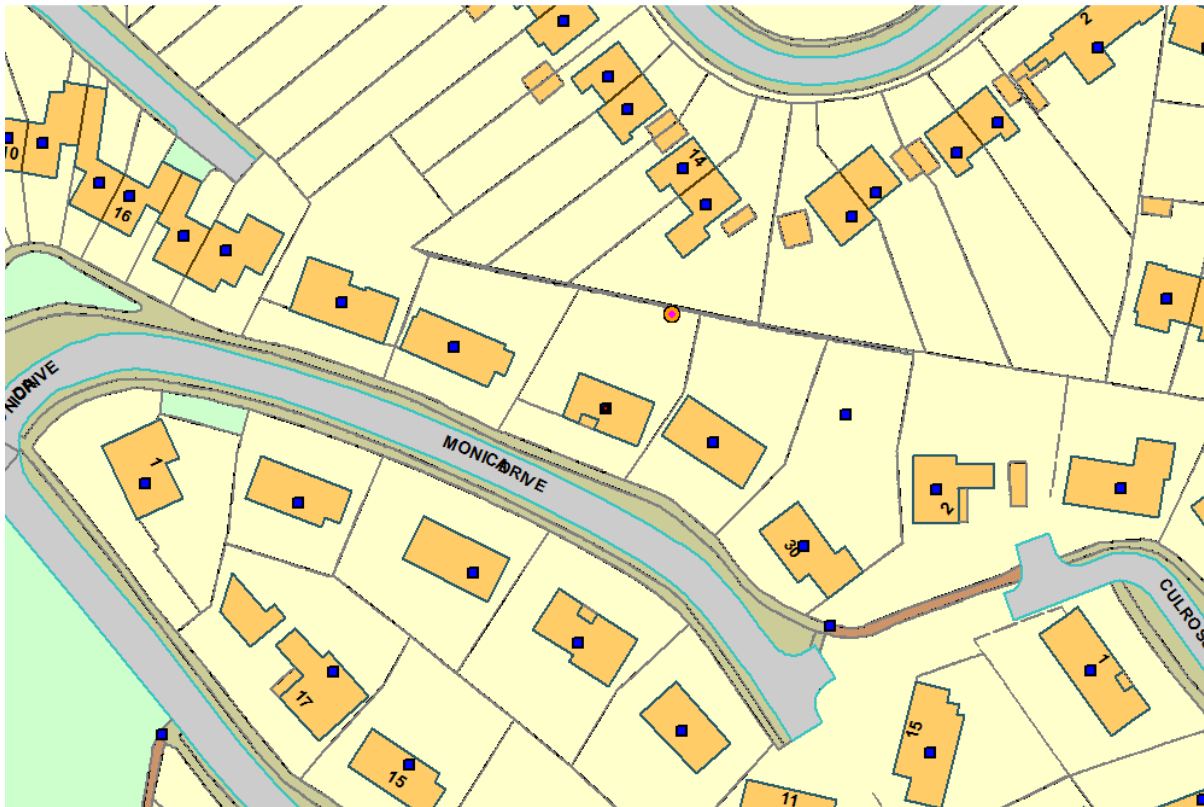
The meeting concluded at 9.50pm

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APPLICATION NO: 15/01078/CONF	OFFICER: Mr Chris Chavasse
DATE REGISTERED: 18th June 2015	DATE OF EXPIRY: 18th December 2015
WARD: Pittville	PARISH:
APPLICANT: Mr A Phipps	
AGENT: n/a	
LOCATION: 26 Monica Drive, Cheltenham	
PROPOSAL: Confirmation of Tree Preservation Order 15/00725/TREEPO Holm oak to the rear of property	

RECOMMENDATION: Order is Confirmed

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1. DESCRIPTION OF SITE AND PROPOSAL

- 1.1 Confirmation of a Tree Preservation Order of a holm oak in rear garden of 26 Monica Drive.

2. CONSTRAINTS AND RELEVANT PLANNING HISTORY

Constraints:

Residents Associations

Relevant Planning History:

15/00875/TPO 18th May 2015 PER

Holme Oak - 3m lateral reduction over 12 Cleavelands Avenue

3. POLICIES AND GUIDANCE

GE5 - The council will resist the unnecessary felling of trees on private land and will make Tree Preservation Orders when appropriate.

4. CONSULTATIONS

Cheltenham Tree Group

24th April 2015

We fully support the protection of this fine tree which has considerable amenity value”.

5. PUBLICITY AND REPRESENTATIONS

Number of letters sent	6
Total comments received	2
Number of objections	1
Number of supporting	1
General comment	0

- 5.1 No site notices were erected and no representations were received

5.2 Comments Received

On 14th May 2015 12 Cleavelands Avenue (neighbour most affected by this tree) objected to this TPO. A synopsis of his objection reads:

- 1) Public visual amenity of the tree is currently severely limited now and in the future.
- 2) The tree will grow to become a disproportionate size for it's location.
- 3) Tree does not have rarity, cultural or historic value and it's continued growth will have a detrimental impact on adjacent vegetation by casting shade.
- 4) The tree's visual amenity is mostly restricted to adjacent residents.
- 5) The tree is not within a Conservation Area.
- 6) The tree falls outside TPO Guidance Regulations contained within Planning Portal.
- 7) There is no intention to remove the tree the neighbour merely wants to manage future growth.
- 8) The presence of the tree has a detrimental impact on the newly created insect loving garden.

On May 13th 2015 the tree owners responded to the receipt of the TPO offering gratitude for it's newly created protection. Prior to the serving of the TPO the owners contacted officers concerned that the neighbour wanted to cut down the tree. They considered the tree as the most attractive feature of their garden and much admired by a succession of neighbours. They consider it a privilege to have a beautiful tree in their garden and deem it their responsibility to look after it.

6. OFFICER COMMENTS

- 6.1 Determining Issues:** This tree has significant current and future visual amenity within the local environment. The tree owners have cherished it's presence (for nearly 50 years-as long as they have lived at this property), however the neighbour living in 12 Cleavelands Drive has not. A Tree Evaluation Method for Preservation Orders was undertaken and the tree was scored by Trees Officers as "Definitely merits a TPO".
- 6.2 The site and its context:** The tree is situated within the rear garden of a cul de sac but nevertheless it's canopy can be seen from the highway in Monica Drive and Cleavelands Avenue.
- 6.3 Design and layout:** The tree is considered to be in proportion with the rear garden of 26 Monica Drive.
- 6.4 Impact on neighbouring property:** Following an application to reduce the size of the crown overhanging 12 Cleavelands Avenue, there is practically no further scope for further pruning by the neighbour under common law (ie without the owner's permission). The tree now casts considerably less shade than previously and Officers would consider applications for future crown management to retain the tree at it's current size. This has been communicated to the neighbour during discussions prior to formal objection.
- 6.5 Sustainability:** This tree species tolerates pruning well and can be managed into old age providing the quality of tree work conforms to the British Standard for Tree Work (BS 3998 2010).
- 6.6 Other considerations:** Section 198(1) of the Town and Country Planning Act, 1990 states that LPA's can make a TPO if it appears to them to be "expedient in the interests of amenity". Amenity is not defined in law and as such judgement is required when it is appropriate to make a TPO.

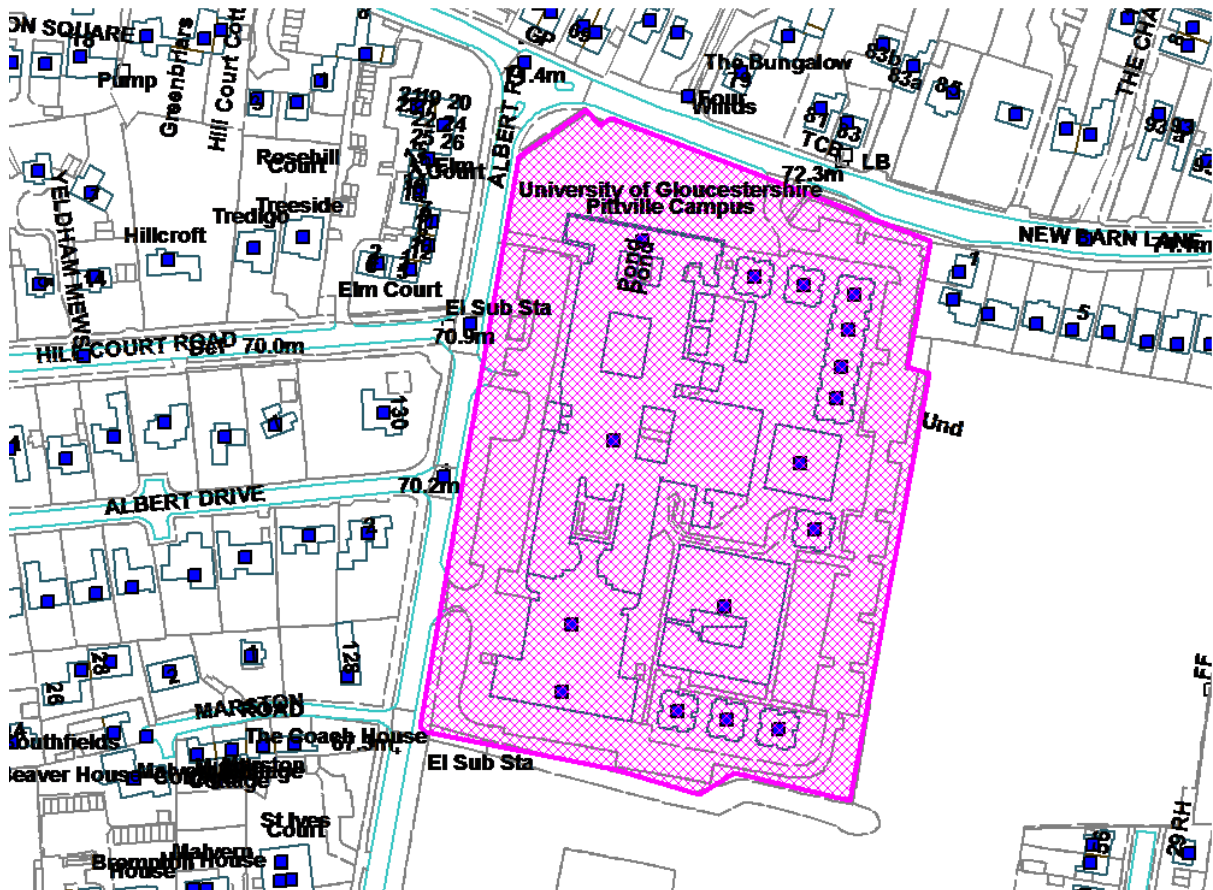
7. CONCLUSION AND RECOMMENDATION

- 7.1** Trees Officers recommend that this TPO is confirmed.

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APPLICATION NO: 14/01928/FUL	OFFICER: Mrs Lucy White
DATE REGISTERED: 23rd October 2014	DATE OF EXPIRY: 22nd January 2015
WARD: Pittville	PARISH: Prestbury
APPLICANT:	Uliving And University Of Gloucestershire
AGENT:	Plainview Planning Ltd
LOCATION:	Pittville Campus, Albert Road, Cheltenham
PROPOSAL:	Erection of a student village incorporating 577 new-build student bedrooms, the refurbishment of the existing media centre (which will include a reception/security desk, a gym, retail facilities, multi-faith area, refectory and bar, quiet study area, laundrette, ancillary office space), and the provision of a mixed use games area. In addition, the proposal involves the demolition of existing teaching facilities and the retention and refurbishment of 214 existing student rooms.

RECOMMENDATION: Permit subject to s106 Obligation



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1. DESCRIPTION OF SITE AND PROPOSAL

- 1.1 Members will recall that this application was deferred at the January 2015 Planning Committee meeting. The reason for deferral was to give the applicants the opportunity to address the issues and concerns highlighted by officers, Members and local residents during the course of determining the application. Whilst the principle of the redevelopment of the site to provide additional student accommodation was not in dispute, there were significant issues and a lack of information raised in relation to architectural design, size and scale of proposed development, student numbers and their management both on and off-site, parking, vehicular and pedestrian traffic, impact upon the amenities of local residents and wider Pittville area and the lack of robust strategies to ensure the effective long-term management of students.
- 1.2 The above concerns were, in part, brought about by prematurity; the applicants requesting that the application be determined at the January Committee in order to secure appropriate funding for the project, which at that time, was subject to tight deadlines in terms of submitting funding bids. The majority of the above issues therefore remained unresolved in January and in effect, time had 'run out' in terms of the negotiation process.
- 1.3 For ease of reference, the Minutes and Officer report presented to the January Committee are reproduced in full in the Appendices. The Officer report also provides the background and detail of the proposed development, including site description, context, planning policy considerations and relevant planning history. This report focuses on progress and revisions proposed within the last six months through the negotiations between all parties, including the local community.
- 1.4 It is fair to say that, since January, everyone involved in this project has been working hard and consistently to identify and resolve the issues and concerns raised. The key actions and revisions that have taken place are, in summary, as follows:-
- The appointment of new architects, Feilden Clegg and Bradley Studios (FCB), with a brief to take fresh look at the architectural design and layout of the proposed development taking into account the views of CBC officers, the Architects Panel, Civic Society and local residents.
 - Following pre-application discussions, submission of a revised scheme on 12th May 2015 accompanied by a set of supporting documents amended in response to the revised proposals (notably the Design and Access Statement, Planning Statement, Environmental Impact and Noise Assessment, Tree Survey, Utilities Statement, Transport Statement/Travel Plan). The revised Planning Statement and Operational Management Plan (OMP) seek to consolidate all previous Addendums in addition to responding to the revised architectural design.
 - The new architects have provided a model of the proposed development which has been helpful in assessing the massing and spacing of the residential blocks and distances between neighbouring properties. A sample board of suggested type, mix and colour of materials has also been submitted. Although it is not possible to specify at this stage the exact brick type and window detailing, the sample panel offers a flavour of colour palette and type and texture intended. The model and sample board will be on display during the Committee meeting.
 - A full consultation exercise has been carried out both in relation to statutory consultees and the local community. In addition, the applicants held a further public exhibition on 21st April 2015, prior to submission of the revised scheme.

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- The revised scheme (in draft and final version) has been reviewed by the Architects Panel on a further three occasions and the new architects gave a presentation of their draft scheme to the Civic Society.
 - The establishment of a Pittville Residents Liaison Group which includes representatives from the local community and existing residents groups, Councillor John Payne representing Prestbury and Pittville wards, University of Gloucestershire, Uliving management team, Plainview Planning (applicants' agent), CBC Planning and Environmental Health teams and the Gloucestershire Police Constabulary. This group has met on six occasions since March 2015 with a remit to discuss any issue associated with the proposed development that could impact upon the local community. Whilst the focus has been on the content and effectiveness of the Operational Management Plan (OMP) in terms of the long-term management of the site, the topics discussed have been wide ranging with clarification sought on a number of issues and data provided by the University. The new Architects were also invited to present the revised proposals to the group.
 - Drafting of additional s106 Agreement which seeks to ensure the provision of a Shuttle Bus service, establishment/continuation of a Pittville Community Liaison Group and establishment of a volunteer student patrol scheme (Student Safety Heroes - Ssh project), all of which tie in directly with the OMP.
 - Continued progress with the legal agreement entered into with the County Council to secure all necessary highway works, signage, wayfinding and Travel Plan (including financial contributions).
 - Both legal agreements are well advanced with Heads of Terms and drafts largely agreed between parties. It is likely that both legal agreements will be signed before July Committee and Officers will update Members accordingly.
 - A Tree Preservation Order was served on the applicant (University of Gloucestershire) on 15th June 2015 (ref 15/00727/TREEPO). The trees identified in the Order are all the trees fronting New Barn Lane and on the corner of the site at the junction with Albert Road and one Oak tree further south fronting Albert Road. Any comments or objections to the TPO must be made to the Council by 13th July 2015.
 - Demolition works on site are well advanced. An application for Prior Notification of Proposed Demolition of buildings on the site was submitted in December 2014 (ref 14/02288/DEMCON) and approved in March 2015.
- 1.5** The series of statements and reports submitted by the applicant from 5th January just prior to the January Committee meeting are still relevant. These documents largely focus on the economic and financial justification for the proposed development. Notably, a report 'Economic Impact of University of Gloucestershire' was made available on 8th January 2014 and a copy circulated to members of the Planning Committee via email. These documents are attached as appendices to the previous Officer report.
- 1.6** The subsequent revisions to architectural design and the OMP will be discussed in the following sections. For clarity, only those consultation responses received in respect of the revised scheme are listed below. All preceding comments can be read in the previous officer report.

2. CONSULTATIONS

Cheltenham Civic Society

18th June 2015

We think that the revisions by Fielden Clegg Bradley have transformed the scheme. We were impressed by the rigorous intellectual analysis that FCB have put into developing the whole village. There is now a hugely improved feel to the scheme overall, with well-designed spaces incorporated in it. Although some of us still wonder if the scheme can accommodate the number of units proposed, and might also have preferred it if those revising the scheme had had carte blanche for the whole site, we are still satisfied that this has the potential to be a really good scheme, providing something of a quality suitable for young people to live in, and worthy of Cheltenham and Pittville. We liked the attempt to reflect - but not mimic - the grain of Cheltenham buildings, and were generally happy with the proposed materials, though we were not entirely sure about the white framing of the windows currently shown.

Architects Panel

16th June 2015

The presentation followed that made on 25th March and showed some additional material and revisions to the scheme.

Following the previous comments, the panel noted the lowered block height in the centre and the positive effect this has on the, albeit still heavily, massed scheme, with each block still standing alone.

The panel noted the proposed pale grey/buff multi brick suggestion and reiterated the need to maintain careful control over the quality of the materials palette. The overall appearance remains rather verging on the austere and bland and materials and colour will be crucial to the final quality.

To this end there was discussion about how to carefully introduce more colour to the scheme, perhaps in the window framing, although it was felt that too much vibrancy might be inappropriate - colour should therefore be rich and strong. Internal blinds/curtains might also be important in this if able to be controlled.

The additional, subtle framing and modelling works to enliven the facades a little, although it was felt some further definition would be beneficial to some of the more austere, flat facades.

The corner now works more successfully exhibiting simple control, although refinement of some parapet details/setbacks appears to be needed.

It remains disappointing that no alternative energy installations are integrated into the design - solar hot water, green roofs?

Heritage and Conservation

1st July

Analysis of Site:

1. Although this site is just outside to the north of the central conservation area, it is still a very prominent site and its development will certainly affect the setting of the conservation area.
2. There are long distance views of the site from several directions but especially along New Barn Lane from the east and the west and also from Albert Road looking north.

Comments:

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1. Site layout: this remains largely unchanged from the previous submission which was acceptable.
2. Architectural style:
 - a. Roof scape - The design approach being of a contemporary style with flat roofs is welcomed as a principle and in this respect the overall scheme has improved since the previous application proposals which included some pitched roofs. However these flat roofs are an ideal location for the location of renewable energy solar, and so it is a disappointment that no consideration appears to have been given to renewable energy. This is particularly disappointing as the University has frequently boasted about its green credentials.
 - b. Height:
 - i. I have previously expressed concern about the height of the block on the corner of New Barn Lane and Albert Road and this extremely prominent corner building would benefit from the top storey being omitted. My concern remains.
 - ii. The height of the central block has now been reduced that this welcomed.
 - c. Proportions:
 - i. In my previous comments I said that in general terms the proportions of the new buildings are acceptable although throughout the whole site the grey clad 4th (ie top) storey is visually too dominant. This concern remains valid.
 - ii. In my previous comments I said that the proportions might be seriously affected by the introduction of downpipes and so rainwater dispersal is critical to the design. The proposed elevation drawings have now been annotated to include a metal rain water pipe, but unfortunately the position of the rainwater down pipes have not been shown on the building. Therefore this previous comment remains valid.
 - d. Materials:

The proposed principal materials have now been confirmed as bluff coloured brickwork, painted brickwork and metal standing seam cladding. I have no concerns about the principle of using these materials albeit I have already made comments (see above) about the visual prominence of the grey cladding.

CONSERVATION AND HERITAGE SUMMARY: This is a very large development and generally the site layout is acceptable. However the general appearance of the scheme is at best refined and at worst rather boring. The palette of materials is very utilitarian and whilst this scheme at preliminary stage appeared to have much potential it is disappointing and is a missed opportunity. The saving factor will be the proposed landscaping and the planting plan must be conditioned to ensure that it happens as proposed. This site does deserve better however the proposals will not have a significant visual impact on the setting of the conservation area and therefore I am unable to object to the scheme.

Urban Design

17th June 2015

This revised proposal is a positive development of the previously submitted scheme. It takes the broad disposition of spaces and buildings from the earlier iteration and successfully finesses the layout, making important improvements throughout. Whilst the previous sinuous landscape layout had some attractions, in comparison it was cluttered and confusing.

By abandoning the 'L' and 'T'-shapes of the previous cluster units and replacing them with a series of buildings with a rectangular footprint, it is able to deliver a simple building layout of clean straight lines enclosing rectangular landscaped spaces. Similarly the impact along the

public frontages is a neater layout treatment - with cleaner lines and a cohesive perimeter block form.

Critically, some of spaces are larger. The simpler footprint removes the need for enclosed north-east or north-west facing enclosed corner rooms, which would frequently be in shadow and uncomfortable to be in. The simplification of the layout improves legibility and permeability; strengthens the structure; improves surveillance of spaces clarifying 'ownership'; and makes the entry points to the site more defensible and less vulnerable.

The simplification of the arrival space layout is successful, particularly the removal of the inverted-'Y' around the bus shelter. The straight-lines and rationalisation of the arrival area on both the pedestrian and vehicle side, will make arrival more legible and reduce potential for conflicting pedestrian movement.

The Conservation Officer will provide an analysis of architectural style, but there appears to be an understated delivery of many of the aspects of Regency themes in a contemporary form which the previous proposals struggled with.

The proposal is not yet completely satisfactory.

The strategy for cycle parking still seems light on parking numbers; though the distribution of spaces has improved, the siting of spaces remains skewed away from a natural desire lines towards the town centre for many of the units. Some additional smaller, well distributed parking in secure covered units would enhance the currently proposed provision. As the site of the former art college, it is appropriate to include a piece (or themed set of pieces) of public art on the site. Provision should be sufficient to fund public art project management, maintenance and all necessary making good (including, where appropriate hard and soft landscape). The public should have access to some or all of the works. Work could involve students working with the Public Art Panel and one of its project managers to produce the work. The whole project should have a value equivalent of approximately £40,000 with project management, design, construction and implementation all funded; on-going maintenance will need to be provided by the developer.

Transport contributions will include contributions towards enhanced pedestrian signage - complimenting the Council's Phase 2 pedestrian wayfinding scheme. The University is developing its own pedestrian signage proposals for its own estate and the Council's Townscape scheme is in discussion with the University to develop a design solution on all its sites which compliments the Council's proposals. Details are being worked up separately from this application as part of the Wayfinding project. Some of the off-campus signing being funded by the University through this development will need to be implemented as part of the Council's own Phase 2 scheme and early release of some of the University's contribution will be required to meet the Council's programme.

Parish Council

29th May 2015

The Parish sees little, if any, improvement in this revised scheme. Thus our objections made by letter on 18th December 2014 still stand and re-list them below:

Policy CP4 requires adequate provision for security and the prevention of crime and disorder. No improvement from previous scheme. It is impossible to control and police the huge number of students.

Policy CP5 states that the location must minimise the need for travel.

This objection has not been addressed. It is the wrong location to meet this requirement.

Policy CP7 requires a high standard of architectural design.

The design is an improvement but not in keeping with the area around Pittville Park.

Policy TP1 makes clear that development will not be permitted where there is a danger of generating high turnover on-street parking. No further parking is being provided. The area does not have restricted parking in the streets, so it cannot be controlled.

Please consider these points when making your decision.

Tree Officer

3rd June 2015

The Tree Section has no objections to this application. As there is a loss of low amenity trees on site these are mitigated by a suitable Landscape Planning Proposal, however more detail is required.

Please could the following conditions can be attached;

Detailed Landscaping

The landscaping proposal shall be carried out no later than the first planting season following the date when the development is ready for occupation or in accordance with a programme agreed in writing with the Local Planning Authority. The current Landscape Planning Proposals must be modified to also specify species, planting size, root type (it is anticipated that container grown trees will be planted) and protection so as to ensure quick successful establishment. The size of the trees shall be at least a Selected Standard as per BS 3936-1:1992. The trees shall be maintained for 5 years after planting and should they be removed, die, be severely damaged or become seriously diseased within this period they shall be replaced with another tree as originally required to be planted.

Reason: To preserve the visual amenities of the locality in accordance with Local Plan Policies GE5 and GE6 relating to the retention, protection and replacement of trees.

Tree Protection

Tree protective fencing shall be installed in accordance with the specifications set out within the Arboricultural Report reference Pittville Campus and the Tree Protection Plan Drawing Number 1793/P/101 Rev F dated April 2015. The tree protection shall be erected/installed, inspected and approved in writing by the Local Planning Authority prior to the commencement of any works on site (including demolition and site clearance) and shall remain in place until the completion of the construction process.

Reason: In the interests of local amenity, in accordance with Local Plan Policies GE5 and GE6 relating to the retention, protection and replacement of trees.

Arboricultural Monitoring

Prior to the commencement of any work on site, a timetable of arboricultural site inspections shall be submitted to and approved in writing by the Local Planning Authority. These site inspections shall be carried out by a suitably qualified arboriculturalist and all findings reported in writing to the Local Planning Authority. The approved timetable shall be implemented in full, unless otherwise agreed in writing by the Local Planning Authority.

Reasons: To safeguard the retained/protected trees in accordance with Local Plan Policies GE5 and GE6 relating to the retention, protection and replacement of trees.

Landscape Architect

4th June 2015

TH4

In the previous version of the scheme the lawn to the rear of TH4 had been made secure with fencing and gated access. This has been omitted from this latest revision. It would be preferable if it could be reinstated as without it the rear of TH4 is vulnerable.

Trees in long grass

There are a number of instances of trees planted in long grass. All trees should have a 500mm diameter clear area around the trunk - this is especially important during establishment. Keeping this area around each tree clear of weeds and grass should be included in the landscape maintenance plan.

Bike store next to townhouse gardens

The bike store next to the townhouse gardens is awkwardly placed, interrupting the shape of the lawn. There appears to be a hedge along its eastern side which would prevent access from the path. Please could this be clarified.

Suggest locating the bike store centrally along the western edge of the lawn. A knee rail and planting strip or hedge between the bike store and the lawn would help prevent the lawn being used as a shortcut and so reduce erosion of the grass and unsightly muddy patches.

SuDS

It is encouraging to see SuDS proposed as part of the landscaping scheme. Full details of the proposed scheme will be required.

Maintenance

Only the 12 months defects liability period is mentioned. A long term maintenance plan will also be required. For 5 years following the defects liability period dead, dying or diseased plants should be replaced with those specified on the approved drawings.

Historic England

20th May 2015

Thank you for your letter of 14 May 2015 notifying Historic England of the amendments to the scheme for planning permission relating to the above site. Our specialist staff have considered the information received and we do not wish to offer any comments on this occasion.

Recommendation

The application(s) should be determined in accordance with national and local policy guidance, and on the basis of your specialist conservation advice.

It is not necessary for us to be consulted again on this application. However, if you would like further advice, please contact us to explain your request. We can then let you know if we are able to help further and agree a timetable with you.

The application(s) should be determined in accordance with national and local policy guidance, and on the basis of your specialist conservation advice.

Environmental Health

18th June 2015

1. General:

The revised application for this development has addressed a number of my concerns raised in response to the previous application. In particular internal noise levels from use of stairwells affecting bedrooms in adjacent blocks have been addressed by positioning shower rooms on the opposite side of party walls to the stairs, rather than bedrooms. I am also pleased to note that the entrances to blocks TH1, C3 and TH2 are now positioned facing the middle of the development, rather than facing separate residential property on the opposite side of Albert Road.

2. Outline (Construction) Methodology

My comments from the previous application are still relevant, ie:

2.1 The application proposes to use concrete strip foundations 'subject to further site investigation'. Should this change and piled foundations be required I must request a condition on the following lines is attached to any consent for development:

Condition: The method of piling foundations must be submitted to the LPA for approval before work commences on site.

Reason: This is due to the possibility of the use of piled foundations causing loss of amenity and noise nuisance to the residents of other properties nearby during construction of the project.

2.2 The application indicates intended working hours of 08:00 - 18:00 Monday - Friday and 8:00 - 13:00 on Saturdays, with no works of demolition or construction on Sundays or Bank Holidays. These times are within the working hours recommended by this department, and as such I would recommend a condition is attached to make these working hours enforceable in order to protect nearby residents from loss of amenity due to noise from construction works, on the following lines:

Condition: Works of construction and demolition shall be restricted to 08:00 - 18:00 Monday - Friday and 8:00 - 13:00 on Saturdays, unless permitted in advance by the LPA.

Reason: To protect the residents of nearby properties from loss of amenity due to noise from mechanical plant used in construction and demolition operations

Informative: If the need arises to work on site outside of these hours the site operator should seek an agreement under the Control of Pollution Act 1974 with CBC Public Protection team. This will then allow work to take place during these hours when it is absolutely necessary only, and subject to conditions agreed in the consent notice. An example of such a situation would be the delivery to site of equipment requiring a road closure.

3 Environmental Noise Impact Report

This report has been revised to reflect the newly proposed configuration of accommodation at the site. In general the conclusions of this report are similar to those from the previous application, hence my comments and recommendations are also similar:

Condition: The design of air handling plant serving catering facilities provided in Media Centre shall be submitted to the LPA for approval before installation.

Reason: To protect the residents of nearby properties from loss of amenity due to noise from air handling plant.

Informative: Submitted information is expected to include an assessment of the levels of noise affecting nearby residential properties, not just a measured level for the equipment selected.

Condition: The design of air conditioning plant serving the Media Centre shall be submitted to the LPA for approval before installation.

Reason: To protect the residents of nearby properties from loss of amenity due to noise from air conditioning plant.

Informative: Submitted information is expected to include an assessment of the levels of noise affecting nearby residential properties, not just a measured level for the equipment selected.

Condition: The external noise level at the boundary of the campus from combined mechanical equipment noise shall not exceed 35dB LAeq, 1hour between 7:00 and 23:00, and 25dB LAeq 5 minutes between 23:00 and 7:00, when assessed as a rating level in accordance with BS 4142:2014.

Reason: To protect the residents of nearby properties from loss of amenity due to noise from mechanical plant.

Condition: The music noise level from amplified live or recorded music at the student union / media centre shall not exceed 55dBA LMax, fast between 07:00 and 23:00 and 45dBLMax, fast between 23:00 and 7:00, when measured at the site boundary.

Reason: To protect the residents of nearby properties from loss of amenity due to noise from amplified music in the student union / media centre.

Condition: The design of noise attenuation measures for the Media Centre shall be submitted to the LPA for approval before implementation.

Reason: To protect the residents of nearby properties from loss of amenity due to noise from amplified music.

Informative: Consideration should be given to the provision of suitable acoustic lobbies, upgraded glazing and adequate ventilation to allow doors to remain shut in warmer weather. The position of rooms used for entertainment in relation to other buildings will have a significant effect on controlling noise breakout from affecting other properties.

Condition: Use of the Multi-Use Games area and outdoor gym should be restricted to 09:00 - 21:00, daily.

Reason: To protect residents both on and off site from loss of amenity due to noise from the use of this facility.

Condition: Collection of refuse from the site and deliveries of material to commercial units on the site using HGVs shall only be made between 08:00 and 20:00 Monday to Saturday.

Reason: To protect residents both on and off site from loss of amenity due to noise from collections and deliveries to commercial units.

Condition: Glazing to residential property will be two panes of 4mm glass, separated by a 16mm sealed air gap. Windows facing directly onto Albert Road or New Barn Lane should be fitted with attenuated acoustic trickle vents (with standard trickle vents to all other windows).

Reason: To prevent the occupiers of the residential property from the effects of environmental noise (principally from local road traffic). The acoustic report also identifies the glazing to be used in residential property and has calculated noise levels accordingly, I would therefore recommend that glazing of the same specification is used for all residential property constructed as part of this development.

4 Contaminated Land

These issues have not been affected by the revisions made to the application and as such I repeat the recommendation previously made by the Contaminated Land Officer in relation to this application i.e.:

I have assessed the application and reviewed documents submitted. The ground investigation report did not identify any significant potential contamination sources and no significant soil contamination was found in borehole sampling and no ground gas or groundwater pollution. I have concluded that no remedial works would be necessary. However, I would recommend a precautionary condition in case any unforeseen contamination is identified during re-development works.

CONDITION:

In the event that contamination is found at any time when carrying out the approved development it must be reported immediately in writing to the Local Planning Authority. An investigation and risk assessment must be undertaken and a remediation scheme submitted to the approval of the Local Planning Authority. Following completion of measures identified in the approved remediation scheme, a verification report that

demonstrates the effectiveness of the remediation carried out must be produced and submitted to the Local Planning Authority for approval.

5 Diversion route

Subject to your confirmation in your e-mail of 15th June, I am pleased that the revised plans include a diversion route for students remaining on site that avoids routing them along Albert Road and New Barn Lane. This should ensure that any potential for increased noise from remaining students accessing parts of the site during the construction phase is adequately controlled.

GCC Highways Planning Liaison Officer

6th July 2015

Proposal

Erection of a student village incorporating 577 new-build student bedrooms, the refurbishment of the existing media centre (which will include a reception/security desk, a gym, retail facilities, multi-faith area, refectory and bar, quiet study area, laundrette, ancillary office space), and the provision of a mixed use games area. In addition, the proposal involves the demolition of existing teaching facilities and the retention and refurbishment of 214 existing student rooms.

Introduction

This response is a revision of the local highway authority response dated January 2015. Amendments have been made to the layout; however the legal agreement and Travel Plan have now been updated.

Post Graduate Students

120 Post Graduate Students will reside on the new development. The UoG has estimated that 50 of these students will work in county schools, and will be able to own a car, to enable them to access teaching placements. The University arranges car sharing (3 to a car) by placing them in schools near to each other. Only 15 car parking spaces have been allocated for these students. The revised Travel Plan and legal agreement will control the use of Post Graduate Students with teaching placements using their own cars.

Access

An improved access with a shared space philosophy is now proposed, giving the arrival a much safer focus.

Shuttle Bus

The applicant is proposing a night time shuttle bus to bring students from Cheltenham town centres night clubs to the Pittville Campus. The revised Travel Plan and legal agreement will control the use of night time shuttle bus, to ensure both sustainable transport and safety issues.

Car Parking

The Transport Statement and plan proposes 122 car parking spaces as shown below 70 spaces for Pittville Campus staff

- 10 for staff visiting from other campuses
- 15 for post graduate students
- 10 blue badge spaces
- 5 spaces for Uliving staff
- 12 spaces for visitors to the media centre

All parking will be targeted to achieve a modal shift towards other modes of travel with the revised Travel Plan and legal agreement.

Cycle Parking

The amended application proposes 234 cycle spaces, and the UoG is committed to encouraging and increasing cycle travel, in accordance with the NPPF. Cycle parking will be monitored and more spaces and/or bike awareness/provision will be provided via the revised Travel Plan and legal agreement, if required.

Travel Plans

A revised Travel Plan has been submitted, which includes sections for a Student Travel Plan and a Staff Travel Plan. The Travel Plan will be linked directly with the University of Gloucestershire Students' Union, and the STAP. The Travel Plan will be secured by a s106 agreement.

Cycle Routes

The applicant has audited some cycle routes from the halls to The Park, and FCH/Hardwick. GCC in consultation with the CBC cycle officer and John Mallows from The Cheltenham and Tewkesbury Cycle Campaign suggest more appropriate routes. The final Cheltenham Transport Plan may require some alterations of these routes. These highway improvements are to be delivered by contribution, and implemented by GCC.

Walking Routes

GCC has audited a preferred walking route, to Evesham Road to Cheltenham town centre and to the local M&S and Morrison's on Prestbury Road have been identified by GGC as requiring improvements to some pinch points and missing dropped kerbs. These highway improvements are to be delivered by contribution, and implemented by GCC.

Contributions

Highway improvements for cycling and walking £59,889.70
Remedial fund for Staff Travel Plan to meet targets - £5,000.00
Remedial fund for Students Travel Plan - £35,350.00
Finger post signage and plan monoliths - £25,683.00
GCC Travel Plan Co-ordinator for 5 years £5,000.00

Recommendation

The highway authority recommends no highway objection subject to the following conditions being attached to any planning permission, and a signed s106 agreement

Conditions

1. No beneficial occupation of any student unit shall occur until the access is laid out and constructed in accordance with the submitted drawing IA-363-LP-P01, and maintained as such thereafter.

Reason: - To reduce potential highway impact by ensuring the access is suitably laid out and constructed and in accordance with Local Plan policy TP1 and paragraph 32 and 56 of the NPPF

2. No beneficial occupation of any student unit shall occur until the car parking is laid out and constructed in accordance with the submitted drawing IA-363-LP-P01, and maintained as such thereafter.

Reason: - To reduce potential highway impact by ensuring that parking is suitably laid out and constructed and in accordance with Local Plan policy TP6 and CP5 and paragraph 35 of the NPPF

3. No beneficial occupation of any student unit shall occur until the cycle parking and storage units are laid out and constructed in accordance with the submitted drawing IA-363-LP-P01, and maintained as such thereafter.

Reason: - To reduce potential highway impact by ensuring that cycle parking is accessible and convenient to potential users in accordance with Local Plan policy TP6 and CP5 and paragraph 35 of the NPPF

4. Prior to any commencement of the development details of the removal of the existing south bound bus lay-by, and reinstatement of the footway, shall be submitted in writing to the local planning authority. The approved details shall be implemented prior to the first occupation of any student unit

Reason: - To reduce potential highway impact and increase modal shift in accordance with Local Plan policy CP5 and paragraph 32, 35 and 36 of the NPPF

5. No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:

- i. the parking of vehicles of site operatives and visitors
- ii. loading and unloading of plant and materials
- iii. storage of plant and materials used in constructing the development
- iv. wheel washing facilities
- v. measures to control the emission of dust and dirt during construction
- vi. routing and timings of construction vehicles

Reason: - To reduce potential highway impact by ensuring the construction traffic access controlled and regulated in accordance with Local Plan policy TP1 and paragraph 32 of the NPPF

Informative

Any works on or adjacent to the public highway may require a legally binding highway works agreement, and the applicant is required to contact the Local Highway Authority before commencing works on the highway. devcoord@gloucestershire.gov.uk

3. PUBLICITY AND REPRESENTATIONS

Number of letters sent	337
Total comments received	178
Number of objections	167
Number of supporting	5
General comment	6

3.1 A total of 337 local residents in neighbouring streets have been notified of the proposals. A number of site notices have also been displayed within the vicinity of the site and extending to the southern end of Albert Road. Local residents were similarly informed of the revised plans and documents submitted on 3rd December 2014 and 11th May 2015 and further site notices displayed.

3.2 As a result of the public notification exercises and at the time of writing, a total of 178 representations have been received by the Council from individuals/households (167 objecting, 5 in support and 6 making general observations). At the time of writing, a total of 39 letters had been received since January; note some of these are repeat and additional objections/comments by local residents.

3.3 A petition (and accompanying letter) with 448 signatures was received by the Council on 25th November 2014. The petition relates to the impact of the proposed development upon the existing convenience store located opposite the application site in New Barn Lane (Park Stores). The petition header states:-

“Park Stores is a valued facility in Pittville used by many local residents. The proposed development plans for the Pittville Campus include a retail outlet which is likely to

compete directly with Park Stores. There is the danger that Park Stores could be pushed out of business in consequence.

We intend to request Cheltenham Borough Council should not allow a retail outlet in the Campus Development, or otherwise should limit it to selling items not available at Park Stores.”

- 3.4** The Prestbury Parish Council has also objected to the proposed development.
- 3.5** Due to the volume of comments received from local residents, a copy of all third party representations (including the petition) will be available to view in the Members’ lounge and planning reception at the Council offices.
- 3.6** The concerns raised by local residents are all very similar and can be summarised as follows:-

- The number of students proposed on site is excessive and overwhelming for a quiet residential area
- Impact upon the amenity of local residents in terms of noise and disturbance and anti-social behaviour and associated on and off-site management issues
- Potential increase in crime and vandalism in area
- Proposed scheme appears to be financially driven and not demand-led
- Poor architectural design which is out of character with the local area
- Four/five storey buildings inappropriate for site and locality
- Density of proposed development too high and does not reflect surrounding development
- Impact on existing convenience store (Park Stores) and potential closure of a local facility
- Increase in pedestrian and vehicular traffic and highway safety implications
- Potential for parking congestion in neighbouring streets – students parking cars off-site
- Cumulative effect of Pittville Campus, Starvehall Farm and potential residential development at Pittville School and the overwhelming impact on the locality in terms of movement and activity at the site and infrastructure
- Potential impact/strain on essential services (gas, water and electricity)
- Potential harm/damage to Pittville Park due to excessive numbers of students using it socially and as a route to other campus sites. Noise and disturbance to other users of the park.

The following are additional comments raised specifically in relation to the revised proposals:-

- The revised scheme is still inappropriate in design terms and does not respond to the character of Pittville. Materials should reflect more those of surrounding development.
- The University has ignored the issue of reducing student numbers to a more manageable size
- Excessive height of the four/five storey blocks fronting Albert Road and their overbearing impact upon the occupiers of properties facing the site.
- Uliving’s lack of experience/track record in managing student villages and accommodation of a similar size and residential location and the proposed development therefore being an ‘experiment’.

- Operational Management Plan lacks robustness and does not provide sufficient guarantee of the management of students off-site. Many of its provisions are unworkable.

4. OFFICER COMMENTS

4.1 Determining Issues

- 4.2 The key issue to consider is the extent to which the revised scheme and supporting documents submitted in May 2015 address the concerns previously raised as outlined in the four suggested reasons for refusal presented to Planning Committee in January 2015. In essence, the Council needs to determine whether the application details are sufficiently advanced to enable a full and confident consideration of the merits of the proposed development. The suggested reasons for refusal were as follows:-

1. *The application site is previously developed land with an existing education and residential use and is a large and prominent site within the town. Any proposals for development on the site will therefore have a significant impact upon the character of the locality and will affect the setting of the Central Conservation Area and an adjacent Locally Indexed building (Pittville School).*

Whilst the layout of the proposed development is broadly acceptable, the architectural design of the proposed buildings is considered poor, uninspiring and lacks the robustness and quality of design needed. The concerns relate principally to elevation treatment, the pattern, proportions and detailing of the fenestration, the mix and choice of materials and the uniformity in height and mass. There has also been little attempt to respond architecturally to the retained buildings on the site in terms of form, mass, height, architectural detailing, materials and colour. Consequently, the elevations are crude and represent vertical extrusions of a basic plan form resulting in monotonous and overbearing facades. There is little modulation or articulation in the detailing of the elevations which are repetitive and rely on an excessive and inappropriate mix of materials that, in places, creates a cluttered effect. As such the proposed development represents a missed opportunity, does not respond to the character of the surrounding area or existing buildings on the site and does not make a positive contribution to this key site within the town. The proposed development does not therefore adhere to the aims and objectives of policy CP7 of the Local Plan and paragraphs 17, and 64 of the NPPF.

2. *The application proposes the erection of a student village that will accommodate a significant number of students (794), far in excess of the existing residential use of the site, in a concentrated location within a predominantly residential environment. The site is also somewhat removed from the town centre and the main teaching facilities of the University. The proposed development is therefore likely to result in significant movements across the town in different directions and at different times of the day. The success of the scheme is therefore directly dependant on the ability to understand and manage these movements in ways that will not unduly compromise the existing levels of amenity currently enjoyed by neighbouring residents. The potential harm caused to local amenity would result primarily from noise, disturbance and anti-social behaviour of students both on and off-site.*

The applicants propose a number of strategies to manage student behaviour both on and off-site. The off-site strategies rely primarily on student volunteer patrols, local residents' monitoring of student behaviour and community liaison groups; they are based on assumptions and are not sufficiently advanced in terms of providing evidence of their long-term effectiveness and the mitigation measures necessary. The proposed development does not therefore adhere to the aims and objectives of Policy CP4 of the Local Plan and paragraphs 17 and 69 of the NPPF.

3. *Insufficient information has been submitted to enable the Local Planning Authority to be able to fully assess the highway and transport impact of the proposed development. Further detail and consideration is required of the following:-*

- *Detailed clarification of postgraduate students on work placement and their car ownership and on-site car parking allocation*
- *A comprehensive car parking assessment and removal of inconsistencies in the submission*
- *Revisions to the number and location of cycle parking and secure storage facilities including mitigation measures for an increase in demand*
- *Full details of the shuttle bus and how this facility is to be secured in perpetuity*
- *Revised Travel Plan(s) and Travel Plan remedial fund*
- *Full and complete costings of required highway improvement and mitigation works*

In the absence of the above detail, the proposed development does not adhere to the aims and objectives of Policies TP1 and TP6 of the Local Plan and paragraph 32 of the NPPF.

4. *No agreement has been completed in terms of contributions towards highway improvements and mitigation works and infrastructure. This development will lead to an increase in use of footpaths and cycle routes and also the surrounding highway networks and the relocation of a bus stop is proposed. The development should therefore mitigate its impact in terms of providing payments towards forms of infrastructure and highway improvements such as dropped kerbs, footpath upgrades, contra flows, finger post signage and bus stop relocation. No agreement exists and therefore the proposal does not adhere to the objectives of Supplementary Planning Guidance, 'Planning Obligations: Transport', and Policy CP8 of the Local Plan.*

4.3 In light of the above, the matters to consider remain as follows:-

- The principle of the redevelopment of the site for residential/student accommodation purposes and local and national planning policy implications
- Design and appearance (including layout, scale, mass, form and materials) and impact on the character and appearance of the local area
- Impact on the amenity of occupiers of neighbouring properties in terms of noise and disturbance
- Highway safety implications and the potential for an increase in pedestrian and vehicular traffic within the vicinity of the site and parking in neighbouring streets
- The number of students proposed on site, the increase in activity at the site and the pattern, frequency and modes of travel used between other university campuses
- The content, wording and effectiveness of the OMP particularly in respect of the various schemes and measures proposed to manage student behaviour both on and off-site (Shuttle Bus, Ssh project, Residents Liaison Group) and the management of the site generally.

- The strategies and mechanisms in place to secure the long-term and effective management of the site and student behaviour
- Contribution of the proposed scheme to the economy of Cheltenham

4.4 Principle of Redevelopment and Planning Policy

4.5 The arguments put forward in relation to the principle of the redevelopment of this brownfield site for student accommodation and the intensification of an existing residential use of the land, alongside the local and national policy considerations, are discussed in full in the previous Officer report.

4.6 To summarise, whilst there are no specific local plan policies relating to student accommodation, the policy guidance set out in the NPPF is broadly in conformity with the housing policy objectives of the Local Plan which seek to encourage student accommodation and a range of accommodation types.

4.7 In March 2015 additional guidance was included within the National Planning Policy Guidance (NPPG) which reinforces the role of local planning authorities in considering provision of student accommodation:-

'Local planning authorities should plan for sufficient student accommodation....Plan makers should engage with universities and other high educational establishments to better understand their student accommodation requirements'

4.8 As part of both the plan making process and development management the Council is therefore required to consider and provide for sufficient student accommodation, bearing in mind that there are no allocated sites for student accommodation in Cheltenham (as identified by Local Plan and JCS).

4.9 The application site is an existing university campus with residential accommodation and therefore constitutes a brownfield site (previously developed site) within the principal urban area of the Borough. As such the NPPF recognises the value of efficient redevelopment and encourages *"the effective use of land by reusing land that has been previously developed"*. In terms of national policy guidance and development plan policy, the redevelopment of this site is acceptable in principle.

4.10 Notwithstanding the above, in direct response to the discussions and debate which took place at the January Committee and at officer's request, the applicant has provided further information in respect of the proposed student bedrooms going towards meeting the Council's 5 year housing land supply (although not subject to an affordable housing requirement). Of relevance here, is the more recent guidance contained within the NPPG which states that:

"All student accommodation, whether it consists of communal halls of residence or self-contained dwellings, and whether or not it is on campus, can be included towards the housing requirement, based on the amount of accommodation it releases in the housing market. Notwithstanding, local authorities should take steps to avoid double-counting".

4.11 It could therefore be argued that the proposed development of 577 net student bedrooms could go towards meeting the Council's 5 year housing land supply. However, students tend to live in shared accommodation and therefore the number of dwellings which could be offset would be significantly less than the 577 bedrooms proposed.

4.12 The University has also estimated the release of 125 dwellings across Cheltenham as a result of the proposed development. This is likely to be centred in St Paul's area since this is the closest residential area to main teaching facilities but the effect may also be felt further from the town centre since students will choose to live as close to teaching

facilities as possible which are town centre based. The applicant has based the 125 estimate on 3 to 5 students per dwelling and has considered data on residential household composition and full time students from the 2011 Census. The data and estimates provided by the applicant are solely based on students living in private accommodation within Cheltenham, not those living in university managed accommodation.

4.13 Further explanation and a breakdown of the household composition data is provided at paragraphs 6.20-6.21 of the Planning Statement submitted in support of the application.

4.14 In summary, the estimated release of 125 dwellings within the Borough and the wider benefits to housing supply are material considerations in the determination of this application.

4.15 Design and Layout

4.16 New architects (FCB) were appointed shortly after the January Committee meeting and were instructed to take a fresh look at the layout and design of the proposed development. Although from the University's perspective, the number of student bedrooms was largely fixed, the architects were nonetheless asked to consider the site's suitability to accommodate the numbers proposed and in the form and layout proposed in the original Masterplan.

4.17 FCB have undertaken a detailed site analysis and had regard to all previous concerns raised by officers, the Architects Panel, Civic Society and local residents, in respect of the scheme submitted by architects Lewis and Hickey. Their re-evaluation of the site and proposed development is fully documented in the revised Design and Access Statement and includes specific commentary on the points previously raised by the Architects Panel, Conservation Officer and Urban Design Officer. The DAS also outlines, in considerable detail, FCB's pre-submission discussions and negotiations with officers and the Architects Panel and feedback from the most recent public exhibition held in April.

4.18 In similarity with the previous architects, FCB have considered site context; the adjoining conservation area and grade I listed Pittville Pump Room, the locally indexed Pittville School building and the architecture, general repetitive rhythms, massing, spacing and materials used within Pittville.

4.19 Having undertaken an assessment of the 'perceived issues' with the scheme, they note *'that there was a thread of commentary that related to the coherence of the proposals and this thread pertained both to site strategy and to detailed material resolution of facades'*. They note that the previous Officer report had identified key concerns in relation to massing and scale, elevation treatment and its impact on the street scene and entrance to the site, and in particular, a lack of a coherent or consistent approach to materials with an ill-considered use of multiple materials across the site.

4.20 In response, the revised proposals follow the overall strategy set out within the original application and some (of the more successful) design elements have been carried through to the revised scheme. The revised scheme provides an almost identical number of 577 new student bedrooms, again in the form of town houses and cluster apartments in eight new buildings (nine previously). The proposals again include the demolition of the majority of the existing teaching block and retention of the Media Centre. However, one of the existing residential villas (R7) that was initially proposed to be demolished is to be retained and refurbished alongside the other existing residential buildings on the site. The key vehicular and pedestrian access to the site remains unchanged from Albert Road and the parking is retained to the south and east. The landscaped pedestrian route through the site from Albert Road to the MUGA at the rear has been re-introduced although now more linear in form. The height, massing and footprint is largely the same with four storey

buildings across the site with the exception of the landmark five storey corner building fronting the junction of Albert Road and New Barn Lane.

- 4.21** Generally, the revised footprint of buildings is an improvement on the previous layout, which although not substantially different in concept, does allow greater space between some buildings, avoiding pinch points and overly oppressive passageways and a better relationship between the two end elevations framing the main entrance to the site on Albert Road.
- 4.22** The most noticeable changes to layout are in relation to blocks TH2 and C3 which are shown positioned slightly further forward and closer to Albert Road/New Barn Lane. The removal of the previous T-shaped block at the rear of the site has also allowed better configuration and design of external landscaped courtyard areas which relate more satisfactorily to their associated blocks and create the desired collegiate feel. These courtyards comprise a range of durable paved, terraced and hard surfaces in addition to landscaped gardens and would provide security, privacy and usable spaces for the prospective students. The main entrance/gateway Plaza has been retained with feature lighting and terraced external seating fronting the refurbished, glazed façade of the main entrance to the reception building. There have been only minor changes to the location and numbers of refuse and cycle storage across the site with areas marked out for additional cycle storage should there be future demand.
- 4.23** There are still concerns about the proximity of some bedroom windows to four storey facades, the creation of narrow passageways and the height of individual blocks leading to excessive shading and potentially oppressive external spaces. However, on balance, the layout and positioning of buildings on the site are considered acceptable.
- 4.24** The more fundamental changes to the scheme have been those relating to architectural design and the elevation treatment of the individual blocks. Subsequent to feedback from officers and the Architects Panel, the five storey central block (C1) that was put forward by FCB during earlier negotiations has been reduced to a four storey building. There were concerns about the dominance of this central block and the potential for long distant views of the building from the public realm. A slurried brick concept was also dropped in favour of a textured pale grey/buff multi-brick with pale flush mortar and various revisions considered in relation to parapet detail, set back of upper floor/mansard roof from the brick line and projecting bays, window size and detailing and a simplification of the treatment of the corner block.
- 4.25** Generally, there has been an attempt to simplify the building facades and instil more consistency and elegance across the development. FCB comment that, in similarity with the previous scheme, the overriding concept is still that of a contemporary twist on Regency architecture and the façade treatment exhibits many of the principles of this architectural style, albeit they admit that the fenestration relates "*more to the function of the rooms internally rather than following a prescribed ordering strategy*". The result is larger living room windows on the ground floor with smaller windows of identical size and proportion on the upper floors. Although this lack of hierarchy was criticised in relation to the previous scheme, the simplicity and refinement in articulation of the façade treatment with pre-cast window surrounds, in addition to the recessed upper floors, achieves a satisfactory appearance. That said, the façade treatment is more successful in relation to the elevations fronting Albert Road and New Barn Lane; the elevations facing internally are more utilitarian and offer less articulation and interest in terms of a backdrop to the external courtyard spaces.
- 4.26** In response to feedback from the public exhibitions, the entrances to the town houses fronting Albert Road and New Barn Lane now face the internal courtyards and not the road frontage. The ground floor living rooms would face onto the two road frontages but

there are no doors proposed on these 'back' elevations, thereby minimising the potential for noise disturbance to local residents.

- 4.27** The Architects Panel has viewed the revised scheme on three occasions since January through its various stages of evolution. Their final comments reiterate their concerns about massing with each block standing alone but note the positive effect of the lowered height of the central block. They point to the need to maintain careful control over the quality of the materials palette and in that respect consider that the overall appearance remains rather austere and bland. They suggest the introduction of more colour to the scheme, perhaps in the window framing and that the colour should be rich and strong but not overly vibrant. They also consider that further definition and articulation to some of the more austere, flat facades would also be beneficial in addition to some refinement to parapet details and setbacks.
- 4.28** In direct response to the Panel's views, FCB suggest the use of carefully worded and detailed conditions relating to materials, the requirement for a larger scale bay elevation study and a formal sample provided of a combination of brickwork, window reveal, window section and coping detail. FCB also confirm that the tonality of the proposed brickwork is intended to be that represented by the sample panel submitted; a light buff brick which is paler and less grey than that shown in the DAS. They will also be considering the use of internal blinds to add colour although it should be noted that interior furnishings fall outside of planning control. Conditions relating to materials and sample panels of window/parapet details are suggested accordingly.
- 4.29** The Civic Society offers positive views in relation to the revisions which they consider provide a hugely improved feel to the scheme overall, with well-designed spaces incorporated within it. Although they still have doubt as to whether the scheme can accommodate the number of units proposed they *'are still satisfied that this has the potential to be a really good scheme, providing something of a quality suitable for young people to live in, and worthy of Cheltenham and Pittville'* and like the attempt to reflect but not mimic the grain of Cheltenham buildings.
- 4.30** The Urban Design Officer considers the revised proposal a positive development of the previous scheme and there appears to be *'an understated delivery of many aspects of Regency themes in a contemporary form which the previous proposals struggled with'*. The layout is generally improved having used the broad arrangement of spaces of the previous scheme and the landscaping and perimeter treatment is now less confusing and cluttered. The loss of the L and T shaped buildings delivers a simpler layout and makes better use of the enclosed courtyard areas.
- 4.31** The Conservation Officer considers that whilst the site layout, contemporary style with flat roofs and materials (albeit utilitarian in appearance) are generally acceptable some of the concerns previously highlighted remain; height of the corner block, dominance across the site of the grey clad fourth floor and the location of downpipes. She concludes that the *'general appearance of the scheme is at best refined and at worst boring... and whilst the scheme at preliminary stage appeared to have much potential it is disappointing and is a missed opportunity'*. She considers that the well-considered proposed landscaping will be vital to the success and enhancement of the scheme but concludes that the proposed development would not have a significant impact upon the setting of the Conservation Area and therefore does not object to the scheme.
- 4.32** In similarity with the Conservation Officer, a number of local residents have questioned the height of the four/five storey block fronting Albert Road. The residents are concerned about the overbearing affect these buildings would have upon the occupiers of the dwellings opposite and street scene in general. Admittedly, Blocks C3 and TH2, in comparison with the previous scheme, have been repositioned slightly in relation to their road frontages. Block C3 has moved approximately 4.4 metres closer to New Barn Lane

but on the corner moved 3 metres further away on Albert Road and Block TH2 has moved between 2m and 5.85m closer to New Barn Lane. Despite the reconfiguration, there remains a distance of some 42 metres from the front elevation of C3 to the nearest property facing the site on Albert Road and the distance to the nearest dwelling on New Barn Lane is 48 metres.

4.33 With the above in mind, officers do not share the view that the height of the proposed buildings would be overly prominent or overbearing in the street scene. There are a number of three and four storey buildings located on the east side of Albert Road and none of the proposed buildings exceed the height of the old tower block on the corner of the site fronting New Barn Lane. Furthermore, the only 5 storey element is the corner section of block C3 and given its position fronting the mini-roundabout and widest landscaped strip surrounding the site, this added height and 'statement piece' of architecture can be accommodated satisfactorily on this corner of the site.

4.34 Summary

4.35 The revised scheme offers simplification in elevation treatment, materials and colour palette across the site and as such the scheme has fluidity and is more coherent and refined. In comparison with the previous scheme the proposals are less confusing architecturally between certain elements and building types and there is more consistency in the articulation of building facades. However, it could be argued that this uniformity in elevation treatment, fenestration detail and materials palette has resulted in buildings which are uninspiring and lacking imagination, replicating the monotony and repetitiveness of the previous scheme. In this respect, the Architects Panel comment specifically on the scheme's austere and bland effect and the Conservation Officer considers the scheme refined but boring.

4.36 In conclusion, officers are generally underwhelmed by the architectural design which, if revisited, could certainly be improved in terms of articulation and visual interest. But equally, officers recognise the obvious improvements to the scheme in terms of the simplified and consistent approach to design taken by the new architects; the scheme's success largely reliant on the quality of materials, landscaping and the detail of its design. That said, the proposed residential blocks facing Albert Road and New Barn Lane are more successful in their appearance and should sit comfortably within the street scene without harm to the setting of the adjoining Conservation Area.

4.37 On balance and having carefully considered the views of amenity groups and local residents, the revised scheme is considered satisfactory subject to further consideration and approval of materials and the detailed design of window framing and parapets. The proposed development therefore adheres to the objectives of Policy CP7 of the Local Plan, although officers do consider the proposal to be a missed opportunity for what could have truly been an inspiring development.

4.38 Operational Management Plan and Resident's Liaison Group

4.39 At the suggestion of officers and using the example of existing residents groups established for the Park Campus and Francis Close Hall, the Pittville Residents Liaison Group was set up post January to provide a forum for discussion between local residents, the applicants, the Police constabulary and Council officers.

4.40 The group has met on six occasions since March and the meetings have continued post submission of the revised scheme in May 2015. The topics discussed have been wide ranging, covering all planning matters associated with the proposed development (and some not) but have largely focussed on the wording and content of the Operational Management Plan (OMP). There has also been direct input from the Police and the new architects were also invited to present the scheme and engage in the discussions which followed. A statement from the Police has also been provided which reflects the dialogue

that took place at the meeting they attended. The Police refer to their continued successful partnership approach with the University in mitigating and responding to night time issues associated with students. They point to the success of the current StreetWatch Scheme operating in St Paul's and consider the proposed Ssh project a suitable adaptation of existing schemes for the Pittville campus. They are also in support of the Shuttle Bus initiative and comment on the potential for a reduction in first year students (and associated crime and disorder issues) living in the St Paul's area as housing is released onto the open market.

4.41 The discussions have been open, frank and constructive and have culminated in a large number of revisions and additions to the OMP, the majority providing clarity on a number of issues and points of fact. In summary, the key issues covered were as follows:-

- Management of student behaviour both on and off-site including University and Uliving disciplinary procedures and role of Residential Assistants and Residential Support Advisors
- Effectiveness and detail of the Student Safety Heroes (Ssh) Project. Consequently, a separate document has been appended to the OMP which outlines in full the operation and delivery of this volunteer patrol scheme.
- Shuttle Bus provision and mitigation measures
- Site management and security including, taxi drop off, deliveries and CCTV operations
- Staff numbers, staff relocation and role on site with clarification on previous student and staff numbers when in full use as a teaching facility
- Staff parking provision both on and off-site and student no-car policy
- Visitor/students guest numbers and impact on noise and disturbance and parking
- Postgraduate students and impact on parking demand
- Effectiveness, monitoring and review of Service Level Agreements (SLAs) between Uliving and the University and the role of the on-going Residents Liaison Group in this process.
- On-going communication with the local community, complaints procedure and contact details for the University/Campus in the event of noise and disturbance issues
- Feedback from Councillor/residents' visit to an existing student village in Bristol located within a residential area and a similar distance from the city centre and teaching facilities.
- Increased use of Pittville Park and student safety
- Architectural design and impact on character and appearance of locality including associated fenestration detail, boundary treatment and security measures
- Impact on Park Stores
- Litter
- Content and scope of s106 and planning conditions relating to amenity issues
- Utilities and impact/strain on services and facilities within surrounding area
- On-site medical facilities

4.42 Whilst discussions have been lengthy and detailed, unfortunately there has not always been agreement reached between parties, with the majority of the resident representatives concluding that the revised OMP does not provide the assurances or effective tools to manage the number of students proposed; their belief that the document would work adequately for a significantly reduced number of students but not for the 791 proposed.

4.43 Notwithstanding the above views of residents, officers consider that the revised and consolidated OMP is a now more refined, robust technical document covering all aspects of the day to day management of the proposed student village. Through the Residents Liaison Group, further information and clarity has been sought in respect of the Ssh patrol

scheme and Shuttle Bus, the SLAs, on-site staff management and security and student parking, all of which are considered to be fundamental to the successful future management of the site and minimising noise and disturbance.

- 4.44** Officers consider that the level of detail within the OMP is satisfactory in terms of delivering a comprehensive, technical working document underpinning and assisting in monitoring the management of the site. It is intended to act as a source of reference and as a checklist in terms of procedures and would be used over the course of the contract with Uliving. It includes mitigation measures where relevant and there would be mechanisms in place to review, amend and add to the provisions outlined in the document. Any review process of the OMP would likely result from feedback from the Pittville Community Liaison Group and monitoring of the SLAs. The s106 would also allow for variations to the Community Liaison Group, Shuttle Bus and Ssh patrol scheme as deemed necessary; all variations to be agreed between the Council, Uliving and University.
- 4.45** As stated, the three key elements of the OMP in terms of minimising impact upon the amenities of local residents are the Community Liaison Group, a late night Shuttle Bus and Ssh patrol scheme the establishment and maintenance of which would be subject to a s106 agreement.
- 4.46** The proposed Pittville Community Liaison Group would consist of local residents, ward councillor, a representative from the Council's Environmental Health Team (and Planning and Enforcement when necessary), Gloucestershire Police Constabulary, Student Union staff, Uliving and University staff. The group would meet once every academic term with a remit to monitor and assist in any review of the effectiveness of the OMP. It would act as an ongoing forum for the discussion and reasonable resolution of issues and concerns within the local community and to work to maintain a unified community.
- 4.47** The Shuttle Bus provision has been extended to cover Friday and Saturday nights in addition to the main student event nights which are currently Mondays and Wednesdays. The 24 seater bus would make round trips to and from the student village and town centre venue approximately every 30 minutes between 10.30pm and 4.00am. The 24 seater should be sufficient to meet demand but there would be flexibility to provide a larger capacity bus or additional bus if demand is greater than expected. The Shuttle Bus would drop students off behind the reception building thus minimising noise and disturbance. The service would be managed and owned by the University and operational during term time only.
- 4.48** The Ssh volunteer patrol scheme would be launched from the beginning and is modelled on the existing volunteer schemes (StreetWatch and SuperStars Extra) currently operating in the St Paul's area. It would be aimed at reducing anti-social behaviour linked to students and its concept and proposed arrangements are supported by the Gloucestershire Constabulary (under the Partnership Agreement between the Police and University).
- 4.49** It would involve a team of approximately 36 volunteers with 8-10 students, working in pairs, patrolling each night that the scheme operates. The patrols would run on the current busy student nights (Monday and Wednesday) and each night of the annual Fresher's Week and any ad-hoc events throughout the year if appropriate. The patrolling pairs would walk set routes between the campus and town centre, the routes and numbers of volunteers involved reviewed on a regular basis. They would intervene when necessary to ensure noise levels are kept down, encourage use of the Shuttle Bus and support students wherever necessary in returning to campus. Whilst on patrol the volunteers would be in communication with and supported by on-site security staff and the police. The scheme would be reviewed on an annual basis and its effectiveness monitored

through the Community Liaison Group. The Ssh patrol scheme would be run and managed by the University.

- 4.50** Residents have continued to raise concern about street parking and the use of the Reception building for music and late night events. The student 'no car policy' is discussed in some detail in the previous Officer report. All students living in University managed accommodation, under the terms of their tenancy agreement, are not permitted to bring cars or motorcycles to Cheltenham and Gloucester, with the exception of blue badge holders and PGCE postgraduate students issued with parking permits. The University is committed to respond to community concerns where it is known that a car linked to a student living in halls is parked on neighbouring streets and to take appropriate disciplinary action.
- 4.51** There would be a limited number of permits available for anyone visiting students after office hours and at the weekends and these would need to be applied for in advance; this facility monitored carefully. During the day there would be restricted visitor parking as detailed in the OMP and submitted drawings but it is not intended that visiting friends of students would be permitted to use the allocated visitor spaces during the day.
- 4.52** The proposed student refectory and bar is located on the upper floors of the new Reception building with all windows subject to the same restricted opening mechanism (100mm) and acoustic glazing as the proposed residential blocks. The bar and facilities would be for the use of Pittville campus students (and their guests) only and would not be ticketed events or used for University wide events or by outside organisations. The venue would hold small scale local events only (student bands, election hustings and televised sporting events for example) and the number of events limited throughout the year. In terms of capacity, the numbers of students attending these events would be governed by the licence issued by the Council.
- 4.53** In addition, the Environmental Health officer has suggested a number of conditions relating to noise emission from the site, plant and extraction equipment, ventilation and acoustic performance in addition to restrictions on the timings of deliveries and use of the MUGA.
- 4.54** Summary
- 4.55** The OMP has undergone a number of revisions informed by and in response to the discussions and requests for further information made at the Residents Liaison Group meetings. Although a view not shared by all resident representatives of the Liaison Group, officers consider that this document has improved in its relevance, clarity and content and should provide a more robust monitoring device for the future management of this site as a student village.
- 4.56** The key provisions of the OMP in terms of the off-site management of student behaviour would be subject to a s106 Agreement to ensure their establishment, maintenance and effectiveness in the long-term. The Shuttle Bus, Ssh volunteer patrol scheme and Community Liaison Group would run for the duration of the management of the site by Uliving and any successor to that role or land owner, unless any variations to those provisions are agreed between the Council, Uliving and University.
- 4.57** In light of the above and after careful consideration of all amenity issues, the proposals adhere to the objectives of Policy CP4 of the Local Plan. Consideration of student numbers and the management of student behaviour are discussed in more detail in the concluding section of the report.

4.58 Access and highway issues

- 4.59** Highway considerations remain largely unchanged since January. The previous suggested reasons for refusal included transport issues with further detail and consideration required in respect of postgraduate student numbers, car and cycle parking, cycle storage and mitigation measures, Shuttle bus provision, Travel Plan(s) and costings for required highway improvements and mitigation works.
- 4.60** Although there had been some progress in drafting, no legal agreement had been completed in terms of contributions towards highway improvements, mitigation works and infrastructure. These shortcomings were largely a result of the time constraints involved at the time of the January Planning Committee meeting rather than being in principle objections to the proposed development.
- 4.61** The revised scheme provides further information in respect of postgraduate student numbers and their on-site parking requirements. Of the estimated 50 PGCE students on work placements 15 would be issued an on-site parking permit (on a car sharing basis). The revised Travel Plan and legal agreement would control future postgraduate parking.
- 4.62** An improved access with a shared space philosophy is now proposed, which the Highways Officer considers gives the arrival area and main entrance to the site a much safer focus.
- 4.63** The Shuttle Bus arrangements and details are considered acceptable from a highway safety and sustainable transport perspective and both the revised Travel Plan, highways and planning legal agreements would ensure its provision.
- 4.64** The level of on-site car parking (122 spaces) has not changed since January and is a reduction from the 160 when the site was used as a teaching facility. The revised application proposes an increase in cycle spaces to 234. The submitted details indicate areas where additional cycle storage could be provided if future demand exceeds supply. Cycle parking would also be monitored through the revised Travel Plan and legal agreement. The revised Travel Plan now includes sections for a Student Travel Plan and a Staff Travel Plan and will be secured by a s106 Agreement.
- 4.65** The Highways Officer also comments on finger posts and monolith signage, annual monitoring and travel plan targets, preferred cycle and walking routes and associated highways improvements to be delivered via contributions secured via the s106 Agreement.
- 4.66** In conclusion, the Highway Authority recommends no highway objection to the proposed development subject to a number of suggested planning conditions and a signed s106 Agreement. The legal agreement is well advanced with only very minor details to be agreed and may be signed prior to the July Committee meeting. Members will be updated accordingly at Committee.
- 4.67 Other considerations**
- 4.68 Utilities**
- 4.69** The revised Utilities and Energy reports received in January resolved some of the queries from local residents regarding levels of water usage and impact upon existing/future public services and utilities infrastructure. Although not strictly a planning matter, these revised reports were still largely restricted to an assessment of the energy/service requirements of the retained buildings on site rather than an analysis of future demands and impact upon existing services. Subsequent to these queries, an additional survey has been undertaken and revised reports have been submitted which conclude that the proposed development should have no adverse impact upon utilities within the vicinity of the site. This matter has also been discussed and contact made with some of the Utilities companies by members of the Residents Liaison Group.

4.70 Trees and Landscaping

- 4.71** In comparison with the previous scheme, there are few differences in relation to trees and proposed landscaping.
- 4.72** There is a loss of low amenity trees on site and these are mitigated by a suitable landscape planning proposal. However, the Trees Officer suggests conditions relating to a detailed landscaping plan, tree protection and arboricultural monitoring.
- 4.73** The Council's Landscape Architect suggests the reinstatement of a fence securing the rear lawn of TH4 and the relocation of a bike store behind blocks C3. Guidance is also offered in respect of planting trees in long grass. Full details of proposed SuDS and a long term maintenance plan would be secured via planning conditions.

5. CONCLUSIONS AND RECOMMENDATION

5.1 The Planning Balance

- 5.2** It is disappointing that there has been no concession on the part of the University to reduce student numbers proposed at Pittville, and this matter has remained foremost on minds as the scheme has progressed over the last six months, particularly in relation to the management of student behaviour. This 'no change' to student numbers issue also stood alongside the deliberations of the Resident's Liaison Group and local residents have made representations on this point.
- 5.3** The University's justification for the numbers of bedrooms proposed is unchanged and appears to be two-fold. Firstly, the ability to guarantee all (or most) first year students a place in University managed accommodation and therefore being able to compete within the market. The University has identified a current shortfall of 482 beds (2014/15) which, with a projected increase in student numbers, is anticipated to increase to 1153 by 2017/18. Secondly, the transfer of management of existing and proposed university owned student accommodation to Uliving on a leasehold arrangement would ensure both quality maintenance and management and thus release capital from current maintenance regimes to invest in teaching accommodation and facilities elsewhere. Coupled with this, the University would also receive a substantial capital receipt from Uliving which would be used to invest further across the University in teaching accommodation primarily for subject areas that have the potential to expand. Similarly, the proposed relocation of existing University staff to Pittville would release office space at Park Campus allowing expansion of the University's Computer Science Department.
- 5.4** The importance of the proposed scheme to the University in terms of its long term vitality and viability and consequently, the economic benefits to Cheltenham are recognised. To that effect, all previous reports, written statements and economic arguments submitted in support of the application which outline the risk to the University should planning permission not be granted are understood and are a material consideration. However, the value of the proposal to the current and future economy of the town must be weighed alongside any harm to amenity that an increase in student numbers of students living on the Pittville campus would cause to the local community and any harm caused to the character of the area through inappropriate design.
- 5.5** As stated previously, the principle of the redevelopment of this site to create a student village is acceptable and not in dispute. Equally, the provision of a large number of students in excess of the current student population at Pittville is not out of the question. This was a vibrant and active site when in full use as a teaching facility and it is expected that a new student village would generate similar levels of activity; although it is not wholly appropriate to draw direct comparisons with the site's last use since the nature of the use was different and largely restricted to day time activity and movement.

- 5.6** With the above in mind, officers fully acknowledge and understand the real concerns that local residents have in respect of the size of development proposed, student behaviour and noise and disturbance. Officers have not underestimated the strength of resident's feelings regarding these matters.
- 5.7** There is no doubt that a student village of the size proposed and an influx of 577 additional students to Pittville would alter the character of the area with the potential for an increase in noise and disturbance. However, this needs to be carefully balanced against the existing/last use of the site as a large teaching facility with an element of residential use which, in itself, contrasts with the predominantly residential character of the area. Officers are not suggesting that there would be no noise and disturbance associated with a large number of additional students on this site and believe that it would be impossible to eliminate disturbances, regardless of the number of students. Indeed, there are problems currently experienced by the 214 existing students at Pittville with 24 complaints lodged with the University during the last year (up until March 2015).
- 5.8** The difficulty in assessing whether 791 students accommodated at the Pittville campus is acceptable from an amenity perspective is that there is no definitive number deemed acceptable in terms of the management of a site and student behaviour, either in planning policy/guidance or case law. Therefore it becomes a matter of professional judgement, with regard to the merits of the proposal and any other material considerations.
- 5.9** Officers also note the difficulties that have arisen in identifying other student residential schemes set within a similar context but point to the need to be cautious in drawing direct comparisons from sites elsewhere in the Country or focus too heavily on an apparent lack of similar sites within a residential area; since this matter has not been researched fully.
- 5.10** There has been much criticism of the University and Uliving by local residents and the Residents Liaison Group in respect of their alleged lack of experience in managing a residential scheme this large within a residential area. Officers consider this a little unfair given that Uliving/Derwent have been managing 4,000 bed spaces across the UK since 2009 in both on and off-site accommodation and the University has many years of experience in accommodating and managing students in their existing halls of residence. The University's Student Support Services team would be relocating to Pittville and therefore enhancing the management of student misconduct on site.
- 5.11** In January, although there were concerns about the numbers of students proposed, the application had not advanced sufficiently and there was lack of clarity in terms of the measures put forward by the applicants to manage effectively and in the long-term, the 794 students, both on and off-site and at different times of the day. Given the site's location within a residential area and somewhat removed from the town centre and teaching facilities, the success of the scheme is, in part, dependant on the ability to understand and manage student movement and activity in ways that will not unduly compromise the existing levels of amenity enjoyed by neighbouring residents.
- 5.12** Pedestrian and cycle audits and an assessment of the numbers of students leaving the site and travelling to other campuses during peak traffic flows was carried out in relation to the previous scheme. This work concluded that 27% of lectures commence at 9.15 and therefore not all trips would be concentrated at the am peak times and would be staggered throughout the day and week. Although the estimated number (214) exceeds the number of students currently leaving the site during the am peak, historically the site would have attracted around 600 students and 200 staff daily and as a busy teaching facility, arguably more vehicular and pedestrian activity during the day.
- 5.13** In light of the above, the management of students and the anticipated levels of noise and activity during the day are generally considered to be acceptable; it is the evening and night time activity that requires more careful consideration.

5.14 In consultation with officers and the Residents Liaison Group, the OMP has been extensively and rigorously reviewed and the schemes identified by the University to manage student behaviour are no longer based on assumptions. There are clearer guidelines with regards their establishment, organisation and delivery. With reference to the previous suggested reasons for refusal, the strategies proposed are now sufficiently advanced in terms of providing evidence and assurance of their long-term delivery, with mitigation measures in place where appropriate. To that effect, the grant of planning permission would be subject to a s106 Agreement to ensure the provision of a Community Liaison Group, Shuttle Bus and Ssh volunteer patrol scheme.

5.15 In addition, underlying the delivery of the OMP is a rigorous management performance framework. All management services delivered by Uliving would be subject to measurement against detailed Service Level Agreements (SLAs) set by the University. The Community Liaison Group would also play a vital role in monitoring the OMP which in turn could feedback to any review of SLAs. As stated in the OMP:-

“The Community Liaison Group will play a supportive role in aiding the University to ensure that the service levels agreed will be upheld. Group members will be expected to feedback on general issues, most likely related to the security of the site, car parking, student pastoral care & conduct, and the complaints procedure/monitoring. In line with existing liaison groups facilitated by the University linked to their campuses, the Community Liaison Group will regularly receive a report from the University on the number of complaints received and the associated actions that have been taken.”

5.16 There would also be other levels of control, over and above University sanctions, in terms of responding to and resolving any amenity and site management issues; the suggested planning conditions relating to noise, Environmental Health monitoring and legislation, planning enforcement procedures, Police involvement and local resident complaints.

5.17 Recommendation

5.18 Paragraph 14 of the NPPF requires that *“at the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision taking....For decision-taking this means approving development proposals that accord with the development plan without delay Where the development plan is absent or silent or relevant policies are out of date, granting planning permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole.”*

5.19 Whilst there are no specific local plan policies relating to student accommodation (therefore silent), the policy guidance set out in the NPPF is broadly in conformity with the housing policy objectives of the Local Plan which seek to encourage student accommodation and a range of accommodation types. In this case, the presumption should therefore be in favour of development unless any adverse impact of doing so would significantly and demonstrably outweigh the benefits.

5.20 Although officers have continued reservations about the numbers of students proposed and their management, the evidence submitted, notably the revisions to the OMP and s106 provisions, provides a greater level of comfort in respect of how the site would be managed in the long-term.

5.21 In terms of the quality and appearance of architectural design, the scheme lacks imagination and interest but it does offer simplification in elevation treatment, materials and colour palette across the site and as such the scheme has fluidity and is more coherent and refined than the previous scheme. Although there continues to be some criticism, there is no fundamental objection from any statutory consultee or amenity group

in respect of design. As such, officers recognise the obvious improvements to the scheme in terms of the simplified and consistent approach to design taken by the new architects; the scheme's success largely reliant on the quality of materials, landscaping and the detail of its design.

- 5.22** There are clearly the economic benefits of the scheme to Cheltenham and the wider region to consider and on balance, the social and environmental impacts of the proposed development are acceptable; the more efficient redevelopment of a brownfield site, employment opportunities and enhancement of the University's residential offer to prospective students and competitiveness within the market. Any harm identified does not, in officer opinion, significantly and demonstrably outweigh the benefits of the proposals.
- 5.23** On balance, the recommendation is to permit subject to the applicant entering into legal agreements to secure the provisions relating to the highway and amenity issues outlined in this report.
- 5.24** A full list of suggested conditions will follow as an update.

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APPLICATION NO: 14/01928/FUL	OFFICER: Mrs Lucy White
DATE REGISTERED: 23rd October 2014	DATE OF EXPIRY : 22nd January 2015
WARD: Pittville	PARISH: PREST
APPLICANT:	Uliving And University Of Gloucestershire
LOCATION:	Pittville Campus, Albert Road, Cheltenham
PROPOSAL:	Erection of a student village incorporating 577 new-build student bedrooms, the refurbishment of the existing media centre (which will include a reception/security desk, a gym, retail facilities, multi-faith area, refectory and bar, quiet study area, laundrette, ancillary office space), and the provision of a mixed use games area. In addition, the proposal involves the demolition of existing teaching facilities and the retention and refurbishment of 214 existing student rooms.

REPRESENTATIONS

Number of contributors	178
Number of objections	167
Number of representations	6
Number of supporting	5

Please note, representations received prior to 22nd January can be viewed on line via the CBC website and also with the documents published in association with January's Planning Committee. Paper copies are also available to view in Planning Reception. The representations below have been submitted since 22nd January and in response to the latest revisions to the application.

18 Albert Road
Cheltenham
Gloucestershire
GL52 2QX

Comments: 1st June 2015

Further to my 'comments for Planning' and your reply, for the development of Pittville Student Accommodation Blocks, I have looked at the latest proposal, with interest.

My main concerns relate to the number of students, which seem largely unchanged. We have had problems with students and an increase in numbers of permanent students who cannot logically create less noise, disruption late at night, traffic up and down Albert Road, where I live, vandalism (particularly relating to Sunday nights, when our bins are out on the road) and litter, and a shuttle bus every 15 minutes does nothing to allay my fears.

There will also be an effect on the neighbourhood infrastructure - sewage, power, water and internet.

I am also concerned that U-Living admits to having no experience in building or managing student accommodation in a residential area and am unhappy with this site being part of an experiment.

In conclusion I do not support the current scale of the proposal and suggest that student accommodation should be located closer to the University teaching sites.

The Cottage
7 Pittville Crescent
Cheltenham
Gloucestershire
GL52 2QZ

Comments: 1st June 2015

Objections to the revised proposal.

Size

The new proposals fail utterly to take into account the fundamental objection voiced by many local residents, namely, size. To impose upon this residential area a conglomeration of 800 students will overwhelm local facilities.

Pittville Park

One of the gems of Cheltenham is adjacent to the proposed development and will assuredly be taken over by the new student population to the detriment of local residents and a wider Cheltenham public.

Vehicles

Despite assurances to the contrary, the University is in no position to prevent students bringing licensed and insured vehicles and parking them in residential areas.

Behaviour

The University is in no position to prevent students' uncouth behaviour especially late at night. Many local residents are retired, elderly and some with long term ill health.

Development Company

It appears that the University have put this development in the hands of a development company which is clearly calling the tune about the size of the proposal. In other words, trying to cram as many student places into the site as possible. Such financial considerations appear also to dictate the quality of the proposed buildings.

Public Consultation

The University makes great play about its consultation with the local community. In fact, such "consultation" has been arrogant and prescriptive and has failed seriously to address local concerns.

In Short

Noone seriously objects to development on this site. The difficulty of size and its ensuing problems can be mitigated by a thoughtful reappraisal of the scope of the proposal which, I thought, was the intention of the Planning Committee when it first considered the matter.

The Coach House
Marston Road
Cheltenham
Gloucestershire
GL52 3JQ

Comments: 1st June 2015

I trust that my previous objection to the above scheme is still on file. There is nothing in this second application to reverse the refusal of the first in fact some elements make it even more unacceptable!!

I refer to the provision, as an apparent necessity of a free shuttle bus to transport students to and from clubs in town every fifteen minutes through the night. Consider the impact, the noise, the disturbance.

This shows a complete disregard and disdain for the community.

Protection from off campus parking is vital. Marston Road is particularly vulnerable to this. The cul-de-sac has a bottle neck entrance and a narrow road. yet unlike the other roads leading off Albert Road it has no yellow lines. This requires provision as students have in the past blocked access to service/emergency vehicles.

The current traffic scheme on Albert Road was ill conceived. Far from improving traffic flow and preventing speeding. it has confusion and non compliance To cope with the needs of 800 students, staff, visitors plus service vehicles there will need to be a complete reorganisation. Perhaps even though a separate application, it is proposed that if the Pittville School Recreation plans go ahead there too, traffic would access the site via Albert Road It should be born in mind given the extent of the density that would be collectively created.

This application borders on the farcical. I trust that the Planning Committee will refuse it outright once again.

4 East Approach Drive
Cheltenham
Gloucestershire
GL52 3JE

Comments: 9th June 2015

I wish to object again to the above planning proposals. I have seen the revised plans for the site and little has changed. The new apartments still look like a prison block.

There has been no reduction in student numbers. My main worry is that noise seems to travel in this area and the high volume of students on a relatively small site as well as the required buses to transport them to and from the site is bound to create additional noise.

All residents here are concerned/affected by antisocial behaviour and the University have not addressed these concerns to our satisfaction (eg I was woken at 1am this morning by drunken students from Pittville, and this is an example of what currently happens with a much smaller number of students!) Already people feel intimidated by groups of students drinking in the park. This will increase with the massive influx of students proposed at Pittville. There is not sufficient recreational space provided in the new development to cater for all the students planned. The University refuse to take the matter of antisocial behaviour seriously.

The University refuse to provide adequate parking facilities on site and this will result in cars owned by student visitors, family etc looking to park elsewhere, causing problems with the limited parking available in this area. East Approach Drive and Pittville Pump room car park will be the first casualties of increased parking. The Pump Room car park is in great demand by parents using the local children's playground facilities. The play areas rating is so great that parents travel from out of town and disabled people also travel here to use the park. The play area is also set to be upgraded to make it even more attractive to users.

The Park & Ride does not have sufficient spaces to accommodate the extra demand and is needed by people that work and shop in Cheltenham and not least by people visiting the hospital. Students by comparison do not spend as much money in the town.

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It would be helpful if someone would provide a map of available parking in Cheltenham so that some assessment could be made of the impact parking due to the new development will have. In spite of claims by the University that students will not be allowed to bring cars. This will not stop cars being brought to the town and hidden/parked/dumped in nearby residential areas (the University Vice President had the audacity to suggest that residents could police this matter)..

It has been brought to our attention that there are no mother and childcare facilities in the new development at Pittville, which is discrimination against this group of students.

People are ignoring the fact that Pittville has always had a high percentage of older residents who continue to move here. The planned development will affect their rights to a continued quality of life.

I wish this planning application to be refused in its current form.

5 Albert Drive
Cheltenham
Gloucestershire
GL52 3JH

Comments: 3rd June 2015

SIR - Further to my email on the above planning application for a student village in Pittville (ref: 14/01928/FUL) I have viewed the revised plans at the council offices.

There appears to be no response to comments made about design and overall number of rooms.

I am writing to reaffirm my original objections to the proposed Pittville campus plan with additional points as follows:

I have infrastructure concerns particularly about gas and water pressures which are already low before any large extra demand is put upon them.

This also applies to internet broadband reception which is poor in this area and noticeably worse during term time when students return from vacation.

U-Living admits no experience in building or managing student accommodation in a residential area. Nothing comparable in the UK. This is an experiment and therefore a gret worry to the residents.

The development to accommodate 800 students is far too large and the plan should be to consider no more than 400 students as an absolute maximum.

The proposed development would dominate this quiet area of Pittville and residents would feel that they were living inside a university campus; practically an alien culture.

The buildings should be no higher than three storeys.

There should be a greenspace/park area for students to relax and sit in.

There would be a large proportionate increase in traffic and where in the supplication is the parking for students' visitors and their families.

The noise factor is of great concern to the residents as there is bound to be boisterous and unruly behaviour among 800 students.

The residents objections to this proposal have been completely ignored

The existing traffic islands in Albert Road would have to be removed.

Beaver House
Marston Road
Cheltenham
Gloucestershire
GL52 3JQ

Comments: 3rd June 2015

Please see below for my comments regarding planning application for erection of a student village incorporating 577 new build student bedrooms, etc:

1/ The overall number of students planned to be accommodated on this site is very high

2/ This means there will be dramatic and detrimental effects on local parking (as it is not clear how the council can enforce a 'no car' policy), local services such as gas, electricity and broadband and the potential but inevitable loss of local business as competition from on campus shops threatens its success

3/ This will bring difficulties to the local residential area meaning we have to travel further for shops, suffer poorer quality domestic services due to increased demand and struggle for parking or access on our own residential roads

4/ The sheer volume of students will inevitably bring an increase in noise to a largely residential area - whether students walk home or come on the buses. No amount of 'specialist staff' will be able to silence a rowdy/drunken group of students in the middle of the night. With older people and young families alike in the surrounding streets, this is unpalatable

5/ The fact that this development is on the opposite side of Cheltenham to the main university campus at The Park - meaning much through traffic in the area on a daily basis

6/ Increased traffic on Albert Road - which is already subject to calming measures and as a result, this increases risk to pedestrians and children at the local school

7/ Lack of experience in building and managing such accommodation by U-Living - as admitted by them. As such there is no successful precedent on which this application can be based

8/ Multi-storey blocks are not appropriate or in keeping with the local area

I urge the council to take these points and those of all local residents into consideration when reviewing this planning application as the lives of our families and local businesses will all be seriously impacted by such a decision.

Flat 5
Malvern Hill House
East Approach Drive
Cheltenham
Gloucestershire
GL52 3JE

Comments: 1st June 2015

Letter attached.

Five Oaks
81A New Barn Lane
Cheltenham
Gloucestershire
GL52 3LF

Comments: 7th June 2015

We have studied the latest revised proposal documents and we have not seen any modifications which would prompt us to change our views of the proposal and we wish to register our objection to planning application 14/01928/FUL. Our reasons for objecting are the same as our previous objection as follows:

The proposal is in conflict with local plan policy regarding section 14.6 In 2001, the Government published PPG13 (Transport). The objectives of this guidance are to integrate planning and transport to: reduce the need to travel, especially (but not exclusively) by car.

The parking or lack of it means that students with cars as well as other visitors to the proposed campus will inevitably park in roads surrounding the development.

The University has historically failed to effectively deal with noise and disturbance caused by students, especially at night which have affected residents. We fail to see how increasing the numbers of students accommodation will improve the already unacceptable situation.

We note that in recent years the existing accommodation does not appear to have been fully occupied, and that the existing accommodations are some of the more expensive to rent according to the University web site. So how can there be a demand for even more of the expensive accommodation located great distances from the places of study, if the existing accommodation is underoccupied?

The report relating to the noise pollution makes no account of the main cause of local residents suffering, that of the sporadic late night disturbances and noises made by the students.

The proposal for 4 storey Town Houses and 5 storey accommodation blocks in this location on the outer fringes of the suburbs of Cheltenham and very close to open countryside is completely out of context, Town houses and 5 storey apartment blocks should not be allowed at all in this location.

The plans indicate that the main entrances to some of the accommodation blocks face out from the site towards nearby neighbours, any entrances should be located in such a way as to not cause nearby residents by students arriving and departing at any time of the day or night.

If the University is now doing so well, why have they demolished existing lecture facilities instead of utilizing them for the purpose that they were originally intended? This would reduce the need for students to travel to their place of study.

The proposal is for far too many student accommodations for this size site at this location.

Much of the application submission appears to be relying upon unverified and questionable data.

73 New Barn Lane
Cheltenham
Gloucestershire
GL52 3LB

Comments: 3rd June 2015

I wish to object to this latest set of proposals from the university for its Pittville development. The planning committee told them to listen to residents this time around. Once again, they haven't.

This proposal as presented will contribute nothing but noise from late night revellers and the sounds of increased day-time traffic echoing off the walls of the high-rises. It will cause, disturbance, hugely increased daily traffic levels, litter, overcrowding in Pittville Park and cars clogging up the streets. In such a sensitive area, it will also eat away at some of the charm of Cheltenham, the reason so many residents and visitors love to be here. Keep building like this and we lose all that is dear. This university claims to be a friend of Cheltenham. Some friend it has become!

This proposal is too big. 800 is far too many students and 200 day-staff means there will be 1000 plus here on a daily basis, way more than there ever were when it was an Art School. This should be reduced to 450 maximum, including staff, if this development is to complement the area rather than dominate it. That would allow the height of the blocks to be in keeping with the domestic properties across the road - 2 or 3 storeys maximum.

The Operational Management Plan is a work of fiction, a collection of hopes and dreams which are unachievable with the 800-1000 it seeks to manage. 450 might be manageable; 800 are way too many and present issues far and away beyond the capability of a simple OMP to resolve. And their SLAs are monitored by... guess who....? Themselves....! Should manage to hit their targets then! This needs much clearer thought and real planning instead of hope and crossed fingers. The answer, I whisper again, is to reduce the numbers to a manageable 450. We all know that don't we. QED

The unwanted side effects of having 1000 people based in this site are many, here are some, others will have highlighted and repeated the others, I'm sure.

1. The traffic will be 4 to 5 times what it generates at the moment. If the Highways department have already considered this, based on the old false figures they were given originally by the university, it is important that they now re-assess based on the recalculated figures, based on the previous full time equivalent of some 150 to a figure some 3-5 times higher, in excess of 500 FTE per day, which the university has accepted is actually the correct figure.

2. The parking will overflow onto the streets. not "might"; WILL. But it would be off-site so the university would refer complainants to the police who will act only if the cars are causing an obstruction. Most of the time they won't be. They'll simply parking outside residents houses and causing them to park elsewhere. So, the university accepts that this will happen yet still argues that it can manage the parking. To their own benefit, perhaps. (Psst, reduce the numbers to 450 then this wouldn't be a problem).

3. The noise and disturbance levels will exceed tolerable frequencies yet the OMP resorts to 2 night-staff on duty on reception plus a system of volunteer "Shushers!". You couldn't write this stuff!

4. The litter will become an even bigger issue than now - but it is off campus so not the university's responsibility. Simple!
All these painful issues could become easily manageable if the numbers were reduced to 450.

5. The local shop will be under threat.

During the initial presentations, two years ago, when pressed on some of the the effects on the area, the vice chancellor claimed to have "no view". That says it all. The university used to be a good neighbour and we all used to get on fine. It was an asset to the Pittville community and contributed to it and we liked it being here but something has happened and now all they want to do is take, exploit, use and grab all they can and they no longer seem to care a jot about local residents or the big picture - what Cheltenham actually is and what it represents.

This is the university that claims to care about Cheltenham and to contribute to the economy. It certainly contributes to the economy of Moo Moos whilst costing the people of Cheltenham dear as we foot the bills for the litter in the parks, the police, the traffic congestion, the increased exhaust fumes from the fleets of day and night buses and goodness knows what else rumbling up Albert Road until 4 AM.

Perhaps the university should be encouraged to take stock, to take a good look at itself and ask what it is here for. This is an unsuitable plan and is unfair. This community feels bullied.

Please stop them, Mrs White.

53 New Barn Lane
Cheltenham
Gloucestershire
GL52 3LB

Comments: 3rd June 2015

As a resident of new barn lane (53) I am very worried as to the increase in traffic the student accommodation will bring. New Barn Lane and Albert Road are already in excess of the traffic use they were designed to take. And with the proposed development of Starvehall Farm to come as well the road system around this area will become dangerously over populated.

Parking for the students will force them to use Albert Road or New Barn Lane as an overflow which does not have the capacity to do so.

5 Lakeside Court
East Approach Drive
Cheltenham
Gloucestershire
GL52 3JE

Comments: 8th June 2015

I am surprised to receive your letter advising of revised plans for the above development so soon after the plans were passed by the councillors after the council officers had rejected. Unfortunately these revised plans do nothing to protect the existing Council Tax payer residents.

It appears that U-Living have no experience in building or managing student accommodation in a residential area and therefore are we the local residents to take part in an experiment! Does the proposed 4 and 5 storey building improve the local architecture of the Pittville Park Houses and Georgian Houses or detract from the buildings in this locale.

The main problem I perceive is the proposed inadequate parking on the Pittville Campus which will only lead to students and visitors will be forced to park in the surrounding streets or take over the Pittville Pump Room car park. The introduction of 600 additional students must have an effect on the local services of gas, electricity, broadband and drainage or are there plans in hand to enhance these so we residents do not suffer poorer utility services. I can only assume that Albert

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Road will see much additional traffic and therefore the disturbance this must bring to this area and this is before the proposed additional housing estates have been built.

Late evening returns from town by the students can only add (4 times) to the current level of late night noise complaints which I understand are only incurring in term time. The proposed campus shop is likely to lead to the loss of the New Barn Lane shop which is currently a valuable amenity for us.

Please take note this time of the issues which will impinge seriously on the current residences if the student village is increased by 400%.

20 East Approach Drive
Cheltenham
Gloucestershire
GL52 3JE

Comments: 4th June 2015

We submitted a comment on the original proposal from the University of Gloucestershire to develop the Pittville Campus. After examining the revised plans we see no reason to change our original response and request that it be reposted (see below).

We wish to comment on the proposed development of Pittville Campus under the headings of noise and amenity. Our comments relate to likely effects of the development on Pittville Park.

Pittville Park is an amenity that is used and valued by all the people of Cheltenham, not exclusively by residents of Pittville. At present the park is used by a broad cross-section of the public for a range of activities. The existing population of Pittville does not monopolise it, and on fine days it is well used but not crowded. This is likely to change if the proposed development of Pittville Campus goes ahead.

Under the current plans, the campus would be densely populated by nearly 800 students, and, apart from the multi-use games area, would contain little in the way of recreational space. The students could therefore be expected to make regular use of Pittville Park, situated as it is between the town centre and the campus. Students are of course as entitled as anyone else to use public parks. But the likely increase in the number of students using it risks reducing the value of the amenity for other members of the public and transforming the park into a kind of student reserve where the non-student population might feel uncomfortable.

Pittville Campus students will be permitted to entertain guests overnight at weekends, which could theoretically double the likely number of additional people using the park at a time when it is already most used by the general public. With little outside space on campus, students are also likely to use the park at night, especially as the park gates seem no longer to be locked overnight. This would result in more litter being left behind, additional noise from the park at night (possibly adversely affecting the frequent evening events in the Pittville Pump Room), even disturbances if alcohol is involved - all additional nuisances to the local population arising from the development of the campus.

Some increase in student numbers using the park could undoubtedly be accommodated by people living in Pittville. The problem is that the planned total student population of Pittville Campus in two years' time is almost four times the present number, with potentially many more at weekends. The likely transformation of Pittville Park into a student playground is just one of the ways in which the proposed development of the campus would unbalance the present Pittville community and its environment.

Please do not let this happen.

1 Albert Drive
Cheltenham
Gloucestershire
GL52 3JH

Comments: 8th June 2015

Letter attached.

6 Chase View
Cheltenham
Gloucestershire
GL52 3AL

Comments: 3rd June 2015

I continue to object to this development. The number of students to be housed is excessive for the residential area and where there is already a school with bus traffic daily. There has been no effort to reduce this number. There is inadequate parking and the surrounding area does not have capacity for more cars parking on the streets. This also will create more traffic on an already very busy road..... Creating more chance of accidents in the location of the school already existing.

The local shop on New Barn Lane is an invaluable amenity for local residents and this will be threatened by the proposed shop on the campus.

The suggestion of the shuttle bus for evening use will purely encourage disturbances at night from the students.

I object to this overdevelopment

6 Albert Drive
Cheltenham
Gloucestershire
GL52 3JH

Comments: 5th June 2015

Letter attached.

75 New Barn Lane
Cheltenham
Gloucestershire
GL52 3LB

Comments: 18th May 2015

Received today, the revised plans residents letter relating to the proposed Pittville Campus development.

577 new student bedrooms plus 214 existing bedrooms making a total of 791. In the last plan the total was 794. The letter states that the revision includes a reduction in the number of bedrooms! down 3. Is somebody having a laugh at the residents expense, we need a reduction of 300 not 3.

10 Greenfields
New Barn Lane
Cheltenham

Gloucestershire
GL52 3LG

Comments: 28th May 2015
Letter attached.

10 Albert Drive
Cheltenham
Gloucestershire
GL52 3JH

Comments: 3rd June 2015

Please, please Mrs White would you please consider asking U-living and the University to reduce the number of students at Pittville Student Village, this has been the overriding complaint of all the residents in this residential area. Four or five hundred students would be for more manageable and acceptable to the residents, but U-living and the University have not been flexible at all on this concern of ours and for them to say they have discussed the numbers with the residents is not true, and secondly U-living admits to having no experience in building or managing students accommodation in a residential area, is the planning committee willing to risk this especially being so near the Pittville park and Pump Room. I believe Bristol University has been mentioned as having two thousand students, but they are on a sixty five acre site, planned here is eight hundred on a six and a half site. This really is overkill for this site and will change this residential area for ever, not to mention all the environmental problems that come with packing this number onto a small site. Thank you for your time and trouble.

Flat 5
Brompton House
East Approach Drive
Cheltenham
Gloucestershire
GL52 3JE

Comments: 7th June 2015

I repeat my OBJECTION to this application for the following.

It is an experiment, with no history of this type of development in a residential location.

The number of students, 800 or so, is so overwhelming for this beautiful area, its parks and sort after park which is prominently a quiet residential area of Cheltenham

We are already subjected to student football this will increase, as all students would need make their way to student to teaching facilities like lecture rooms etc on the other side of town.

The all ready unacceptable noise and anti social behaviour, late night early mornings through and from the park. Which is difficult to managed even now the local residents are somewhat replied upon to pass this information on to the university. Surely this will escalate, how do they propose to managed this 24/7?

Students park in our road currently - there is a lack of parking on the new proposed site? The traffic will increase, for students on site staff and friends visiting. The road already has sleeping policemen on and already busy road, local traffic, school traffic and general traffic. The road had sleeping policeman to slow traffic because of the school how can additional traffic now be acceptable(?) Albert Rd is a rat run already, busy and car travel fair too fast as it is this is unsafe and more volume of traffic on this road seems to lack considered though.

Rubbish and litter are already a problem, students use the park leave all there rubbish on the grass although numerous bins are available this would surely increase. BBQ's are used in the summer months burning grass without any consideration to the park and the other people that use it - i dread to think how this will increase.

The proposed development itself is unsightly as with many new builds in Cheltenham.

I wholly OBJECT to this proposal.

4 Yeldham Mews
Cheltenham
Gloucestershire
GL52 3JZ

Comments: 3rd June 2015

I have reviewed the revised submission documents and find that only one of my previous comments have been commented on or addressed. I therefore submit again amended points that deeply concern me.

1. The scheme drawing showed the front doors, of the townhouse blocks for 12 students, facing Albert Road and New Barn Lane this has now been changed thankfully to face inward . A minor victory for common sense. I understand you do not want a blank wall facing the street BUT there is a solution. I visit the continent a lot and they PAINT fake windows and doors onto the sides of building. This is so effective that it is difficult to tell without careful study. In this case there will be trees as well. Why not consider it?

2. 800 students is just too many!!! I agree totally with stance taken to split and spread the accommodation into smaller groups distributed throughout Cheltenham. 800 students in Pittville is just too much. It will swamp the local peaceful neighbourhood. No change has been made despite continued protest from all residents who live in the area. The University staff who are forcing this through ALL live somewhere else!

3. Why can't the students catch their buses at the Racecourse Park and Ride during the day, which is just up the road? This would lessen the traffic congestion and noise pollution. During the rush hours it is already difficult to cross Albert Road and New Barn lane with existing traffic flows. There is a school just down the road and the road is already dangerous with traffic for school children and locals. In addition Pittville School is selling its land for housing and that estate will empty onto Albert Road causing more traffic flow and congestion. There will also soon be the added traffic and noise from the big housing estate due to be built off New Barn Lane. During the Racing Festival week this will a nightmare for locals.

4. There is limited parking. Students or their weekend friends (one per student!) cannot park on-campus. At the weekend they will therefore park in the only space available at weekends which will be the surrounding roads and grass verges thereby adding to noise pollution and defacing well kept streets.

5. If the campus is, as stated by the University " a pleasant environment for students to live" why is it there is no accommodation for senior University staff and administrators. If a few of the more senior people lived there they would have more investment in ensuring that noise pollution was kept under control because they would be experiencing it directly. As proposed they walk away and leave the night problems to a security guard or their student representatives. Are they really going to take notice of them! The proposed mini bus at every 15 minutes is a recipe for continued noise at night.

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6. The local shop in New Barn lane is a local amenity which is very useful to local, especially elderly, residents. The new campus will have its own shop which will take trade from the local shop and may as a result struggle to survive. It would be a tragedy if it closed.

7. Another observation on the campus shop topic is that there will also be a bar. No doubt cheap beer. My own direct experience of the young is that this will lead to some students drinking in the bar before they go to town where beer is more expensive thereby adding to their total intake and possible rowdiness later.

6. Litter will be a major problem for Albert Road, New Barn Lane, Hillcourt Road. It already is and some residents routinely pick it up now. With 800 students the University should hire a regular contractor to pick up litter in these roads. Say every 2 weeks. What is the Universities plan for dealing with their students litter just off-campus?

I went to the viewing at the Racecourse and I have been to the others; I really feel that the so called "public consultation process" is just a legal requirement that big organisations go through to avoid legal challenge and that they are worthless as a mechanism for changing anything. The ordinary peaceful, law abiding citizen is not listened to and like me become more and more cynical of the people who should look after the voice of the little people i.e. our councillors and our council officials. Maybe the recent election showed them they should listen!

Comments: 9th June 2015

Local people many who are elderly do not want the development on the scale proposed for a number of important reasons:

- The development will swamp the local area. 400 would be far more acceptable.
- The building themselves will dominate the skyline with enormous blocks of accommodation.
- The late night noise which is already a problem will increase enormously when students arrive back from a night on-the-town.
- Parking especially at weekends will be a nightmare in local roads and worse on our lovely grass verges. Each student is allowed one friend to stay-over at weekends.
- The existing transport congestion at rush-hours will be compounded with many buses require to transport this number of students to their place of study.
- Our local shop will probably close because the campus will have it's own (and bar!)
- If the campus is, as stated by the University " a pleasant environment for students to live" why is it there is no accommodation for senior University staff and administrators. If a few of the more senior people lived there they would have more investment in ensuring that noise pollution was kept under control because they would be experiencing it directly. As proposed they walk away and leave the night problems to a security guard or their student representatives. Are students really going to take notice of them! The proposed late night mini bus at every 15 minutes is a recipe for continued noise at night.
- Litter in the area is already an issue and local residents routinely clear it up. This will only increase.

I have been to the presentation by U-Living and the University and I went to the viewing at the Racecourse. I really feel that the so called "public consultation process" is just a legal requirement that big organisations go through to avoid legal challenge and that they are worthless as a mechanism for changing anything. The ordinary peaceful, law abiding citizen is not listened to and like me become more and more cynical of the people who should look after the voice of the little people i.e. our councillors and our council officials. Maybe the recent election

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showed them they should listen! This is a business enterprise with U-living making profit and the University selling their sole to do likewise by obtaining more students.

I ask you to vote against so that we can get something acceptable to residents and the University. 800 is too many and driven by U-Living profit!! Please vote for a better solution for Pittville Residents.

7 Greenfields
New Barn Lane
Cheltenham
Gloucestershire
GL52 3LG

Comments: 28th May 2015

Still do not want this in the middle of a housing area.

Having said that.

- Too many students
- Overbearing buildings
- U Living has no experience of running a complex like this in a residential area.
- Noisy students coming back from town on foot from their boozy nights out will make this intolerable for the residents.
- Totally against a shop on site as the local shop in New Barn Lane will not be able to survive causing the residents to lose it.

All in all the Development is in the wrong area.

15 Albert Drive
Cheltenham
Gloucestershire
GL52 3JH

Comments: 3rd June 2015

The revised design of the proposed Pittville Student Village shows some visual improvement but the unchanged high number of almost 800 students results in a massive complex of four and five storey residential blocks which are completely out of place in Pittville which is a Conservation Area. It is even worse than the previous proposal in that the buildings have been moved closer to existing residences.

This number of students will result in a quadrupling of the local population. The University describes this as a "vibrant" Student Village which is a way of predicting unacceptable disturbance by students to the existing residents who have little confidence in the University, which has a poor track record even on existing numbers, in being able to control the behaviour of such a high number of students.

The University has admitted there is no comparable Student Village in UK which has been introduced into an existing community and that Uliving has no relevant experience in managing such a site. The Stoke Bishop Campus in Bristol has been suggested by the University as an ideal example with which the Pittville site should be compared. The Stoke Bishop site has 2,000 students on a 65 acre site, while there would be 800 students in Pittville on the 6.5 acre site. To have a comparable student population density, the number of students at Pittville would have to be reduced to around 200! This underlines that the high student population proposed for Pittville is completely unreasonable.

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This proposed high number of students in Pittville compared with the existing number of around 200 students inevitably would cause many unacceptable problems to the local community and probably would result in severely adverse changes in the living environment which the residents are able to enjoy, and which the University would be unable to control.

Throughout this so-called consultation period the University has demonstrated a continuing arrogant attitude. While claiming to have listened to residents' concerns it has not made a single concession of any consequence.

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This proposed high number of students in Pittville compared with the existing number of around 200 students inevitably would cause many unacceptable problems to the local community and probably would result in severely adverse changes in the living environment which the residents are able to enjoy, and which the University would be unable to control.

Throughout this so-called consultation period the University has demonstrated a continuing arrogant attitude. While claiming to have listened to residents' concerns it has not made a single concession of any consequence.

Comments: 29th June 2015

Pittville is an attractive, pleasant and quiet residential area of Cheltenham. Unfortunately the planning application submitted by the University for a "vibrant" Student Village is in danger of causing irreversible damage to this area.

There is a need to redevelop the existing site and the local residents welcome this, but only if their reasonable concerns are taken into account by the University. This has not happened and the University seems prepared to ride rough-shod over the interests and objections of the residents driven entirely by profit considerations. The "consultations" have proved to be a complete sham. Not a single concession of any consequence has been made to the large number of objections from the local residents.

The buildings proposed are for four and five storey residential blocks which will be overbearing and very close to existing housing. They will overwhelm the area and be completely out of place. Low cost construction will be used which will not weather well and will result in an eyesore very quickly, and will be very close to the Pump Room. These enormous buildings are as a result of

the proposal for nearly 800 students to be accommodated, compared with just over 200 students who are resident in the campus currently. This number of 800 students and supporting University staff is completely unacceptable. They will overwhelm the current local population making life for some completely unbearable.

The current problems caused by students will get significantly worse. These include, noise, antisocial behaviour and litter. We suffer major traffic problems in Albert Road and this will be made much worse by the buses transporting students to and from other campus sites. There will be only limited parking in the Student Village and local streets are likely to become blocked by cars parked by the students and their visitors. Late night buses taking students into town and collecting them will operate until 4 am.

The University concedes that there is no similar instance in UK where a residential campus of this size has been created in an existing residential area. Uliving has accepted it has no relevant experience of controlling students in such a situation. The University has failed to control the current number of student, so how are they to control four times as many? The proposed Operational Management Plan raises as many questions as it attempts to answer.

The University claims this Campus will benefit Cheltenham greatly. This is a possibility, but does this have to be at the expense of destroying all that is pleasant in Pittville? The only acceptable solution is to reduce very significantly the number of students to be accommodated in Pittville which in turn would reduce the size of the buildings required. A residential campus of this size needs to be located elsewhere.

Should this Planning Application receive approval, what restrictions would be imposed on the University to protect the residents' interests? Who would monitor these on an independent basis and what ready recourse would be provided to the residents when the inevitable major problems arise?

I recommend Refusal of this Planning Application.

18 Walnut Close
Cheltenham
Gloucestershire
GL52 3AG

Comments: 1st June 2015

Having viewed the updated plans for the student village and visited the recent exhibition held by the university and Uliving at the racecourse, I wish to OBJECT to the planning application on the following grounds:

1. Number of occupants - the number of students proposed for the development is too many for the area, adding a high-density population to a quiet suburban neighbourhood. I believe this will lead to disruption, particularly at evenings and weekends when the students are not in class and are looking for nearby distraction.
2. Visual amenity - the proposed buildings look like something out of Communist East Germany and will do nothing to enhance the look of the area; quite the opposite.
3. Parking - the university and Uliving have proposed that students will not be allowed their own cars (hence the lack of on-site parking) and this will be policed and enforced. This may work, but by the time we find out it will be too late. This also does not cover the holiday periods when the flats will, in all likelihood, be rented out to university summer schools which will not have the same hold over students. With no on-site parking student vehicles are likely to fill up the local residential streets.

4. Pittville Park - with little open space in the village campus, Pittville Park is most likely to become the students' play area, potentially swamping use of this valuable local facility.
5. Infrastructure - has the additional pressure on water and sewerage in the area been fully allowed for? The site is already at a high point for the town so water pressure, with potentially 800 showers being run during a compressed time frame each day, will have to be improved if the entire neighbourhood is not to be reduced to a dribble.
6. Other development - a couple of hundred yards away down New Barn Lane a housing development is about to kick off. The added volume of traffic and requirement for services of this new estate will be enough for the area without the extra imposition of the student village.

4 Pittville Crescent
Cheltenham
Gloucestershire
GL52 2QZ

Comments: 5th June 2015
Letter attached.

7 Albert Drive
Cheltenham
Gloucestershire
GL52 3JH

Comments: 1st June 2015
Letter attached.

Flat 7
Brompton House
East Approach Drive
Cheltenham
Gloucestershire
GL52 3JE

Comments: 8th June 2015

We still have major concerns over the proposed developments of the site. I find it very worrying that the 'U-Living' admits that it has no experience in Building or Managing Student Accommodation in a residential area. So looking at the 'New' Proposal put forward, this 'experiment' could go badly wrong.

As we previously stated we are not against further development of the site (within reason). So why cannot the thoughts of the residents be taken into account, rather than ignored.

We believe that if this development goes ahead as it stands it will have a great detrimental effect on the area & its residents.

7 Lakeside Court
East Approach Drive
Cheltenham
Gloucestershire
GL52 3JE

Comments: 8th June 2015

Letter attached.

Treeside
22 Hillcourt Road
Cheltenham
Gloucestershire
GL52 3JL

Comments: 11th June 2015

I write further to my previous letter of November 2014 and on behalf of my husband and son.

I have reviewed the 'revised' application, and attended the Centaur presentation, whereby I spoke at length to Uliving representatives and still object to this planning application 14/01928/FUL for the same reasons outlined in my previous letter:-

- Accommodation for 800+ students still too large.
- Design of the building - overbearing and intensive - not sympathetic to area
- Not taking into account, or addressing the concerns of existing residents, in particular, traffic congestion, parking, and anti-social behaviour.

I note recently that there have been several articles in national newspapers commenting on the 'ugliness' of developments in the UK - this would be one of them if this application is approved.

I OBJECT once again to this planning application.

6 Greenfields
New Barn Lane
Cheltenham
Gloucestershire
GL52 3LG

Comments: 5th June 2015

As residents in Pittville we are writing to voice our concerns about the extent of the proposal to add 603 new units of accommodation at the Pittville campus plus bringing the 191 existing units up to date.

Our concerns are directly related to the increase in numbers and the effects that it will have on the local infrastructure especially roads and density of traffic especially at a time when there are other developments in the area. I wonder how this proposal fits in with the overall plan for the Pittville area.

There a variety of concerns already raised and we feel that the proposers and developers should actively address these concerns

5 Lakeside Court
East Approach Drive
Cheltenham
Gloucestershire
GL52 3JE

Comments: 8th June 2015

I am surprised to receive your letter advising of revised plans for the above development so soon after the plans were passed by the councillors after the council officers had rejected. Unfortunately these revised plans do nothing to protect the existing Council Tax payer residents.

It appears that U-Living have no experience in building or managing student accommodation in a residential area and therefore are we the local residents to take part in an experiment! Does the proposed 4 and 5 storey building improve the local architecture of the Pittville Park Houses and Georgian Houses or detract from the buildings in this locale.

The main problem I perceive is the proposed inadequate parking on the Pittville Campus which will only lead to students and visitors will be forced to park in the surrounding streets or take over the Pittville Pump Room car park. The introduction of 600 additional students must have an effect on the local services of gas, electricity, broadband and drainage or are there plans in hand to enhance these so we residents do not suffer poorer utility services. I can only assume that Albert Road will see much additional traffic and therefore the disturbance this must bring to this area and this is before the proposed additional housing estates have been built.

Late evening returns from town by the students can only add (4 times) to the current level of late night noise complaints which I understand are only incurring in term time. The proposed campus shop is likely to lead to the loss of the New Barn Lane shop which is currently a valuable amenity for us.

Please take note this time of the issues which will impinge seriously on the current residences if the student village is increased by 400%.

54 Albert Road
Cheltenham
Gloucestershire
GL52 2QX

Comments: 1st June 2015

This is a frighteningly large development, please do not give this planning permission.

1 Greenfields
New Barn Lane
Cheltenham
Gloucestershire
GL52 3LG

Comments: 8th June 2015

Letter attached.

22 Albert Drive
Cheltenham
Gloucestershire
GL52 3JH

Comments: 23rd June 2015

Letter attached.

11 Elm Court

Hillcourt Road
Cheltenham
Gloucestershire
GL52 3JU

Comments: 27th May 2015
Letter attached.

2 Greenfields
New Barn Lane
Cheltenham
Gloucestershire
GL52 3LG

Comments: 4th June 2015

I wish to place an objection to the above planning application for the following reasons :

- Environment
- Design
- Student behaviour

1. Environment.

Pittville is a very peaceful residential area no pubs, clubs etc only a lovely park and the famous Pump Room. This is not an area suitable for a student village. The footfall thro the park is bound to cause damage not to mention the amount of litter. The student population will outnumber the local residents by 4;1 and change our way of life forever. Regardless of what UofG says students will bring cars and park wherever they can on roads around the campus. A major problem will be at start and end of term when parents have to move luggage and other goods. Where will they park. At a public consultation ULiving said arrangements would be made with Park and Ride. Nothing further has been heard of this Then there will be all the service vans buses etc and Albert Rd will become grid locked.

2. Design

The new buildings on Albert rd will dwarf the existing houses/flats. The 4-5 storey blocks are uninspiring. Another major design flaw is that no attempt has been made to alter the access doors on the existing dormitory blocks. Currently they face the boundary fence and the houses on New Barn Lane . This is where students enter at any hour of the night 1.30am-4.30am causing loud noise and wakening local residents. These doors should be altered to face the courtyard.

3.Student Behaviour.

The number of complaints this year has risen dramatically and will continue to do so as the UofG has no plan to curb noise in the campus. Due to a serious number of complaints the Environmental Agency issued on 17Jan 2014 an Official Nuisance Record Sheet. Then on 12 March 2015 they had to issue another one due to the level of complaints. This shows the UofG have no long term plan to curb noise complaints. At the moment their solution is 'if wakened call security and they will deal with it. The issue is we do not want to be wakened in the first place. This problem will increase if this plan goes ahead as the security will be located at the opposite end of the campus and will be unable to stop the students.

15 Elm Court
Hillcourt Road
Cheltenham
Gloucestershire
GL52 3JU

Comments: 4th June 2015

Having viewed the proposed plans I have numerous concerns.

The proposed significant increase in numbers of students will put serious stress on the existing local services a)Water supplies b)sewage systems, c)Broad band net work, d)Gas systems, e) Electricity supply, etc. Not to mention the impact this increase in numbers will have on the existing residents and local amenities of the area.

What about adequate car parking requirements given such an high number of students and their families and friends that will be visiting? Are we going to have over spill onto the pavements and private drive ways?

The Proposed size of this building will significantly detract from the beauty and serenity of the area. Has this been considered?

What about the late nights returning of student that have spent the night out in town, having lived in the centre on Cheltenham for a couple of years I know only too well that students party most nights of the week and will regularly be singing in the streets from 02-00hrs to 04-00hrs in the morning. I moved to Pittville to get away from this type of unsociable behaviour.

You need to be mindful of the fact that this seasonal population influx has no long term commitment to the local area or the residents and as such will behave accordingly. The outfall of which is stressed and disgruntled local residents.

The only conclusions that can be drawn from this is that there has been little to no thoughts applied to the existing local residents and the impact this proposal will have on them or their families.

130 Albert Road
Cheltenham
Gloucestershire
GL52 3JF

Comments: 3rd June 2015

We wish to submit further objections to the renewed application by the University of Gloucestershire (UoG).

As stated in our letter of 19 December 2014, we must preface our comments with a real concern that UoG and ULiving have, throughout this process and again since the deferral, not truly listened to the objections raised by Pittville residents. Their plans are substantially unchanged and the improved design should not mask that intransigence. UoG shows no attempt to understand the fears and concerns of residents about the damage their proposals will inflict upon the local environment, infrastructure and/or quiet enjoyment of the residents in the area. Specific points are:

1. It is now acknowledged by UoG that the students on site averaged 660 with 200 staff. Previous UoG statements were misleading. Occupation then was usually Monday to Friday and with restricted hours. The proposal now is for 791 double-bedded rooms and staff facilities for 132 staff. Students would be resident 24/7. In terms of impact on the amenity of the community, such an imposition is dramatic and unreasonable. In effect, this increases occupancy of the site by 584%! This overwhelms the local community of some 250 residents and would change forever the face of the area from quiet residential to, and I quote from the Design and Access Statement, "a vibrant" student village. The National Planning Policy Framework - paragraph 50 - states ".....To...create sustainable, inclusive and mixed communities, local planning authorities should plan for a mix of housing based on current and future demographic trends, market trends and the needs of different groups

in the community.....". Note the reference to "mixed communities" not one dominated by any one element.

2. The architects refer to fairly low density residential streets on the North and West sides of the site. Therefore, a development of this magnitude is totally disproportionate to what the area could sustain. The site is on the edge of the Pittville Character Area of the Cheltenham Central Conservation Area.
3. The proposed buildings are 4-storey in height, excluding the 5-storey on the corner of Albert Road and New Barn Lane. Regency buildings in Cheltenham, as shown by the examples in the Design and Access Statement are 3-storey (see 3.8). In the surrounding roads properties are principally 2-storey.
4. The Planning Overview continues to make the economic case for UoG. Such pleadings should be ignored as non-planning issues. UoG states that there will be economic, social and environmental benefits to Pittville. It is difficult to see what those might be.
5. UoG is now focussing on CBC's obligations on housing provision and states in its Revised Planning Statement - paragraph 6.16 - "...Throughout the assessment of this application it is important to consider the 'tilted balance' effected by paragraph 49 and subsequently paragraph 14 of the NPPF. The question is not whether harm outweighs benefits, but whether harm significantly and demonstrably outweighs those benefits....." CBC can no more do that than can UoG show that it doesn't. UoG is in effect stating that it will be content for the local community to suffer harm as a result of planning approval.
6. UoG states that residents' concerns over student behaviour have not be substantiated (Paragraphs 10.1/10.2). The point is that noisy students wake the residents at unacceptable hours in the morning. Short of having monitoring of sound at night, it is difficult to capture these incidents. Obviously, there is not a spirit of trust between UoG and the residents on this issue. Clearly, if UoG doesn't believe it to be an issue, the OMP will not be robust on this matter.
7. The VC's letter (Appendix B) is misleading and inconsistent in a number of areas. He again makes reference to 1,300 students and now 250 staff (other documents refer to 200 staff) and infers that the site can take the number of students proposed. Physically that may be the case BUT is that number appropriate to the Pittville area? Also, on the built footprint point, he again emphasises the reduction by 50% but doesn't recognise that to achieve that the buildings are designed to be much higher. He also points to the increase in "green space" but local residents will not benefit from that as it is all internal space.
8. Paragraph 26 indicates ULiving's "considerable experience" in managing such sites. The final paragraph of section 3 of the Operational Management Plan ("OMP") says the exact opposite. We understand that they have now accepted that they have no comparable site as a reference point.
9. The Cheltenham Architects' Panel noted some dimensional errors in the 3D model (Appendix C). Overall, whilst encouraged by the changes there were adjustments sought to later iterations of the design. Has the Panel seen those changes and will they be made public?
10. Appendix F - Pinsent Masons report - suggests in paragraph 11 a minimal level of complaints - they refer to it as "contacts" from the public. This figure does not appear to match our figure of 39. They suggest no undue weight should be put on anti-social behaviour.

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11. CBC is currently defending its decision to refuse planning permission to Bovis/Miller Homes to enable them to build 650 homes in Leckhampton. The reasons for refusal include that the development would add significantly to transport congestion, it would have an adverse impact on the landscape and the adjoining AONB, and, the s106 agreement hasn't been agreed. Local MP, Alex Chalk, suggests it is environmental vandalism and would lead to intolerable pressure on schools and transport infrastructure. So why is Pittville any different?
12. At the January 2015 planning meeting, Cllr. Sudbury stated "...The design is not acceptable in this location, although it might suit another area; there seems little sense of context...". What has changed since then? UoG still wishes to build a student village on the Pittville site and house some 800 students. They clearly haven't listened.
13. Paragraph 8.1 of the OMP includes the comment "...not all students living at the Pittville Student Village will be in residence for every day of their tenancy. It is therefore very unlikely that the number of people on site will exceed 791...." This is misleading as there will always be more than 791 on the site due to the presence of support staff.

Many of the points of objection previously raised remain relevant to this revised application. We trust the planning committee will consider the genuine fears and concerns of the local residents and refuse planning permission when this application comes before them.

23 Cakebridge Road
Cheltenham
Gloucestershire
GL52 3HL

Comments: 4th June 2015

I am in support of this application as I believe it will further the prosperity of Cheltenham. I think the University has worked hard to address the concerns of us, the residents and, although I preferred the previous application because I think aesthetically it fitted into the area more sympathetically, I still support the application.

I have lived in the area for around 50 years, 25 years in Albert Drive and 25 years in Cleevemount and, while Cleevemount has retained its family and retired demographic of occupants, it appears that Albert Drive and surrounding roads are mainly occupied by retirees. I think the student village will help to redress this social and age imbalance which can only be helpful to a balanced society.

In all my years of living in the area, I can honestly say that there is more noise, traffic and disruption from events taking place at the Racecourse than there has ever been from the Pittville students even when it was a working campus with a far greater amount on people on-site than is proposed.

I am sympathetic to the concerns of other residents but still think the development should go ahead.

48 Cleevelands Drive
Cheltenham
Gloucestershire
GL50 4QB

Comments: 1st June 2015

Letter attached.

38 East Approach Drive
Cheltenham
Gloucestershire
GL52 3JE

Comments: 1st June 2015

Please note our areas of concern about the above planning application:

1. Since the previous application the proposed student numbers remain at 800, substantially unchanged.
2. The proposed 4/5 storey blocks are dominating and uninspiring; removing two storeys would leave a more manageable student no of 450 and would as buildings be less intrusive.
3. Inadequate car parking means visitors and other students will still be forced to park in the surrounding streets. The planning proposal would mean traffic and disturbance at least four times previous levels particularly in Albert Road.
4. There will be at least 600 extra people permanently using gas, electricity and broadband and in particular the drainage which flooded in 2007.
5. The proposed Operational Management Plan has many flaws and is not fit for managing 800 students.
6. U-Living admits it has no experience in building or managing student accommodation in a residential area; there is nothing comparable in the UK.
7. Students walking back from the town centre late at night already cause disruption (over 40 substantiated late night noise complaints this academic year alone all during term time).

We bought our house in Pittville because it is a quiet residential area of Cheltenham; let's hope it stays that way; we urge you to reject this planning application.

6 Lakeside Court
East Approach Drive
Cheltenham
Gloucestershire
GL52 3JE

Comments: 3rd June 2015

I most vehemently object to this proposal. Once again we as tax/rate payers are forced to take it laying down that our rights, needs, voices are suppressed at the expense and in favour of those who

- 1) do not pay a single penny towards the environment they occupy in any shape or form
- 2) are largest consumers of the services WE, ratepayers pay for
- 3) are the most troublesome to local residents - who pay for it all.

Those who suggest that students will contribute to our economy are far removed from real life: students HAVE NO MONEY!! if they did they would not be students!

The only thing we shall get from them is nuisance, noise, pollution, parking problems, overburdened roads, broadband, sewers, water supply etc....etc.....

Our block of flats is off Albert Road and prime target for free parking - often our drive blocked for emergency vehicles to enter - when most of us are elderly and some disabled. If a fatality occurs due to this event will the project pushers take the blame??

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Council constantly claims there is no money for cleaning our streets and parks - yet our precious resources are wasted on supporting this project that will only make our, taxpayers' lives even worse.

When I bought this flat 16 years ago, I bought it exactly for the reasons that now will be destroyed: peace, security, clean environment, quiet location near a park.

Since all of this now will be destroyed against my, the tax-payer's objections,

I NOW DEMAND A RATE REDUCTION IN LINE WITH THE LIFESTYLE REDUCTION I MUST ENDURE DUE TO THIS PROJECT.

10 Elm Court
Hillcourt Road
Cheltenham
Gloucestershire
GL52 3JU

Comments: 5th June 2015

Introduction: I live in Elm Court on the corner of Hill Court Road and Albert Road.

Presently I am the chair of Elm Court Council of Management which looks after the interests of the residents, nearly all of whom are associate directors of Elm Court Cheltenham Ltd., as the freeholders of the estate.

Elm Court

Elm Court is a flat roofed three storey block of 27 apartments built in the early 1970s.

The East elevation contains all the habitable rooms in each apartment and as they face the Pittville Campus site all the residents have reasonable grounds for expressing their views about the proposed development. Some residents may express them individually but this statement has been prepared to highlight how detrimental the present proposals will be to the immediate vicinity and to the surrounding area.

My objections and observations relate to the proposed development in general.

Amount

The amount of proposed building is excessive for the area of the site making the proposed development over intensive.

Although the application is for 577 new build units, with the existing accommodation the total number to be housed will be roughly as the previously submitted scheme.

Layout and Access.

Pedestrian access

UG indicated at their presentations that the site would be inward looking and that access to the residential blocks would be from within the site. This is contradicted by the plans which show footpath access to the proposed blocks on the New Barn Lane and Albert Road frontages although not directly from the highways.

The intention of the development is to propose the creation of a student village but the height of the buildings and their juxtaposition would be overbearing on each other.

The juxtaposition of the blocks suggest that the internal facing accommodation at ground level would not receive an acceptable level of daylight as set out in 'Site layout planning for daylight and sunlight'. Furthermore the height of the four storey block in Albert Road would block early morning sunlight from the buildings on the opposite side of the road.

Vehicular access

UG propose to limit vehicular access to staff and those with accessibility issues. No parking provision is proposed for other students nor, it seems, for their parents at the beginning and end of term or for mid-term visits when permitted parking spaces are likely to be in use. Pittville School adjoins the campus to the south and has an arrangement with Marchants Coaches to provide transport for its students.

UG propose to use Albert Road for collecting and dropping off students, presumably, mainly in the morning and afternoon, but with similar movements during the day. The space available in the proposed collection layby is, arguably, inadequate for the number of buses or coaches that would be required for the number of students to be moved, even if not all once, and would considerably increase the intensity of traffic during the morning and afternoon, and probably throughout the day. There is another access to the site from New Barn Lane. This could be extended through the site enabling buses to stack for collection and drop off entirely within the site, and exit into Albert Road.

This is a large development and The NPPF requires a traffic management plan to be prepared for such schemes. This should consider not only the points raised above but the affect the proposal would have on Evesham Road, Albert Road and New Barn Lane all of which were identified in the UG presentations as important roads serving their site. These are also the main roads into Cheltenham from the north of the county and already become very congested. The effect of the increased number of buses in the localities of all the UG colleges drop off stops should also be considered particularly in light of likely intensification of traffic arising from the proposed supermarket in St. Margaret's Road.

Appearance

Although the present scheme is an improvement in elevational treatment they remain inarticulate and the proposed development has retained the general appearance of barrack blocks which would be out of context and detrimental to the local environment.

Scale.

The proposed five storey block on the corner of New Barn Lane and Albert Road is presumably derived from the 'precedent' of the tower block in New Barn Lane. This implies that the tower block was a correct and appropriate form of development when it was built. It is likely that if it were proposed now as a new development it would not be permitted.

Its replacement with a much larger and far more dominant block would be a lost opportunity to provide a development of a more human scale of individual blocks with gaps between them. This approach should also be repeated in Albert Road but to a reduced storey height as indicated in the May 2013 proposals.

The scale and mass of the tower block cannot be allowed to set a precedent for the proposed four and five storey blocks which, by virtue of their scale, mass and inarticulate elevations, are not of a good standard of design and are inappropriate forms of development which would be detrimental to the locality.

Landscaping

It is absolutely essential that all the existing trees on the site should be retained and I would like to see them made the subject of a TPO as part of any planning permission that might be granted. They provide considerable screening between Elm Court and the campus and the approach to the junction from the racecourse.

CONCLUSION

The proposed development is over intensive and, by virtue of the number of students and their logistical needs, would have an extremely adverse and detrimental impact on the immediate area and Cheltenham in general.

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The proposals presented do not appear to have taken full account of the objections expressed at the public presentations, indeed at each stage in the public consultation process the scheme has become worse in every aspect. If the proposed number of students is necessary to make the scheme viable it is clear that the site is too small.

Parkgate House
West Approach Drive
Cheltenham
Gloucestershire
GL52 3AD

Comments: 3rd June 2015

I would like to object to the new revised plans for the student campus in Pittville.

My main objection is that 800 students is far too high a density of population for this area to sustain. One quarter of this number would be more than enough.

There have already been many problems and complaints with noise in the middle of the night caused by students and this will inevitably get a great deal worse if the plans are approved.

Parking is another area of concern; there seems to be limited parking in the campus and students at present leave their cars in West Approach Drive and the Pump Room blocking up residents spaces and those used by local people using the park.

In an iconic part of Regency Cheltenham the design seems to be of poor architectural quality.

15 Albert Drive
Cheltenham
Gloucestershire
GL52 3JH

Comments: 3rd June 2015

The University has submitted revised proposals for the Pittville Student Village but these still have the same unacceptable main features of the previous proposal. The building complex imposes an unacceptably large and high unattractive mass which will dominate the existing residential area with major negative effects. This results from the same excessive number of nearly 800 students which are proposed and should be rejected as unsuited to this attractive area of Cheltenham.

In order to fit into this area of Cheltenham it would be necessary to reduce the height of the buildings by at least one, or even two storeys which would involve a sizeable reduction in the number of students to be accommodated, and this in turn would reduce the other major cause for concern which is the proposed high number of students.

With the proposed number of nearly 800 students there would be a great and inevitable increase in noise levels and antisocial behaviour particularly at night when students travel to Cheltenham in large numbers. The proposed 35-seat bus service running until 4 am to provide transport in both directions is most unlikely to provide a satisfactory solution and could itself introduce additional noise problems.

The additional traffic levels in Albert Road will result in even worse problems than are experienced currently, particularly when Pittville School is opening or closing and parents are delivering or collecting their children. At such times cars are parked waiting and buses are

causing obstructions in addition to the build-outs. Traffic travelling towards Cheltenham at such times can come to a standstill, so how will the student buses be able to make progress?

Students will not be able to take vehicles into the Student Village. So surrounding streets are likely to suffer major parking problems, including at weekends when visitors or parents arrive. How will this be addressed?

Litter along Albert Road and other areas such as Pittville Park currently is a major problem. It is inevitable this will become much worse with this major increase of students. What will the University do to control this?

The University has produced a voluminous and highly padded Organisational and Management Plan which purports to demonstrate its ability to manage the site and to control the students. But with the University and Uliving's self-admitted lack of experience with this type of Student Village, and the many omissions or conflicting statements in the document, this is seen as playing lip service to the problems or just providing a smoke screen.

In order to recognise the many concerns expressed by the local residents the University needs to provide a formal document which will address each of these concerns. The University must spell out clearly what steps it is taking to deal with matters such as noise, antisocial behaviour, parking, litter, traffic, etc. It needs to be clear also what the proposed targets are for each of these and what penalties will be incurred should the University fail to meet each or any of these. The welfare and rights of the residents need to be recognised and protected, and not to be trampled underfoot by the University.

Cleeve House
West Approach Drive
Cheltenham
Gloucestershire
GL52 3AD

Comments: 3rd June 2015

I am writing to OBJECT to the above Planning Application;

- 1) The area is a residential and recreational part of Cheltenham and the influx of 800 young people will completely change its nature. Currently there is a cross section of age and socio/economic groups and the infrastructure has been designed to support these residents. To impose a block of a single age group on the area will severely disrupt the society and the infrastructure will not cope with it.
- 2) The plans have insufficient car parking places which will force the students to park in the surrounding streets which in light of the present pressures caused by the closure of town centre car parks will lead to social unrest and conflict.
- 3) The planned building is completely out of context with the existing buildings especially the listed Pump Room and the nearby listed buildings which are important features of the town.
- 4) This part of Cheltenham's economy is largely based on Tourism, recreation, festivals and conferences. To risk disrupting these sources of income on an experiment in Student accommodation is unwise bearing in mind that I understand that nowhere else in the UK has such a scheme been implemented.
- 5) The current student population is already very disruptive, to the area to increase it to 800 would cause great difficulties.

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I therefore object to the Planning Application on the grounds that it is inappropriate and unsuitable for the area.

The Gables
23 Hillcourt Road
Cheltenham
Gloucestershire
GL52 3JJ

Comments: 3rd June 2015

Letter attached.

13 St Pauls Parade
Cheltenham
Gloucestershire
GL50 4ET

Comments: 4th June 2015

I do not object to the proposed halls of residence, but I am not convinced by the parking provision, travel planning, and what I can see by way of improving the cycleability of routes from the halls to nearby campuses. I would also like to share our experience of living with an area with a large student population.

I read with interest the revised travel plan. The ambition to increase student travel by bike by 5% a year seems unambitious based on the very low existing baseline, which appears lower than the settled population of Cheltenham.

The plan is generally unambitious if compared with, for example, the University of York, where as well as discouraging car use by its staff and students, it has more cycle parking than the rest of York including secure cycle parking for residents and staff in addition to many bicycle racks for everyone else. At York there is also a network of cycle routes across campus including a Sustrans national route that crosses the campus, they also work with the council to create safer routes for students and staff to cycle to university and between campuses. (This is however in the context of a city that is committed to promoting a cycling culture).

The University of Gloucestershire has claimed green credentials for some time and has been consistently high in sustainability league tables. However this does not seem to translate to the actual travel habits of their students. There is a very low level of cycling by students compared to other universities, which have made serious attempts to move students to more sustainable forms of transport and as mentioned previously compared to Cheltenham's population as a whole. This is reflected in the lack of provision of cycle parking at the campuses. And this is despite the main Cheltenham sites being at distances apart which would seem to lend themselves to cycling. The 94U bus is often seen travelling around town empty or nearly empty. The 'green' gesture has historically been to provide an inadequate number of parking spaces in order to dissuade car travel, which has had the effect of displacing the problem to the neighbouring community.

The travel plan makes very little reference to travel to the Oxstalls campus in Gloucester. Based on observation of students living in St Paul's, many of those travelling by car regularly are sports students commuting to Gloucester. With another campus already planned for Gloucester docks, this should be addressed in the travel plan or by encouraging students to live where they study

(not always straightforward for students following a modular degree path). There is also the opportunity for combining bus and bike travel perhaps by allowing the 94U bus services to carry bikes.

The university of Gloucestershire is proud of the achievements of its sports students, but many of these have external sporting commitments, which cannot be met by public transport. The university should acknowledge this, and make parking provision for these students, rather than displacing the problem onto local communities. The level of car sharing proposed for education students also seems unrealistic. Many trainee teachers are based in primary schools which rarely have more than one trainee at a time, and as well as being scattered across the county, they are also off public transport routes.

In St Paul's the high level of student car ownership and the volume of student parking has led to parking problems for the rest of the population, resulting lately in the introduction of parking permit zones. The initial surveys for the St Paul's parking review matched cars with the addresses where they were registered. This showed a high proportion of longstay parked cars in St Paul's came from a distance greater than a commuting distance, indicating that they were likely to be cars owned by students registered to their home/ parental addresses. I think this evidence indicated that 40% of cars in some parts of St Paul's were student cars. Since this survey was undertaken in 2013, the number of student cars has if anything increased. Further evidence that a large number of cars belong to students is that parking pressures ease significantly during the university vacations.

Not only does the number of cars put pressure on parking, but they are also anti-socially parked, obstructing pavements, parked across corners so that bin lorries can't get past. (We are very concerned that one day a fire engine will need to access the junctions of Marle Hill Parade, Marle Hill Road and Wellesley Road and it won't be able to - this is something that has regularly been raised in residents' association meetings).

As part of the St Paul's 'residents' parking scheme', the university secured longer permit free parking times on the streets nearest FCH to enable students to park and attend lectures. This is despite student parking being the reason that residents often can't find parking spaces.

I notice in the GCC highways mitigation a planned pinch point on Marle Hill Road and Wellesley Road. At the junction of these roads, there is already a tree and a no-through road. I would like more details of the proposed plans. This route is already very popular with children and parents with pushchairs, scooters and bikes travelling to and from Dunalley primary school and Dunalley ducklings, especially at the beginning and end of the school day. While there is already a dropped kerb here, it is frequently blocked by inconsiderately parked cars. The route most often taken by students from Pittville to FCH or Hardwick is via Pittville Park along Agg Gardners. There is the opportunity for significant improvements, resurfacing, better entry way etc to the entrance to Pittville Park from the junction of Hanover and Hudson Street. The road here is also in a shocking state and could be improved to facilitate cycling.

The cycle routes onto Hardwick could also be improved. Cycling along St Paul's Road to Hardwick is not an attractive route. There is the opportunity to create an off road cycle route linking the Honeybourne line, via the new houses on the former Midwinter site then through Elmfield playing field to Marsh Lane. This would require suitable surfacing and improvements of the existing entrances/ gateways. To make the route from Pittville to Hardwick as easy as possible, a toucan or similar crossing could be put in on Tommy Taylor's Lane connecting the cycle route through Pittville Park with the Honeybourne entrance just south of the Prince of Wales stadium.

There is a lot of scope for improvement of walkability and cycle-ability around both the FCH and Hardwick campuses. There is no point improving the area immediately adjacent to the halls of residence, if the students' likely destinations and the routes to them are not attractive and obviously walkable and cycleable. I am an experienced cyclist but I will avoid cycling on St Paul's

Road if I can. These improvements should be in place before students move in to the halls, as the students' travel habits will be formed in their first few weeks of university.

Hopefully by finally making serious attempts to move students to more sustainable transport modes from the start of their university career, this will stay with them for their second and third years when they move into shared houses, easing the burden on St Paul's of student car ownership and use.

Regarding student behaviour, we have found the university very supportive, especially over the last year, in responding to residents' complaints about student behaviour where it is associated with a particular property. It has always been more difficult to get support or action where there are large groups of students moving noisily through the community on their way in and out of town. The traditional response from the university has always been: 'How do you know that they were students?' I think the university should give the community credit for knowing a group of students when they see them, and accept responsibility for the behaviour of their students.

St Paul's has a Streetwatch scheme which has similarities with the proposed Ssh! scheme. The key differences are that Streetwatch is entirely made up of volunteers from both the student and the settled resident population. St Paul's residents are responsible for securing ongoing funding for this (e.g. insurance costs), though the university has supplied some hi-vis jackets for student volunteers. The vast bulk of the administration and volunteer hours falls on settled resident volunteers. Recruiting student volunteers who will meet a minimum commitment of 2 nights a month is not always easy, and may be more difficult when Streetwatch is competing with Ssh! for the same volunteers. Student volunteers do not always find it easy to confront other students who are not behaving well.

Education of students does have some effect. Having been asked to keep their noise down, most of them will be more considerate in future. The problem is that every September you get a new intake, and the cycle starts all over again.

I would also like to share St Paul's residents' experience of university and community liaison. St Paul's residents' representatives are invited to attend the FCH liaison group and do so 3 times a year. However we very rarely have university representatives at our own residents' association or NCG meetings. Despite the position of SU Community officer being created a couple of years ago, it has not been (in our experience) part of this officer's remit to engage with or talk to the community.

Comments: 4th June 2015

My existing comment still stands, but Neutral rather than Object best represents my position.

Malden Court
71 Pittville Lawn
Cheltenham
Gloucestershire
GL52 2BL

Comments: 5th June 2015

Letter attached.

4 Greenfields
New Barn Lane
Cheltenham
Gloucestershire
GL52 3LG

Comments: 3rd June 2015

I agree with every objection from residents of Pittville to this overdevelopment.

In the latest plan there has been very little visual improvement and 800 is an unacceptable number of students. Has no one been listening ?

The only comments in favour of this project are from people who do not live in this area and are therefore not directly affected. Not one local resident is in favour.

If this Planning Application is approved, democracy in Cheltenham is dead.

83 New Barn Lane
Cheltenham
Gloucestershire
GL52 3LF

Comments: 30th May 2015

This development represents a vast increase in the number of resident students, staff and visitors which is bound to have abundant effect on the neighbours and the surrounding area in every aspect.

It is not a suitable development for this particular site.

20 Cleevemont
Evesham Road
Cheltenham
Gloucestershire
GL52 3JT

Comments: 4th June 2015

OBJECTIONS to Pittville Student Accommodation Blocks Proposal

1. The Pittville location for the proposed accommodation blocks is completely unsuitable. The location is almost the farthest point away from any University site. It is simply not logical to site the accommodation in Pittville. The illogical location means that there will be a huge number of journeys being made daily, solely because of the siting of these blocks. This imposes unnecessary extra strains on the local transport, roads and the environment.

2. The size and design of the proposed development is completely unsuitable and out of character with the Pittville area.

3. The number of students planned is equivalent to over 300 houses. This is clearly an impossible number for the site, because of the increased loadings on roads, parking, transport and utilities in Pittville that this would represent. These loadings WILL be generated by this proposal if it goes ahead, and this has not been recognised in any of the proposal documents. Pittville simply cannot accommodate such an increase without a massive investment in infrastructure and a corresponding change in the environment of the area.

4. The capacity of the sewage and draining facilities in Pittville is already under strain, and the additional capacity required by the proposal cannot be accommodated.

5. BT admits that there is a shortage of telephone lines in Pittville. This proposal will lead to a poorer quality of service for all Pittville residents, unless there is further infrastructure investment mainly by BT.

6. The amount of parking space which will be required cannot be accommodated on site and so the surrounding roads will be clogged by the overflow parking, causing problems for residents.
7. Evesham Road is very busy and the additional traffic required by this proposal will cause more congestion.
8. The introduction of so many students in a residential area will cause an unacceptable increase in anti-social behaviour and noise. The proposal to provide overnight buses and 'greeters' will not be effective and is likely to be dropped quickly when the University finds even more financial problems.
9. The whole purpose of this development is to increase the University size to help them to balance their finances. It is not acceptable that the Pittville area and its residents will be disadvantaged just to allow the University to do this.
10. The amended proposal does not address any of the major objection points, and is filled with vacuous process orientated statements, which will no doubt be quietly abandoned if the proposal was ever to go ahead.
11. This proposal is not wanted and is extremely detrimental to the Pittville area and its residents. It must be refused and not be allowed to return with further attempts to ignore the real problems that it entails.

82 Albert Road
Cheltenham
Gloucestershire

Comments: 4th June 2015

I wish to OBJECT to the resubmitted planning application to redevelop Pittville Campus by the University of Gloucestershire in partnership with ULiving.

1. There has been no attempt whatsoever to listen to local residents concerns about the density of the site. The proposed number of students at just under 800, remains unchanged. This is unsustainable and will substantially alter the nature of this residential area.
2. The UoG has blatantly used the engagement of a local residents group to mount a charm offensive about the need for the Borough Council to have the University grow in volume. This economic argument has been put before the loss of amenity to local residents.
3. Some changes to making residential blocks face inwards rather than onto Albert Road is welcomed.
4. The height of the blocks of flats remains unchanged and is too high and out of proportion to existing houses.
5. Lack of parking places is a very real concern, spillage of parking will fill up the Pump Room car park and surrounding streets, meaning a loss of amenity to visitors to Pittville Park.
6. 800 students, and their visitors will cause noise disturbance and nuisance, and the Operational Management Plan is inadequate.
7. Increase in road traffic will be detrimental to Albert Road traffic flow.
8. Infrastructure will be over loaded in the local area.

9. The Design of the blocks of flats has been altered, but their general appearance will still result in a barracks like look, to the existing residential area.
10. The University is a valuable institution for the Town, but its need to grow in quantity rather than quality should NOT override the need for sensitive and proportionate planning considerations. A vote against this poor/flawed application is not a vote against the University per se, and the Councillors who said this at the first hearing are twisting genuine planning concerns with a narrow For or Against vote for the University as a whole.
11. This Application will drastically alter Pittville/Prestbury and make it a poorer place to live. Please OBJECT this application.

Flat 8
Scoriton
16 Pittville Crescent
Cheltenham
Gloucestershire
GL52 2QZ

Comments: 4th June 2015

As a new property owner in Pittville I strongly object to the planned Pittville Student Accommodation 14/01928/FUL.

The proposed accommodation will be unsightly and degrade the area especially at 4 or 5 storeys high. It would need to be well screened by perimeter hedging and in keeping with current architecture.

Albert Road is already a busy thorough way especially in high traffic hours due to the school, the inadequate car parking provision proposed will force residents to park on the surrounding streets only worsening this.

I am particularly concerned about the proposal of a night shuttle bus driving past my flat every 15 minutes. Although this may take student revellers off the street the buses themselves will cause traffic and noise disturbance and can not guarantee students wouldn't choose to walk anyway.

Local utilities will also be over stretched including drainage in an area which does have a history of flooding (2007) essentially the area simply is not suitable for an extra 800 residents.

Flat 21
Pittville Court
Albert Road Cheltenham
Gloucestershire
GL52 3JA

Comments: 8th June 2015

Further to our original objection, and in light of the latest proposals from UofG, we have seen no concessions made and can thus see no reason that we would change our mind. We therefore still object in the strongest possible terms to this over development of the Pittville campus site. It would be a travesty if the proposal in its present state (with nearly quadruple the number of students than at present) were to proceed.

We would also add that the Police comments re this development, made on 5th June, are frankly naive and laughable - how on earth can they say they do not believe that there will be an increase in anti-social behaviour, noise and nuisance with nearly 600 more students in the area?!! Presumably the top brass (like the Uni staff) do not live locally so do not have to worry about this trouble being on their doorstep.

It seems to us that the decision has already been taken to let UofG do whatever they wish purely based on political considerations.

This being the case, we refer you to our earlier objection and would ask that you respond to the queries raised re: soundproofing details of the area which is to hold 9 live music events each year? site etiquette/hours/air quality whilst the construction works are in progress? We will also want exact details of how we should make complaints?, what will the process be? and who's responsibility will it be to deal with the rowdy revellers at 3am going through Pittville Park?

A disillusioned Pittville resident.

Fernmoor
Tommy Taylors Lane
Cheltenham
Gloucestershire
GL50 4NP

Comments: 2nd June 2015

I wish to object (again) to the submission for 800 student residences in Pittville off Albert Road. It is still the wrong development for the area. There is a vast difference between a teaching campus with 180 students residing there in term time (although this has caused some problems) and an 800 student (+ staff + visitors) in what is little more than a 'bed factory'.

There is little on the site for them to do except a MUGA (for 22 max. at a time), a gym (numbers ?, membership fees ?) and a student bar (numbers ?). I understand that U Living have now admitted that they have no experience of building or managing student accommodation in a residential area and there is nothing comparable in the UK. Is it reasonable to experiment on the residents of Pittville when anyone with any experience of a number of students can clearly see it is a daft idea.

I volunteer in Pittville Park, to try to help maintain it and improve what is Cheltenham's largest and most historic park. It is at present heavily used and enjoyed by the residents of Cheltenham and visitors to the area. Due to the lack of facilities on the proposed campus I am very concerned for the park. Of course the students will be entitled to use the park but the heavy extra usage is not recognised nor are any mitigating measures recognised by the University. The park is the heart of the Pittville conservation area and should be looked after.

There are many other grounds on which to object to this application, particularly the massing of the architecture, which is not in keeping with the surrounding area together with the management plan, but I will let others go more into the detail on these matters.

I would therefore urge you to reject this application and if the University need this number of beds then find a more suitable site (or sites) nearer the University campuses. A more suitable use for this Pittville site could be found which is keeping with the local area.

Flat 3
The Pond House
19 Pittville Crescent
Cheltenham
Gloucestershire
GL52 2QZ

Comments: 29th May 2015

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Following recent information regarding the above, I wish to register my objections to the proposed plans and knock-on effects on our local community.

The additional flow of people and cars down Albert Rd will be severe. The road is already a rat-run and cars often exceed the speed limit, despite the "speed humps". It is only a matter of time before someone is injured or killed. This is not a young community in Pittville, and the number of children visitors to the park is significant. They will all be put in extra danger.

We already experience late night noise which will only be increased with these proposals.

Albert Road is not an appropriate venue for increased traffic, that is obvious. So why risk lives with this non-sensical plan involving hundreds of students.

Please ensure my objections are registered.

82 Albert Road
Cheltenham
Gloucestershire

Comments: 4th June 2015

I am a resident of Albert Road and have lived here for thirteen years.

I appreciate that this is a resubmission by the University and that they have made some changes to their application. I do not think that there has been any change to the main substance of their proposals in terms of the numbers of students that they propose will be living on the redeveloped campus and this is the reason for my continued objection.

My Main concerns are:-

-The problems that this will cause for our local infrastructure which is not fit for the purpose of supporting an additional 800 full time residents - drainage, electricity, gas and broadband. An increase of this number of full time residents is too much for the locality to support without major disruption and disturbance.

-The disturbance factor from the massive increase of full time (7 days a week) students to approx. 800 people. This is an almost completely residential area. These numbers of students and campus arrangements are usually established in more out of town sites. I am very worried about the impact this will have on the nature of the local environment, our loss of amenity and on Pittville Park.

-I am aware that the University has proposed a late night minibus to address the concerns that students will be walking back from town in the early hours. This was certainly a problem for me when the University Campus last had residential students (although with many less numbers). I appreciate this attempt, but I am very worried that a minibus going up and down Albert Road through the night will be equally disruptive. It is a narrow part of the road where I live and there will be engine and tyre noise as the bus goes round the bend by my house. That is a very individual concern, but I believe that a minibus going up and down Albert Road late at night where the houses are close to the road will be disruptive to many residents on this road.

-There is also an issue of pressure on the local environment by a potentially big increase in street parking. This issue is not resolved by the University repeatedly stating their policy of no cars brought to college by students.

-The impact on local roads and road safety. Albert Road is already busy with traffic for a small road. It is a bus route and an alternative route to and from town for cars which are avoiding Evesham Road. It has a busy school on it with the attendant increase in vehicles at school drop

off and collection times. Whilst I am aware that this application cannot take into account future developments, I find it hard to understand that the absence of a Local Plan seems to mean that piecemeal and incremental development can occur in a small geographical area with no overview of the final impact. Future building such as the new housing proposed on Starvehall Farm and on the Pittville school site will result in much more traffic and pedestrians on Albert Road will create a dangerous and unplanned situation for Albert Road.

-Pedestrian safety. Many school pupils routinely cross Albert Road further down from the school where Pittville Lawn joins. I have often witnessed "near misses" as cars travel too fast from the town direction up Albert Road towards the school. The current traffic calming measures were installed incorrectly, I believe, and have increased rather than decreased the problems. A major increase in resident numbers and possible increase in vehicle numbers will add significantly to a situation which is already of concern.

-I am not persuaded by the University proposals for the management of potential night disturbance. I have listened carefully to their explanations of the plans for monitoring disturbance but it seems very theoretical and unconvincing. When there were residential students on the campus before - with many less numbers- I was often disturbed at night by students in the park and on the street, but only in term time. I am worried and upset that this will reoccur and be much worse.

In summary, I object to this new proposal. It is not appropriate for such a large and busy 7 day a week residential campus to be developed in this residential locality.

Thank you for your consideration.

Comments: 6th July 2015

What betterment does the University propose to bring to the local area and residents by its proposals for the development of the Pittville Campus?

Will housing be freed up for other local people to rent by decanting students into the campus?

What amenities will be provided in the locality by the University to accommodate this many additional students and what amenities will be provided by the university that will also bring additional benefits to residents living close to the site?

5 Albert Drive
Cheltenham
Gloucestershire
GL52 3JH

Comments: 3rd June 2015

I have viewed the revised plans at the council offices. There appears to be no response to comments made about the design and overall number of rooms.

I am writing to repeat my original objection to the proposed Pittville campus plan (with additional points) as follows:

The development to accommodate 800 students is far too big and the plan should be to consider no more than 400 students as an absolute maximum.

The proposed development would dominate this quiet area of Pittville and residents would feel that they were living in a university campus.

The buildings should be no higher than three storeys.

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Good outer perimeter hedging would offer better screening.

There should be a green space/park area for the students to relax and sit in.

There is no parking provision for the students, visitors and their families.

The noise factor is of great concern to the residents as there is bound to be boisterous and some unruly behaviour among 800 students.

The existing traffic islands in Albert road would have to be removed.

In addition

I am concerned about gas and water supply pressures which are already low before any further large demand is put on them.

This also applies to internet broadband reception which is poor in this area and noticeably worse during term time when students return from vacation.

Most concerning to me is that U-Living has no experience in building or managing student accommodation in a residential area anywhere in the UK and therefore Pittville is an experiment at my expense.

The Pond House
19 Pittville Crescent
Cheltenham
Gloucestershire

Comments: 1st June 2015

I strongly object to many aspects of the proposed Pittville University Campus.

My reasons for this being:

1. The numbers of proposed students is ridiculously high. So many students will bring down the tone of a nice quiet residential area. A smaller proposal might be more acceptable. By smaller I mean at least halving the number of students and accommodation blocks.
2. The potential noise and pollution due to so many people living in such a small area will no doubt impact on the surrounding area in a bad way.
3. The traffic associated with so many people living there will be horrendous in Albert Road, where people already use it as a run through.
4. Potential disturbance at night with students leaving night clubs, and potential damage to properties. Although a proposed night bus, many students will walk anyway and no doubt cause trouble and litter everywhere. Plus the noise and pollution of a bus every 15 minutes is unacceptable. It is a fact that late night noise and trouble from students is a problem.
5. The ugliness of the design of the proposed building, will end up looking like a slum in due course. It does not fit in with the regency area. It is far too big and will stand out like a sore thumb. In time it will look as bad as the old block.
6. Apparently the U Living have no experience in building or managing student accommodation in a residential area, and is an experiment. This is wholly unacceptable. Can they not find a more suitable area to do this experiment!
7. This proposal has barely changed since the beginning and appears to be little compromise from the University or their planners.

Overall I think it is a thoroughly bad idea and object strongly to it.

Comments: 29th May 2015

Following recent information regarding the above, I wish to register my objections to the proposed plans and knock-on effects on our local community.

The additional flow of people and cars down Albert Rd will be severe. The road is already a rat-run and cars often exceed the speed limit, despite the "speed humps". It is only a matter of time before someone is injured or killed. This is not a young community in Pittville, and the number of children visitors to the park is significant. They will all be put in extra danger.

We already experience late night noise which will only be increased with these proposals.

Albert Road is not an appropriate venue for increased traffic, that is obvious. So why risk lives with this non-sensical plan involving hundreds of students.

Please ensure my objections are registered.

61 Albert Road
Cheltenham
Gloucestershire
GL52 2RB

Comments: 8th June 2015

We object to the latest version of the above planning application.

The fundamental problem is the continued intention by the developers to accommodate about 800 students on the site. We are concerned about noise, especially out of hours, and about litter and damage to gates and hedges, all of which even with the existing population have been sources of trouble. The proposed huge development is an excessive, indeed aggressive, imposition on the residential area of Pittville, given the characteristics of a student population, which typically has scant respect for the concerns of others. We are residents on Albert Rd and can expect to be particularly badly affected if the development goes ahead unchanged. An all-night bus service, unwelcome in itself, and site staff 'minders', are unconvincing as solutions, and we regard them essentially as window-dressing.

Separately, we are concerned about the increased potential for flooding resulting from the proposed development. The annexes to the proposal dwell heavily on the fact that the site is a low-risk area. Of course it is: it is on the top of a slope. We live close to Wymans Brook which is at the bottom of that slope, and we shall be the victims of water draining from the top of the slope. The annexes talk of permeable surfaces but once ground is waterlogged after prolonged rain the water simply has to be held back or it must run off to lower ground. And the annexes also talk of once in a hundred year floods: this is a deeply unhelpful formula for two reasons: the first is that there has never been any guarantee that a vulnerable area will be spared such flooding several times in a very few years; the second is that weather patterns are known to be changing and will continue to change in the direction of more frequent extremes of weather, yet we beg to doubt if the formula has been revised to take any account of this.

Cleeve House
Albert Road
Cheltenham
Gloucestershire
GL52 2QX

Comments: 8th June 2015

Letter attached.

44 Cleevemount Road
Cheltenham
Gloucestershire
GL52 3HG

Comments: 5th June 2015
Letter attached.

56 Albert Road
Cheltenham
Gloucestershire
GL52 2QX

Comments: 3rd June 2015

Please accept this as another follow-up to letter (first 14 Nov. 2014 and second 30 Dec. 2014) re. the changes made to the second proposal.

Once again having studied the new proposal I fail to see any substantive changes whatsoever.

What I can see, however, are building changes and nothing to address the main concerns of the neighbourhood on the number of students being packed into such small area the impact this will have on immediate area, generally.

This indicates that none of the major concerns, lodged by the local residents, have been addressed.

Apartment 8
Albert House
Pittville Place
Cheltenham
Gloucestershire
GL52 3HZ

Comments: 5th June 2015

I would like to register my objection to planning application 14/01928. If the University had entered into a genuine dialogue with The Borough of Cheltenham and the residents of Pittville I'm sure the planning application would have been better received. As the application stands little has changed from the original submission.

My major objection is the sheer numbers of students which will inevitably change the character of Pittville. I genuinely believe that communities need all age groups to be fully functioning communities, and whilst change is inevitable in a city environment gradual change would be more manageable than what is currently proposed. Eight hundred first year students living at a distance of 1.4 miles from their teaching accommodation will create many problems whatever the University's assurances.

This application is slick but dishonest. I was born in Cheltenham and the former Art College site never accommodated the density of students which is currently proposed. It now appears that the university itself acknowledges that the maximum term time occupancy of this site was 670

persons in term times only. This is hugely different from what is outlined in application 14/01928/FUL.

73 New Barn Lane
Cheltenham
Gloucestershire
GL52 3LB

Comments: 3rd June 2015

I have studied the revised proposals under the above reference and am dismayed. It is clear that the applicants have made some attempt to address the issues. It is also clear that they have been largely unsuccessful once more.

The Designs

The new designs are slightly softer in colour and less haphazard in form but even bulkier and more overbearing than the last ones. They may be seen by some as a little "less bad" than the earlier designs but they still have a long, long way to go before they can be considered "better". Indeed, they seem to have leaned heavily on the present Tower Block for their inspiration so I remain hugely unimpressed

The proposed blocks are closer than ever to surrounding properties, with the effect that they will dominate even more than the last attempts, with a steeper angle up from across the road to the roof line. They are uninspiring and lifeless unlike any of the Regency buildings found in the town; it is hard to understand the developers when they say they were using the latter as inspiration for this. We are being offered a shamefully poor landmark on an important approach route to our lovely town because it is cheap to build and has to be squeezed into such a small footprint. For some reason which escapes local residents, the Vice Chancellor actually points to the small footprint as a positive when all it means is that the density of construction has been forced well beyond what is suitable for this sensitive area by building upwards! Being so close to the varying roof-lines of the 2 and 3 storey properties opposite, it is surprising that the Albert Road and New Barn Lane frontages don't reflect these and offer some relief, like the Art School did, by providing lower, varying heights instead of presenting these repeated monolithic, flat roofed and slab fronted edifices, quite the antithesis of a vision of Cheltenham for the visitor.

A corner structure which stands out from the rest of the frontage and which marks the salient is fine but not this huge harsh blunt turret surely? Lets have something of at least some architectural merit that we can all live with, not this towering lump. Why must an emphasis on cost savings always stifle style and imagination. Its too prominent, too tall, too "everything"! This is such a shame when the opportunity for the university really to improve things for Cheltenham is there for the taking. Can we afford to let this development be the sign post to the future of the town?

The whole proposal should have two storeys lopped off the top before it has a hope of becoming acceptable and reasonable. This is awful.

And..... What happens if ULiving is unable to fill the rooms, especially during the Summer? Will they be prevented from letting them to the public? They aren't applying for planning permission for an 800 bed hotel so there needs to be a planning condition covering this sort of angle before they exploit a loophole and try to squeeze out yet more profits.

The Numbers

What really concerns me most is the continuing inability or unwillingness of the applicants to understand the real concerns of residents that imposing 800 youngsters, with no interests in the local area, will have on an existing population of a diametrically different demographic. It is very

clear to all who live anywhere close to this site that the local residents take a considerable interest and pride in their neighbourhood. To impose a grubby construction of this magnitude with such a large number of temporary residents with no roots or long-term interest in this sensitive area is simply very cruel to the permanent residents and to the townspeople of Cheltenham who's amenity in the park will come under extreme pressure of numbers. Any controls (the OMP, for example) seem based more on best-estimates and guesswork - promising the earth to get the matter passed - rather than on tried and tested practices on an identical site. Pittville is being used as some sort of bizarre experiment by those who wish to make money from these blocks. This scale and type of development has never been tried before and we are being asked to have faith that the experiment will succeed when the university has had over two years to demonstrate its ability to control its present resident population and has failed lamentably. In fact, it hasn't even considered trying to do so despite several requests and the obvious benefits to its submission that a decent performance could have brought. It has even discounted doing so during any two-year construction phase. This speaks volumes more about its lack of commitment to proper management than anything I can write.

This is a unique proposal; there is simply no other comparable university accommodation site within the UK. After many repeated requests, over two years, the most similar in the entire country that the developers can suggest as a comparison is the Stoke Bishop site in Bristol. In fact, this is a very different site. There, some 2000 students are accommodated in some 64 acres of rolling green parkland, a density of some 30 students per acre. The Cheltenham proposal is for 800 plus 200 staff in a site of some 6.5 acres, a density of some 150 per acre, five times as dense as its nearest comparison site. This is simply unfair and exploitative of the current planning rules. Just because they can, doesn't mean they should be encouraged to do so.

The Operational Management Plan

The OMP is a package of best guesses. It is comprised of estimations and hoped for goals with little or no credible basis. The applicants have failed to show that it can function or to justify their assumptions.

The free shuttle to pick up students 4 nights a week is ridiculous. They'll walk home anyway much of the time.

How will the university guarantee the right number of volunteers it requires for its Student Safety Heroes (Ssh!) scheme every night? The pool of 36 with an "expectation" of 10 may or may not work. Who will they use when the novelty wears off? Why do they state that this is to be currently only Monday and Wednesday nights when the free shuttle bus will also run at weekends. What are the precise "beats" being mentioned? If they haven't yet been determined, how can they arrive at a figure of 10? If it is so flaky, why do they not plan to pilot it during the next two years? Can this be formalised and made a Planning Condition?

The Ssh! Scheme is proof that there is a real disturbance issue being created here and that it needs dealing with full time. It provides no confidence that it actually can. It is an aspiration. It should be guaranteed and also covered by an SLA.

The SLAs are extraordinary. Are they serious? They are going to monitor themselves then tell themselves off when they miss a target? This needs much tighter and independent regulation and should be a planning condition.

The no car rule is totally naïve. The parking is completely inadequate. The 120 post-grads have 15 spaces but are permitted to bring their cars (see the OMP!). The uni hopes they'll share or use bikes. What if they have too many cars? They'll ask some of the 200 staff to give up some of their 70 slots! And where will the staff's cars be nudged out to? The streets! And can they uni do anything about that? No because they have no sanctions to prevent staff bringing cars to work. Can residents complain? No, the university states it has no jurisdiction outside the site and that the police will respond if the cars cause actual traffic congestion. If the cars are parked in the side streets, there may not be congestion to traffic flow down Albert Road and New Barn Lane, just a

whole lot of annoyed residents who will have to park elsewhere because the slot outside their houses are taken up by someone else because of the knock on effect. The university is passing the buck to the end of the line and taking the council for a ride with this one. See through it and take them to task.

Three strikes for bad behaviour can't work because anyone required to vacate will be found accommodation at the Park on a reciprocal arrangement so this scheme merely swaps the bad guys between dormitory sites. The university tries extraordinarily hard to manage this but it is too difficult to manage effectively, even with fewer than 200 students. It fails on a daily basis. More buck passing with no real sanctions.

"Guests for a maximum of two consecutive nights" means that a guest can stay over for 4-5 nights a week. This isn't just weekends although it is worded to sound like it.

What sanctions are there if a planning condition is persistently breached? Will the accommodation be closed down? If not, what? This needs to be specified in advance.

What are the "Residential Advisors" at reception going to do? How many of them will there be?

How many "reception-based security staff" will there be on "key student nights" to manage their "quiet and swift" entry into the site? Is there to be an agreed staffing level? What happens when one or two staff are busy managing someone's "quiet and swift entry" and another noisy group turns up? Who manages them? How late will these extra staff remain on duty? Or are they actually the same people who man the reception at night. ie, two people for the whole site. The is obviously far too few. "Minimising disturbance" doesn't mean preventing it. This means we are being expected to live with disturbance, just as long as they are doing their best to minimise it. This won't do. Is this what the SLA will state? This aspiration is ridiculous.

The OMP states that the uni does not ticket its live events in the union bar. Does it count the attendees? What are the restrictions on the numbers in the present bar on music nights? Will this number be increased 4-fold? What is the university's expectation for this final figure? What happens if the capacity of the club bar is restricted by Health and Safety regulations to well below the 800. What happens to the rest? We need to know this before we can comment on its viability. How many parking slots will it require? It does not have any parking slots for visitors once the meagre 10 on-site slots are used up. The parking permits system will ensure that visitors can't use any of the other slots, if there are any free, so they'll be parking on the streets in no time, every time. This hasn't been thought through at all and cannot work in this form. Too many students!

How regular will the "regular patrols" of the parking areas be? What are the sanctions against parking infringers? It defies belief that they will actually enforce this. We are being taken for a ride on this one.

"Students are not permitted to bring cars or motorcycles to Pittville or the surrounding neighbourhood". Is that all students or just those resident? It needs to be made clear. How is that "neighbourhood" defined? The uni is washing its hands of responsibility for off-site parking already

Planning Policies

This project still fails to comply with the council's own policies as set out below:

CP4 There is inadequate provision for security. The police have indicated that they would not need to change anything. This cannot be taken seriously with such a major change.

CP5 This location is as remote as it can be from the students places of studies so will necessitate many cross town journeys, It could not be placed in a worse location to minimise travel. Congestion will be completely disproportionate.

CP7. This is still hardly a high standard of architecture and is totally out of keeping with the area.

TP1 Despite hollow reassurances, it is quite clear that this development will result in high levels of illicit and uncontrolled on-street parking.

Para 3-019-20140306 of the National Planning Guidance lists the factors which should be considered when considering a site's suitability and includes:

Physical limitations - too massive!

Access - Albert Road? Way too busy.

Infrastructure - Drains are Victorian and not built for this sort of usage.

Impacts on heritage. This is adjacent to the major Conservation Area in the Town

Amenity impacts experienced by would be occupiers and neighbouring areas (This will be, in spades and requires no further explanation!).

There is a whole lot more when you read the OMP but I shan't go on any longer. It is so flaky and in need of a complete rethink.

Conclusion

The applicants have failed badly, once more. They have again submitted incomplete proposals with many ambitions but with little substance to back them up. They continue to press for unrealistic timescales in the hope that that will somehow precipitate a quick appointment with the planning committee. This is a problem of the university's making. It was the university that decided to close its Art Studios, by mistake as it turns out, and it now expects the community to bail it out. Its ambitions are its own, not ours, not Cheltenham's. Although I'm sure we all wish the university could be more successful, this is not the way. It is unreasonable and threatens directly the sustainability of Pittville and its park as a heritage site.

This cake is far from baked and has far too many acid ingredients. If it is offered to the planning committee as it is, it will leave a very bad taste in the mouths of all who sample it.

Comments: 2nd July 2015

"You may recall the proposal, back in the 1950's, to demolish the Pittville Pump Rooms. The current Pittville Campus proposal is merely the latest threat to the area and one which I would now respectfully urge you to encourage your colleagues to oppose.

In the days leading up to the next Planning Committee meeting, the university may seek to emphasise the positive aspects of its Pittville redevelopment proposal - for the town, for new students, for competition in the higher education marketplace and so on. Who could possibly argue with any of that? We would all want decent accommodation for our own sons and daughters, of course. I too support the university in its aims and really do wish it to succeed; I feel sure you must do too. Its Pittville site is an obvious place to construct student accommodation too; no argument there either so we probably agree with each other on most of this proposal - I hope even on all of it, if the next paragraphs strike a chord.

Whilst none of the benefits are in any doubt and have much to commend them, these are not strictly planning matters or grounds for approval. So far, much of the university's special pleading has been based on its own aspirations and business model. I am pleading with you not to allow these to influence the independence of your judgement when the time comes and am asking you to read and to hear the heartfelt views of the vast majority of local residents opposed to the current proposals. These are posted on the CBC website. Many feel powerless and failed by "the system"

Development of much-needed student accommodation should be allowed on the site, of course, and it really could work. At its peak, the Pittville Art School averaged 660 students (from a pool of

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some 1300) and 250 staff every weekday, most leaving by 6PM. It was easy to share the space as most residents were away during the day and most of the university occupants were away at night and weekends, leaving the residential area restored to relative calm again, like any other. In this way, the space could sustain its dual purpose. This proposal takes no account of that.

The scale and appropriateness of the development has to be fair and acceptable to all involved, not simply acceptable to the largest, richest and most influential local landowner. If this simple point were properly taken into account and the size of the development re-aligned with what is fair and reasonable for all stakeholders, throughout every 24hr period, virtually everything else would fall easily into place. It would reduce the obvious strains on roads and infrastructure, the uncertain Operational Management Plan might just work, and the 99.5% disapproval rate and the worries of those who live here would evaporate.

Local residents know this site, the students and the local road issues very well, far better than anyone else in Cheltenham, including the university staff. The university has been here among us for 40 largely trouble-free years; we are the experts! Please, hear what we are telling you. Accommodating no more than 450 full-time students could well work here. Accommodating 800 full-time residents, plus 135 day-staff and their visitors amidst this very different social demographic will not, unless we are all to put the park under intolerable pressure, sacrifice many of our existing amenities and reduce our quality of life. That would be easy enough to nod through, but simply not fair or very thoughtful.

This proposal is clearly not sustainable as it stands; it remains plainly wrong. It is an experiment to see whether such high densities can be made to work so deeply embedded inside a residential area. It is akin to compressing a square quart into a round pint pot, applying a great deal of pressure in the process. No other similar proposals have received planning permission in the UK which is why Uliving concedes that there is no other development in the country that comes close to this one. The closest in style and nature that they have been able to cite is a three-storey in Bristol where the density is 30 people per acre and separated from the residential area by parkland. Yet it is noisy. In Pittville, the proposed density would be about 150 people per acre. From ONS figures, that is eleven times the density of the rest of Pittville, thirty four times the density of, for example, Swindon Village, nine times the density of, for example, Oakley. The population density of the immediate area of Pittville would be doubled overnight. A less ambitious proposal would be fine and fair to everyone. This promises deep division and a high risk of failure and is not what the NPPF was intended to achieve.

Back in the 1950's our beloved Pump Rooms were saved at the last by a single vote, thanks to a few, strong, visionary planning committee members! We must surely have learned from that; let us not go that close to the brink again. Please, encourage some moderation on this proposal before it is too late by supporting a Refusal at this stage and advising a reduction in the numbers, by half, to some 450. If the university needs more bedrooms to satisfy its business plan, let it be subject to the same rules as everyone else and find an additional suitable site. If it needs more finance, let it address that separately; that is not a planning consideration. Simply because planning law allows for approval doesn't mean that it must be inevitable or that it should be approved irrespective of the consequences for the local community and for Cheltenham.

Please raise this argument with your colleagues as it is people who make Cheltenham, first and foremost. You are empowered to Refuse this proposal on our behalf so please Refuse it in its present form. Refusal is what people want and what Cheltenham wants. Please, please, listen to the people on this."

This is everyone's town and needs proper protection from itself. Please help if you can.

60 Albert Road
Cheltenham
Gloucestershire

GL52 2QX

Comments: 8th June 2015

Letter attached.

57 Albert Road
Cheltenham
Gloucestershire
GL52 2RB

Comments: 1st June 2015

We object to this application and call for a refusal on the following grounds.

Infrastructure overload - no evidence that the existing utilities infrastructure - water, gas, electricity, sewers, telecoms, etc. - is capable of supporting this huge increase in demand.

Rise in traffic movements - it is beyond belief to imagine that they will not be an enormous increase in the number of traffic movements, particularly at what is already the busiest time of day.

Pressure on parking - there is a lack of parking provision on the site for students, parents and other visitors. We are told that the students are barred from bringing cars with them, but this policy cannot possibly be enforced. The result will almost certainly be an increase in kerbside parking in the surrounding area, which is already severely limited.

Late night control measures - we in the local community have no confidence in the proposal to provide volunteers to control noisy or rowdy fellow students. Once awoken by late-night revellers the damage is done.

The proposals represent a gross overdevelopment in terms of building heights and density.

This residential area is not able to cope with a population increase on this scale.

ULiving has no experience of managing this size of development in a residential area.

We trust that this objection will be recorded in the correct manner.

17 Hillcourt Road
Cheltenham
Gloucestershire
GL52 3JJ

Comments: 5th June 2015

Six months on, despite a volume of sound objections from local residents, the proposed Pittville project is essentially in the same unacceptable form of 800 students and a collection of four/five storey buildings.

Absolutely no attempt has been made to modify these aspects despite a series of meetings/consultations with residents allegedly to listen to and respond to their concerns.

Why is this disastrous social experiment rolling on remorselessly? We are now witnessing the demolition on site and can only assume the "Pittville Campus project" has had a green light to proceed on its money making venture!

Page 99

Other objectors have detailed flaws in this proposal regarding utilities, traffic, parking, student management, with which I agree.

Please reduce the student numbers to a maximum of 350 with a corresponding reduction in accommodation to two storeys. If this is not viable then a total rethink is essential.

88 Evesham Road
Cheltenham
Gloucestershire
GL52 2AH

Comments: 1st June 2015

I wish to object to the revised planning application for Student Accommodation at the Pittville Site.

There is insufficient change from the earlier application to which I also objected. The reasons I gave in my earlier objection still apply.

8 Albert Drive
Cheltenham
Gloucestershire
GL52 3JH

Comments: 17th June 2015

I am sorry to submit my views so late but your notification arrived while we were on holiday and this is my first opportunity to comment.

The changes made from the original submission seem to be mostly cosmetic. The underlying issues have not been addressed in any way.

I object to this proposal because it is far too large a project to inflict on any residential area. The proposed buildings are completely out of scale with local properties and the 800+ students (every room has a double bed!) plus management staff will potentially generate over a thousand people on site at any one time.

If the building heights were to be halved and the student numbers reduced accordingly there might, just might be some merit in the development of this site as a university campus. Please do not allow this proposal to go forward.

Parkgate House
West Approach Drive
Cheltenham
Gloucestershire
GL52 3AD

Comments: 3rd June 2015

I would like to object to the new revised plans for the student campus in Pittville.

My main objection is that 800 students is far too high a density of population for the area to sustain. This represents close to 1% of the entire population of Cheltenham in a very small peripheral spot. Two hundred would be more realistic.

The students already congregate around the Pump Room and band stand playing music and making noise in the middle of the night and this is inevitably going to get much worse with such a high number.

Parking is another area of concern; there seems to be limited parking in the campus and students at present leave their cars in West Approach Drive and the Pump Room blocking up residents spaces.

I have already complained to councillor Prince concerning this. This will get much worse with such a high density proposal.

I also understand that U-Living has no record of building student accommodation which does not inspire confidence and the buildings at 4 to 5 storey are very high for Pittville.

Southfields
Marston Road
Cheltenham
Gloucestershire
GL52 3JQ

Comments: 1st June 2015

I think the site does need to be developed , however building a 'Student Village' is short sighted and inappropriate for its location. The Planning Committee saw this to be so when they refused planning consent for a block of 89 student rooms in Malthouse Lane, Pittville approx 12 years ago. Instead Flats and Houses were built on the site some of which are occupied by students but the scheme also brought local people into the area. This type of development would be much more in keeping with the area and have a much better long term and more flexible use than exclusively students. Having already refused one development in Pittville I hope the Planning Committee will see that this site is also unsuitable and inappropriate for such a large 'Student Village' which has no other use and brings little to the area.

1 / The proposed design is poor and more importantly not in keeping with architecture of the area. Furthermore the area is predominantly elderly residents.

2/ The site has been over developed for its size and location . The site is not large enough for 800 students, and all the other proposed facilities and their cars. (There is no provision for students to have cars but clearly there will be cars)

3/ There are already 191 students on site who have had a huge impact on the immediate area. There is a great deal of noise pollution at night and in the early hours, causing problems for local residents

4 / I believe the accommodation is intended for First Year students which are usually on campus for the first year so that they are near the university and not isolated. As the University is in The Park, why are the halls of residence being considered on the opposite side of the Town ? The University was short by 80 places this year for First Year students so I am unclear as to why the University needs 603 places ?

5/ I have concerns about the intended Management Plan for the control of a further 603 students when 191 students seem to be unmanageable ! ? The students will be off campus so I assume there will be no staff living on site to monitor and manage the noise, behaviour and additional traffic this development will bring to the area. There are large areas of land at The Park campus that could be used for student accommodation that would be more suited to this type of development.

6/ Traffic will increase dramatically onto Albert Road which currently has the most unsuccessful and ineffective traffic 'calming' system I have ever experienced. The University have no powers to prevent students from bringing cars, so the number of vehicles parking in the area will increase dramatically. How

will the Council address this issue in an area where parking is already restricted ? Will the racecourse be able to accommodate the additional cars the students WILL bring ?

7/ The extra traffic generated by 800 University students next door to an existing school where traffic concerns are obviously high on their agenda , increases the risk of harm to the children coming to and going from school.

7/ Parking will be an issue and a serious one as I gather there is no parking provision for students. Residents living in areas of the town where there is a high population of students will tell you they bring cars. The University may well advise students not to bring cars but they will and do. The site is on a mini roundabout, near to the Racecourse, next to a school and in a residential area. Also how will the arrival and departure of students at the beginning and end of term be managed without parking ?

30 05 15

New Proposal 14/01928/FUL

Additional Objections

8 / The new proposal does not reduce the number of students on site namely 800 which is far too greater a number for the area to absorb. There has been no attempt to reduce the numbers !

9 / An inadequate car park means students will park in the immediate area which does not offer a great deal of parking

10 / Multi storey blocks are inappropriate, and dominating

11 / The proposed Management is still full of flaws, as was the previous plan

12 / U Living has admitted that they have NO experience in building Or managing student accommodation in a Residential area. This fact is extremely worrying making the entire scheme a total experiment ????????

13 / Noise levels at night WILL be an issue. A shuttle bus running every 15 minutes plus some students walking WILL present unacceptable noise which simply cannot be managed. I am currently constantly disturbed at night with the existing numbers of students on site.

14 / Tall dense hedging would be a much more efficient perimeter screen in terms of vision and pollution

15 / Our local shop on NewBarn Lane will be forced to close so local residents will lose a useful amenity

In conclusion little has changed from the original proposal and the local residents have NOT been listened to or considered by the various Council Departments involved.

17 Walnut Close
Cheltenham
Gloucestershire
GL52 3AF

Comments: 8th June 2015

It is outrageous that this application is still being considered. Hundreds of local residents have objected to the original application, giving thoughtful and well-considered reasons for their objections. Do the proposers of this dreadful scheme believe that by tinkering with a few minor details they will prevail against the reasoned objections of the vast majority of local residents? It

makes a mockery of the planning process to accept the latest proposals as serious - and continuing to give the scheme credibility is a clear waste of public money.

18 Albert Road
Cheltenham
Gloucestershire
GL52 2QX

Comments: 1st June 2015

While the design of the proposed development appears to be not inconsistent with the area, and recognising the need for the University to provide accommodation to its students, a number of concerns arise over the scale of this proposal:

- The provision of 577 new student bedrooms (from the current number of 214) equals an increase of 270% in the numbers of students accommodated on the site. Noted that there was a higher level of occupancy during office hours when the site was used for tuition purposes but this does not take the effect of the very high increase in the number of people living on the site and so using facilities in the evenings and weekends. The number of continuing users of office accommodation is also not clear from the documentation, and so the net change in daytime use is not clear

- This increase is also an increase of some 42% in the overall provision of student accommodation by the University, adding 577 rooms to the existing 1,381. This increase is being provided in a site that is remote from teaching sites of the University; it might make more sense to provide accommodation closer to the academic sites, especially as this site is planned to provide first-year student accommodation

- The effect of an additional 577 students (plus potential visitors) on the neighbourhood is likely to be significant. We already endure noise from students going to and from the town centre, with particular late-night noise and other effects in the beginning of the academic year when new students arrive and enjoy the facilities of Cheltenham. The bus service is noted but there is likely to be a number of students preferring to walk along Albert Road (as they do currently!)

- This very significant increase will also likely have an effect on neighbourhood infrastructure, including power, water, sewerage and internet congestion

- Albert Road already suffers significant through traffic, alleviated slightly by the traffic calming measures at the north end of the road. The significant additional student traffic will exacerbate this problem

- The provision of on-site car parking spaces is set to be reduced by 38 spaces or 31%, from 160 to 122 (per the Revised Transport Statement, Section 1.1.2, fourth bullet point). This should be seen in conjunction with the 270% increase in student numbers. This will likely lead to additional congestion in on-street parking around the site, and in traffic generally. It is notable that the Planning Overview document declares (in section 5.2) that "students are not permitted to bring cars or motorcycles to the Pittville Student Village or the surrounding neighbourhood", though it is difficult to see how this can be legally enforced

In conclusion, I do not support the current scale of the proposal and suggest a significant scaling down of its ambition, perhaps allowing a doubling of the current capacity to around 400. I do not believe that the area can reasonably support an additional nearly-600 residents in this site.

25 Albert Street

Cheltenham
Gloucestershire
GL50 4HS

Comments: 9th June 2015

I have been studying the 'revised' planning application for a new student village on the old Pittville Campus site. I have to say that the revised buildings appear to present just as much a forbidding façade as the previous designs did. Whilst reference is made to existing residential structures in Cheltenham, none of those existing buildings have anything like the imposing impact, like a grey 'cold war ghetto', which will be faced by Albert Road.

The University makes great play of the old tower block feature of the demolished art complex and have used this tower (always pictured in a state of dereliction) as a marker to justify the design, height and building line for their new accommodation blocks. These arguments for the new are disingenuous to the point of misleading observers. The old tower block was only one unit set amongst what were predominantly single story art studios. The tower was also positioned at 90 degrees to Albert Road so that its impact on this road was a mere fraction of what is now proposed by the large extent of new accommodation blocks.

It has also been suggested by the more perceptive among us that the existing small accommodation 'towerlets' will in time be viewed as 2nd rate when compared to the internal spaces provided by the proposed new apartments. It follows that a later application will be made to also demolish these towers and replace them with larger more unitary buildings to increase student capacity even further. This will result in development creep to raise student numbers to over 1000, and maybe to 1200 students. Justification will be that the old towers are no longer fit for purpose and the concerns of local residents will just be walked over as before.

In addition to the above concerns, I wish to raise an issue, which appears to have been overlooked by all parties until now. This concern is about WIND FUNNELLING EFFECTS BETWEEN BUILDINGS. I do not claim to be an expert on this matter, but I have done some research on the subject. The Pittville Campus site is positioned at the peak of a steadily sloped land mass extending from Cheltenham Race Course, and New Barn Lane to the north and east, and Albert Road, Pittville Park and Wymans Brook to the south and west. This land forms what is effectively an 'aerofoil shape' like the upper surface of an aeroplane wing. Such sites naturally speed up local airflow. Admittedly there are local buildings, which help to dissipate these flows, but it should be observed as a feature to be thought about by developing architects.

Now the proposed new accommodation blocks are all tall rectangular buildings with sheer vertical faces all the way to ground level, which can create vortices and downwash effects. To make matters worse the blocks are laid out in a rectangular grid pattern to create open avenues, which can only accentuate any rush of air. It would be unfortunate if any such extreme effects were exacerbated to the point of blowing a passing cyclist off their bike and creates discomfort or hazard for pedestrians alike.

As a previous student at Pittville, I experienced such extreme air currents on the eastern side of the site adjacent to late building additions to the art complex such as the Library block , canteen/bar, and accommodation towers, which by coincidence were tall and slab sided. In the new studios by the library, we had to battle between getting enough ventilation and the inconvenience of extreme draughts if a door was left open!

By comparison, the old much maligned tower block was faced with staggered modular features, which would have helped to dissipate airflow. The old tower stepped in at its base and the grounds to the north was even contoured to reduce the impact of this part of the building. To the south of the old tower was an entrance foyer and direct connection to the single story art studios, which is a recognised method of reducing downwash effects. The studios were then stepped up to 2nd story office spaces and triangular ridged studio glazing, which would have dissipated air flows even more. Clearly more thought had gone into the old art college design.

While some air flow and gentle breezes are welcome, any extreme effects should be avoided. I suggest that the proposals should be looked at again with a view to improving the design and layout, as well as reducing the height and density of the accommodation blocks.

Laburnum Cottage
11 Pittville Crescent Lane
Cheltenham
Gloucestershire
GL52 2RA

Comments: 8th June 2015

My main concern is increased traffic down Pittville Crescent lane as result a result of the increased number of students on the campus. I realise that students would not officially be allowed vehicles on campus but fear Pittville Crescent Lane would be used as a temporary car park. My other concern is an increase in anti-social behaviour as the road is used not only by cars but also pedestrians as a cut through from Prestbury Road. The once suggested introduction of bollards after No. 9 might be the answer to vehicular access.

56 Cakebridge Road
Cheltenham
Gloucestershire
GL52 3HJ

Comments: 9th June 2015

It would be a waste of everyone's time to reiterate the very valid points raised in past posted comments objecting to this proposed development. However we would like to add our formal objection and just add the point that situating up to 800 first year University students in a residential area is completely wrong. Having read the rather glib responses from some of the relevant corporate bodies e.g. the police, it feels like the position is one of 'well we've got to put them somewhere' so lets just gloss over the issues and we'll deal with (do our best to ignore) the flack when it's up and running.

Greenfields
New Barn Lane
Cheltenham
Gloucestershire
GL52 3LG

Comments: 8th June 2015

By resubmitting this planning application with complete disregard to the views of all the objectors, the Vice Chancellor Mr Marston has displayed an unbelievable arrogance and malevolence towards the residents of Pittville.

4 Marle Rise
West Approach Drive
Cheltenham
Gloucestershire
GL52 3AD

Comments: 5th June 2015

I write as a resident affected by the above planning application to express my concerns and therefore objection to the planning application. My areas of concern are:

The proposed student numbers remain at around 800 which is substantially unchanged

Inadequate car park means many of the students and visitors will still be forced to park in the surrounding streets. This is already serious problem on West Approach Drive from 8a.m. till 6p.m. seven days a week.

4 and 5 storey blocks are dominating for properties in the area. Removing one storey would still leave about 630 rooms.

This proposal means traffic and disturbance would be at least 4 times previous levels.

There will be at least 600 extra people permanently using gas, electricity and broadband and drainage, which would seriously stress the existing utilities.

Proposed Operational Management Plan (OMP) is not fit for managing 800 students. U-Living admits they have no experience in building or managing student accommodation in a residential area. This is an experiment for them.

Many student revellers will still walk to and from clubs and pubs in town through residential areas. Over 40 substantiated late night noise complaints already happened in this academic year alone during term time. I have had misfortune of being the victim to this disturbance on many occasions being a resident adjacent to the park. Our guest's car was vandalised overnight when parked on street outside the house. The registration plate was removed and discarded in the hedge at the park across Evesham Road. At least three other cars also had their registration plates broken or removed that night.

My neighbour had heard loud noises and laughters which we believed came from drunken students from the University which happened in the weekend. This area is not known for high crime rate and we do not believe that the act of vandalism was caused by local permanent residents in the neighbourhood.

I would be most grateful if you could reconsider and amend the planning proposal.

11 Hillcourt Road
Cheltenham
Gloucestershire
GL52 3JJ

Comments: 5th June 2015

I am a resident of 11 Hillcourt Road, Pittville and would like to express my concerns about the proposed student accommodation block on Albert Road. I am concerned that this is going to have a detrimental impact on parking on Hillcourt road - which is already very limited and a problem with so many learner drivers using it. I am also concerned about the noise and the impact on having so many students in the area.

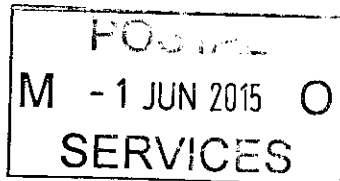
26 Albert Road
Cheltenham
Gloucestershire
GL52 2QX

Comments: 8th June 2015

Letter attached.

75 New Barn Lane
Cheltenham
Gloucestershire
GL52 3LB

Comments: 8th June 2015
Letter attached.



[REDACTED]
c/o Flat 5, Malvern Hill House, East Approach
Drive, Cheltenham, GL52 3JE, 31/05/2015

Mrs Lucy White,
Planning Department, Cheltenham Borough Council
P.O. Box 12, Municipal Offices, Promenade
Cheltenham, GL50 1PP

Dear Mrs White

OBJECTION Concerns about Student village application 14/01928/FUL

1) Drainage

I would like to express renewed concern about the most recent version of student village application 14/01928/FUL. It is reassuring to know that the surface drainage on the site itself will be private. I note that the applicant enquired from Severn Trent whether the general system could take the additional foul drainage that the new development for 800 students would generate. However, although Severn Trent is of the opinion that general system will take this additional foul drainage, I am still not reassured, because I have previously been informed that the sewer pipe-work in Albert Road is only about 9 inches in diameter. I therefore still think that an extra several hundred users will put significant pressure on the existing foul drainage system and still increase the flood risk to any lower ground properties in the surrounding area. The sewer system dates from the Victorian era and is already coping with far more properties that it was originally built to cope with, and common sense would suggest that it should be upgraded as a matter of course to accommodate this potential extra use. If there is no intent to do this then the student village proposal remains unsafe. There will also be substantially increased pressure on other utilities such as gas, electricity and broadband

2) Other concerns

I note that an Operational Management Plan has been set up to prevent behavioural problems (noise etc) that could arise from having 800 students on site. However many aspects of it are insufficiently thought out, for example, the proposed night shuttle bus for students may not be frequent enough to be used by all students, some may prefer to walk (noisily) home anyway. Additionally, U-Living has admitted that this is the first time it has built or managed such a large scale student accommodation project right in the middle of a residential area, there is no other modern student residential campus in the UK which is so "unscreened" with such large numbers in such a small area. Therefore the contents of the submission are an **experiment** which may not be able to be corrected if it goes wrong. Increased traffic also remains a concern since the on-site parking remains inadequate and it may not be legally possible to enforce a prohibition on student cars. The buildings, although better than in the previous submission, are still rather dull looking large four and five storey blocks and are not in keeping with the area

3) The bottom line is that 800 students are too many, no matter what operational management plans may be made. Four hundred, which is what the Park Campus has, would have been a manageable breath of fresh air to the area. The Park and Pittville are similar locations, so we too should have 400 not 800 students. Therefore unless the proposed student numbers come down to about 400, this application should NOT be allowed to proceed, for in its present state it will badly blight our Conservation Area.

Yours sincerely, [REDACTED]

[REDACTED] on behalf of Malvern Hill House Residents Association.

1. ALBERT DRIVE,
Page 108
CHELTENHAM.

3rd June 2015.

REF: STUDENT VILLAGE
PITTVILLE CAMPUS.

4 JUN 2015

MENT

Dear TRACEY CREWS,

I am in favour of the student village although I prefer the first design.

I am pleased that there will be 24 hour 7 days a week management of the village.

A successful University is an asset to Cheltenham and good accommodation will encourage good students to come here.

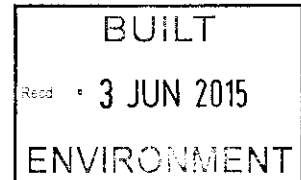
Yours sincerely,



Mrs Lucy White
Planning Dept.
CBC PO Box 12,
12 Municipal Offices,
Promenade,
Cheltenham GL50 1PP

6 Albert Drive
Cheltenham
GL52 3JH

02/06/2015



OBJECTION TO PLANNING APPLICATION 14/01928/FUL

Dear Mrs White,

I am a local resident writing to object to the above plans for the student accommodation, which is still far too many for this residential area.

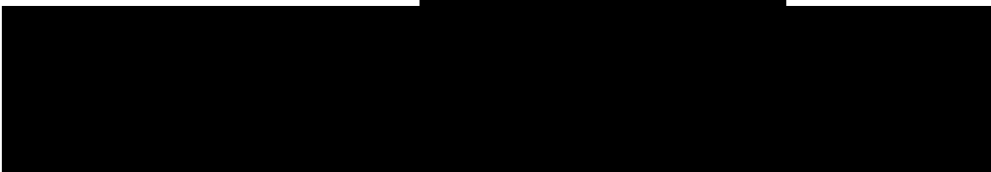
Albert Road cannot cope with any more traffic. It is already too busy and the sheer volume is dangerous for Pittville School children.

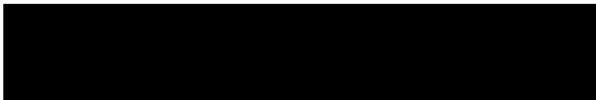
The existing utilities will be seriously over stretched for so many students, which is a concern for local residents.

If the local shop has to close, because of competition from the new one exclusively for the University, it shows how little the planners care about local people.

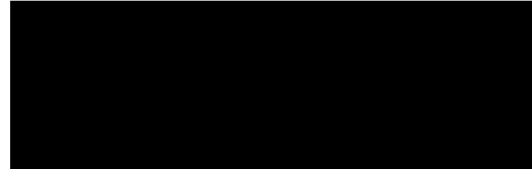
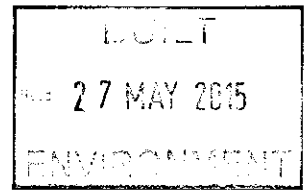
Four of my grandchildren have graduated and said they feel sorry for me at the prospect of having so many students in the vicinity. They have first hand knowledge of the mad pranks performed by first years and the number who have cars, regardless of whether they are allowed or not, which are parked on overcrowded side roads.

Yours sincerely,





10 Greenfields
New Barn Lane
Cheltenham
Glos
GL52 3LG



25 May 2015

Ms Tracey Crews
Head of Planning
Cheltenham Borough Council
PO Box 12
Municipal Offices
Promenade
Cheltenham GL50 1PP

Dear Ms Crews,

PLANNING APPLICATION 14/01928/FUL – REDEVELOPMENT OF PITTVILLE CAMPUS

Reference: Your 14/01928/FUL dated 14 May 2015.

1. Thank you for sight of the reference covering the revised application for the redevelopment of the University of Gloucestershire Pittville site into a student village.
2. Having seen the revised plans and supporting documentation I am surprised that whilst recognising that changes have been made, these do not seem to adequately address the concerns held by residents or those expressed by the Planning Committee.
3. I wish to register my continued **objection** to the above proposal on the following grounds:

- Noise and disturbance from use
- Visual impact
- Amenity

Noise and disturbance from use: The high density of the proposed student accommodation will result in much increased noise and disturbance for local residents. The quadrupling of the number of students will inevitably result in a commensurate increase in antisocial behaviour as students return to their accommodation from social activities. Even with the current (approximately 200 students) the University authorities have failed to curb the noise and antisocial behaviour of the students and

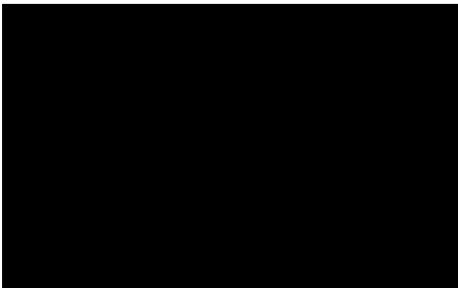
the police have publicly declared that they will not intervene. I remain unconvinced that the revised plans adequately address this issue

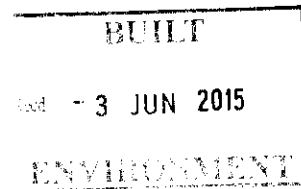
Visual Impact: Whilst the old art block in New Barn Lane is no architectural gem, the proximity of many multi-story new buildings on New Barn Lane and Albert Road will overwhelm neighbouring properties and are reminiscent of blocks of social housing built in the 1950s so discredited by both their residents and planners. The revised plans offer a small improvement in reducing the visual harm to the area, but the density of development proposed in an essentially residential area remains neither appropriate, nor sustainable.

Amenity: Even with the minor changes proposed, this high density development will inevitably reduce the amenity (definition: pleasantness, agreeable surroundings) of this area by introducing many new large unattractive buildings and very large numbers of new temporary residents. These residents will have little or no interest in improving, or even maintaining the amenity of the local area. The new plans indicate that there remains no benefit accruing to the existing community through the provision of new or improved local infrastructure or facilities. This will be another quality of life reducing predatory development for existing residents and there remains concern that without significant improvement in the local service infrastructure the quality of local service supply (water, sewage/drainage, gas and electricity) will be diminished.

This development is another large predatory development in a largely residential area of Cheltenham expecting to rely on the dwindling availability of existing local facilities and thus must be seen as unsustainable without further significant change.

Yours Faithfully,





4, Pittville Crescent,
Cheltenham,
Glos.
GL52 2QZ,
2nd June.

Dear Sir,

This letter is an OBJECTION to the student accommodation block proposed for the site in Pittville. Whatever eventually happens here it has got to be better than current plans.

It seems as if the people of Pittville don't matter in the face of money and developers.

Both my wife and I along with any locals we care to talk to suffer disturbed nights when the hooligans, (sorry, students), are back in town.

There is no point calling the police since they either don't come or the hooligans, (sorry, students), have just melted away if they do so we turn over and try to get back to sleep before the early start for work.

From now on, us Pittvillians should 'ring the police constantly at every little noise!

When the hooligans, (sorry, students), are back in town our health suffers and now there are going to ^{be} hundreds more of these fools to upset the decent people of Pittville.

All the extra cars and pressure on amenities and sewerage and flooding and local shops are too much.

This proposal is WRONG WRONG WRONG and must be REJECTED.

Turn the site into a community orchard or allotments to offset the ongoing destruction of our greenbelt!!!!

I despair,



Dear Mrs White,

Ref-14/01928/FUL

Director of Students Village
at Pittville Campus - OBJECTION

With reference to the original
planning application regarding the
above, there appears to have been
very little change to deal with the
concern of the Pittville residents.

As we said before, the number
of students is far too high bearing in
mind it is Residential only, with no
Teaching facility on site.

It is obvious that the number
of students suggested could at times
be possibly doubled by visiting


2
Relatives & Page 114 We know from
our own experience with grand-
children at University that friends
sleep over.

The traffic arrangements
could be chaotic with visiting cars
plus bus arrangements taking
student to study and the proposed
shuttle bus taking students to and
from Town at night. There is
also the Race Course traffic
and functions held at the Race
Course to consider.

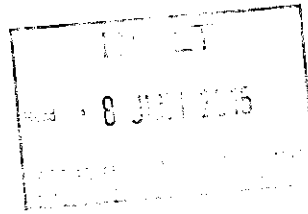
We have said so many
times before that if there was
teaching plus residential with a
far reduced number of students.
This would probably likely to
be accepted by local residents

The thought of Olive Hoey
buildings in this particular
space gives us some concerns.

I think it is so important
that students enjoy their times
at University - we have had two
children & six grandchildren
at University and that is why
it is so important that this
project is right for all
concerned including the students

Yours sincerely


Unit 7, Lakeside Court
East Approach Drive
Chickadee
Glenview, IL 60023
312-251-2015



Dear Mr White, Objection
I have lived here for over

twenty years

I was chairman for the above flats
for 6 years.

East Approach Dr was considered a
conservation area.

We were handed by the council us to
what trees we could remove - we
indicated letters to all owners about
trees - at the back of properties that
could not be removed without council approval
window frames were not to be PVC -
wood frames were the order of the day.

East Approach Dr was important because
it was the approach to the Pump Room.

Over the years - all this seems to have
gone by the board, residents seem
to have a free hand.

I have very strong objections to this proposal of accommodation for 200 pupils

When we had the original Art-School the "traffic" of students was so noticeable!

Continual tramping up & down West Approach Dr - either to the Park or into town

Students not known for consideration of the residents returning late at night, having been out carousing.

I'm right in saying that lovely Art College was deemed unsuitable for the students as they were isolated from the Gloucester Campus so, why the change of heart

Common sense prevails when you consider 200; 600; would have a profound effect - the continual traffic back & forth & even parking of cars. Albert Road, is a total mess

When you stand to watch, the individual's
"Rights of way" I've watched drivers who seem
to be hesitant or unsure as to the
correct format.

The local shop: so many residents who
no longer drive are dependent upon the
very friendly & personal service.

This is a residential area, i.e.

despair at the lack of consideration
offered to the residents.

We all care but it would appear

that the town seems to be

to ride roughshod over the people
who know their area, who can foresee

the pitfalls & want to preserve

the natural ambience of the area

So many of my friends & relations

so admire the peace & calm

& quietness as you enter

East Approach Dr

Like everything else today

people are not considered

The aim seems to be

- just build wherever - with
little architecture or taste
just a characterless concrete jungle

It is so soul destroying to
realise that you can have
your say but we will go
ahead anyway.

Who are those people who seem
to have the ear of whoever
who seem to know better than
the locals

who will go ahead anyway

Do you wonder at some
residents saying

What's the point?

who listens?

Please have the courtesy to respect the
residents objections & hopefully come to
an acceptable compromise.

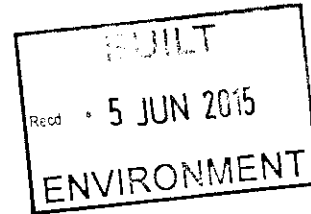
Sincerely




1 Greenfields
New Barn Lane,
Cheltenham.
Glos.
GL52 3LG.

1st.June 2015

Mrs.Lucy White,
Planning Dept.,
CBC PO BOX 12
Municipal Offices,
Promenade,
CHELTENHAM.
GL50 1PP



Dear Mrs.White,

REF 14/01928/FUL

RE STUDENT VILLAGE,PITVILLE CAMPUS.

OBJECTION

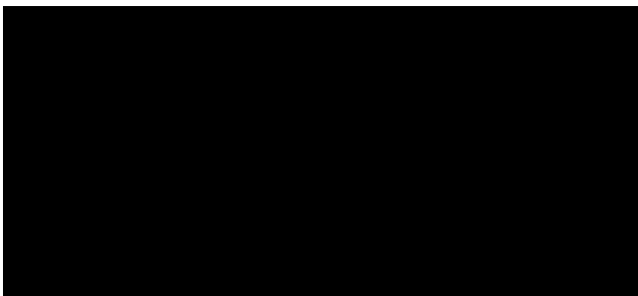
As adjacent neighbours in New Barn Lane,we are deeply concerned at the probable noise and congestion that will be caused by such a massive increase in student numbers that are proposed.

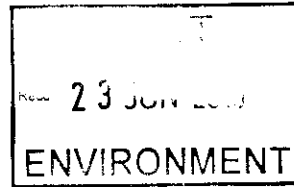
The noise level is only just tolerable now - such an increase will be horrendous and will without doubt reduce the value of our property greatly.

In addition, the increase in power consumption and drainage requirements may well have adverse effects on adjacent properties.

For these and other reasons we object to the present plans and hope for their rejection by the Planning Department.

Yours sincerely,





22 Albert Drive

Cheltenham

Glos.

GL52 3JH

16th June 2015

Dear Ms White,

Re: OBJECTION - Pittville Campus Expansion

Ref.no. 14/01928/FUL

I am sorry that I have missed the date of 4th June for submission of comments on the University of Gloucestershire's revised proposals for the redevelopment of the Pittville Campus, but I understand that you are prepared to consider communications received after this date.

I note that the University is maintaining its plan to develop the Pittville Campus into a student village for just under 800 students; this is very disappointing as the serious worries of the local residents do not seem to have been taken into account.

I note that the Operational Management Plan has been revised. I have read this document and have some comments on it, which I will cover later in this letter. The point I would stress is that the success of an Operational Management Plan, no matter how thorough and robust the document, is only as good as the organisations and individuals managing the site to this Plan. Until recently the UoG and Uliving have maintained that Uliving has had experience of managing campuses/student villages of a similar planned size and equivalent location to that of the Pittville Campus; but in recent weeks Uliving have admitted that they have never managed such a site before. Apart from the fact that they appear, therefore, to have tried to mislead the Planning Office and local residents, this lack of experience is a fundamental issue.

In my previous job, I had considerable experience as a client in the tendering, contract placement and contract management process for Facilities Management (on nuclear power station sites). One of the fundamental issues in contractor selection is ensuring that the proposed contractor (both the company overall and the management team proposed for the site) has demonstrable experience and an excellent track record in managing equivalent sites. So it would appear that **either** UoG have made a wrong decision in selecting Uliving, **or** that throughout the Competitive Dialogue process they have been unable to identify **any** company with a successful track record in managing a site comparable to the Pittville campus. **This is a very serious issue, and an indication of the extreme and risky nature of this proposal.** The proposed Pittville Student Village would be a high density site in the middle of a residential area, accessible to the town centre on foot. UoG/Uliving have cited

UWE's Stoke Bishop Campus as comparable to the proposed Pittville Student Village – it is not. The Stoke Bishop campus has 2000 students on a 65 acre site, compared with UoG plan of 800 on a 6 acre site! Moreover, the Stoke Bishop student village is not within walking distance of the city centre, so the problem of noise and nuisance from students returning late at night will not arise.

I am not sure whether UoG use a contractor to manage any of their other campuses. If they are not experienced in contact management, there are attendant risks as both organisations go through the learning curve (albeit I acknowledge that “everyone needs to start somewhere”). In some of the most important aspects of managing a site, there can be interface issues and confusion as to where respective responsibilities begin and end. As an example, the OMP states that ULiving will be responsible for collating instances of complaints of bad student behaviour and noise; UoG will be responsible for taking action. This sounds logical in theory but I can foresee problems in practice of “one side thinking that the other has dealt with it”. And to reiterate the point made by numerous people living close to the current campus – as UoG seem incapable of dealing with noise/behaviour from 200 students, and in fact seem to be “in denial” about it, how can we have confidence that they and ULiving can manage 800?

I am also concerned about the respective responsibilities of UoG and the police for managing the behaviour of the students off-site. As UoG's other campuses, and Cheltenham town centre, are within walking distance of the Pittville Campus (I believe it realistic to assume that in many circumstances students will choose to walk notwithstanding the bus service), quite an extensive area of Cheltenham is at risk from antisocial behaviour. Police are overstretched so how will UoG deal with this? On the related issue of increased litter/damage risk, we need specific detail on how UoG and CBC will work together to ensure that the Pittville area retains its amenity and quality.

The next worry is student vehicles. I am not convinced that students who already own a car will leave them at home or sell them; despite UoG's proposed rules and sanctions I suspect that students will bring their cars to Cheltenham and “hope for the best” in finding parking in the local area, and the same will apply to their visitors' vehicles. This appears to be another blurred area of responsibility between UoG and the police; the OMP is not clear or helpful in this regard. Local residents will simply not tolerate the parking of these vehicles on local roads and streets; it is a threat to safety as well as to the amenity of the area.

I have looked at the revised plans and model for the student village, and I acknowledge that the design is less ugly than the previous proposal. However, the buildings would still present bleak “cliff faces” to New Barn Lane and Albert Road and are too obtrusive to homes directly opposite & adjacent. The proposed material appears to be a grey/beige material. I don't understand why the designers have chosen this. The building materials of local housing are somewhat mixed, but a light coloured stone/artificial stone/stone coloured brick has been used for several nearby buildings – the apartment block immediately opposite the campus at the top of Albert Road; the large houses numbers 128 and 130 Albert Road which are opposite the campus; the attractive Pittville School building, and the UCAS offices – so this type of material would seem to be the obvious choice if the buildings are to harmonise with their location.

In concluding, I emphasise that I am not opposed to a redeveloped and expanded UoG presence in Pittville; I welcome it. I believe that a University is a “force for good” in Cheltenham and I believe that to have a community of young people in our midst is a positive thing – BUT the numbers need

to be realistic. I do not consider that UoG, Uliving, or indeed any organisation can manage 800 students on a cramped site in a location like this. The fact that UoG/Uliving have been unable to identify a comparable campus/student village is a very clear indication of the unacceptably extreme nature of this proposal, and I genuinely believe that the Planning Committee would be taking an unacceptable risk in approving it. The serious worries of local residents are exacerbated by the belief that, if the University's plans are approved, they will in due course further expand the student numbers on the Pittville site, a truly deplorable prospect.

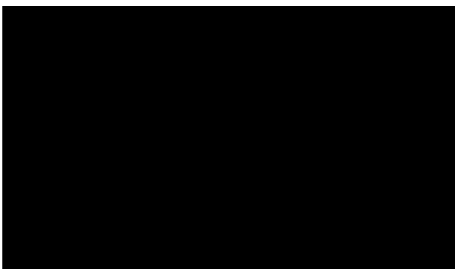
A more realistic number – say 450 students – would bring the following benefits:

1. A significantly reduced management challenge for UoG, Uliving (or other contractor), CBC and the police;
2. A reduction in the height of the residential blocks, giving a less adverse impact on local residents and the attractive appearance of the area;
3. A reduction in volume of traffic – cars, pedestrians, cycles and buses, with attendant improvements in levels of pollution and safety, and less risk of inappropriate parking on residential streets.
4. Less strain on local utilities infrastructure.

As regards points 3 & 4, I believe that it is essential to consider UoG's proposal alongside the Starvehall Farm residential development and the proposed housing development on Pittville School land. The character of this part of Cheltenham will inevitably change and the significantly increased local population will put a strain on roads and other local infrastructure. The decision on the student numbers on which UoG's application is based must surely be influenced by this?

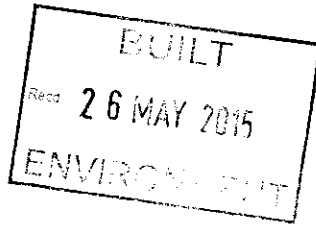
I do hope that you be able to take my points into account in your ongoing assessment of this Planning Application.

Yours sincerely,





Mrs Lucy White
Cheltenham BC
Municipal Offices
Cheltenham



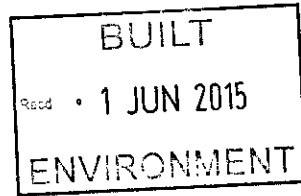
11 Elm Court
Hillcourt Road
Cheltenham
GL52 3JU
24/5/2015

Your Ref: 14/01928/FUL

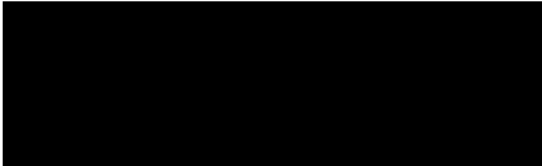
OBJECTION to revised application for Pittville
Student Village Cheltenham.

I note the revised application but still ~~believe~~
believe that the increase in bedrooms, with
ancillary buildings, from a total of 214 at
present to a revised total of 791 is an
overdevelopment of this site with a consequent
adverse ~~and~~ effect for the neighbouring
properties including mine





**48 Cleavelands Drive
Cheltenham
Glos
GL50 4QB**



28th May 2015

Mrs Lucy White
Planning Officer
Cheltenham Borough Council
Municipal Offices
The Promenade
Cheltenham
GL50 1PP

Dear Mrs White

Revised Plans ref 14/01928/FUL, Pittville Campus, Albert Road, Cheltenham

With reference to the letter from Tracey Crews dated 14th May 2015, I see little, if any, improvement in this revised application. Thus, my objections made by letter on 9th November 2014 still stand. I re-list them below:

**Policy CP4 requires adequate provision for security and the prevention of crime and disorder.
No improvement from previous scheme. It is impossible to control and police the huge number of students.**

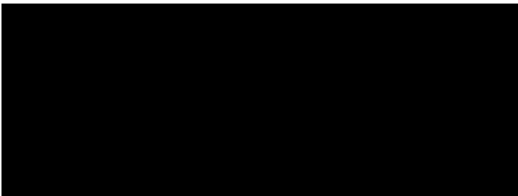
**Policy CP5 states that the location must minimise the need for travel.
This objection has not been addressed. It is the wrong location to meet this requirement.**

**Policy CP7 requires a high standard of architectural design.
The design is not in keeping with the area around Pittville Park.**

**Policy TP1 makes clear that development will not be permitted where there is a danger of generating high turnover on-street parking.
No further parking is being provided. The area does not have restricted parking in the streets, so it cannot be controlled.**

Please consider these points again when making your decision.

Yours sincerely

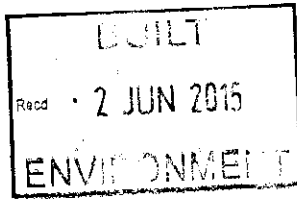


cc Tracey Crews, Head of Planning

23, Hillcourt Rd,
Chetterlan.

GL52 3J5

31st May 2015



Mrs Lucy White,
Planning Department,
CBC PO Box 12,
Municipal Offices,
Promenade
Chetterlan GL50 1PP

Dear Mrs White.

Re: Planning Application 14/01928/FUL
Pirville Student Accomodation Blocks

OBJECTION

Seven years ago I came to live in Chetterlan. I was happy to find a house in a peaceful location, near to the beautiful Pirville Park and with a local shop nearby - not to last it seems. With regard to the above Planning Application, whilst one cannot maintain the status quo for ever, one should be able to assume that any changes to the area will be well thought out and the considerations of the local community taken into account by planners.

I know that there are many valid objections to this project made by educated, sensible people who have given the proposals serious thought and who never seem to get satisfactory or feasible answers or, indeed any hint of major significant changes.

I wish to add my own voice with concerns about the size of this project which will have considerable repercussions on every day living in this area.

A building of four or five storeys for around 800 students is far, far too big - A huge conurbation on a residential area built on too small a space and with a ratio of size to student numbers which is not acceptable and ill thought out.

The inevitable traffic increase in this area is a serious matter. Even without this addition to the community, the traffic is already a danger. I travel most days along Albert Rd and witness a number of near lead in misses near to the school.

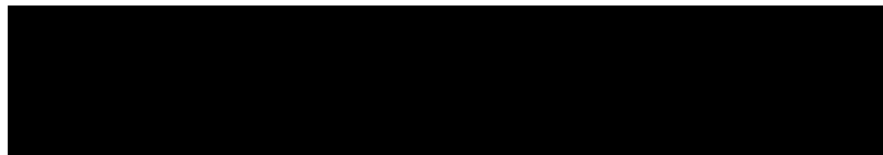
Also, my heart sinks for our beautiful park. Numbers, and therefore litter, are increasing already in the East side and I cannot think that 800 students, albeit not all there

at the same time, will help matters. I not infrequently hear screaming and shouting from the park area at night and often wonder whether I should ring the police in case there is serious trouble. The shuttle bus plan is an attempt to ease night time noise but given that most of the students in town are likely to be under the influence of a certain amount of alcohol, they are unlikely to use it or wait for it. Wishful thinking I feel.

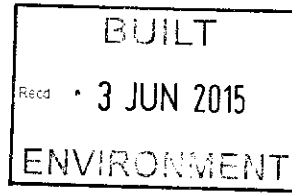
I could add more but I have stated the main objections - size, numbers, road problems + noise.

I therefore OBJECT to this project as it stands.

Yours faithfully,



MALDEN COURT PITTVILLE LAWN CHELTENHAM GLOS GL522BL



June 2 2015

Mrs L. White
Planning Department
CBC PO BOX 12
MUNICIPAL OFFICES
Promenade
Cheltenham
GL50 1PP

Dear Madam,

OBJECTIONS TO PITTVILLE CAMPUS PROPOSAL – APPLICATION NUMBER 14/01928/FUL

I WRITE TO REGISTER VERY STRONG OBJECTION TO THE LATEST Proposals in respect of student housing at Pittville Campus.

The current Proposals evidence little change. The development is too large and dense at 800 students.

The blocks are too large and with neither design merit nor local architectural “fit”.

None of the car parking issues have been dealt with and the reality is that there will be extensive student parking in the surrounding area. The Applicant is dishonest in respect of this point.

The bussing access proposals will cause traffic problems way in excess of the current pattern.

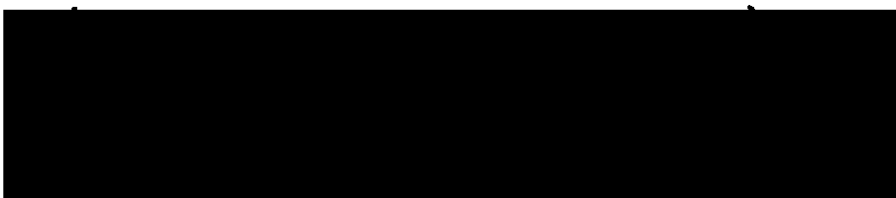
800 people in the space is simply too many for the area involved and for the relevant infrastructure.

Proposals for night bussing present a specific threat to the amenity of the surrounding area.

Institutional development on this scale in a primarily residential area abutting a Conservation Area is wholly inappropriate. The Proposed management of the site is to be from an organisation with no history of running student accommodation in such an area of housing. The University merely abrogates responsibility in this regard.

This is a wholly inappropriate development Proposal founded on flawed University plans and would result in a dangerous loss of amenity to the whole area.

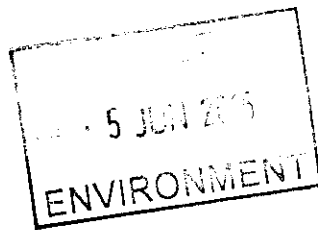
It should be refused Planning Permission



OBJECTION.

Page 130

Cleeve House
Albert Road,
Cheltenham,
Gloucestershire.
GL52 2QX



4/6/2015

Dear Mrs. White,

re. Pittville Student Accom. Blocks
Plan. App. 14/01928/FUL.

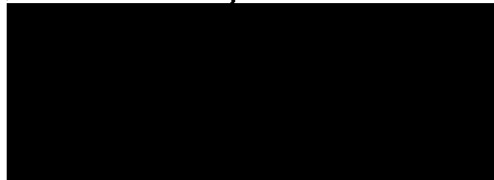
I am writing again, to protest & object to the latest revised plans for this Planning Proposal, as it does not 'fit in' or enhance this pleasant corner of Cheltenham.

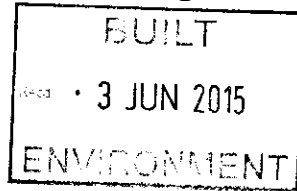
The new density is much too intense, and will overload the Services of all descriptions, Access, will also create other unwanted problems.

Overall, it would be much better if the whole project can be moved to the Racecourse.

I apologise for being late.

Yours sincerely





44 Cleevemount Road
Cheltenham
Glos
GL52 3HG

1 June 2015

Mrs Lucy White
Planning Department
Cheltenham Borough Council
PO Box 12
Municipal Offices
Promenade
Cheltenham
GL50 1PP

Dear Mrs White

Planning Application 14/01928/FUL – Pittville Student Accommodation Blocks

I wish to register my OBJECTION to the above proposal for the following reasons.

1. This new application has not taken into consideration the impact this development will have on the local population and their previous concerns regarding such a large student population.
2. The previous application seriously miscalculated the number of students using the campus when it was a teaching faculty and did not take into account this was only term times, Monday to Friday. The new student accommodation will be used 52 weeks of the year, seven days a week from early in the morning until very late at night. The increase in traffic on Albert Road will be continual with the major impact well into the evening and night. The local community will suffer excessive noise, litter and minor vandalism.
3. The design is not in keeping with the area and at 4 and 5 storey is far too overbearing.
4. The additional 600 Students will put a strain on gas, electricity, broadband and drainage. The electric supply in Cheltenham often fails and the Pittville area is no exception plus broadband often drops out completely. Local residents already suffer and should not be expected to have inferior services because of this development.
5. U-Living has had no experience of managing student accommodation of this size in a residential area. It is completely outside their current expertise and once it is built it is too late to find out they are unable to control such a large number of students living far away from their campus and the area that they will socialise. In the travel study produced for this application they quote the number of journeys that are likely to be made and suggest that students will share cars. How is this possible when student cars are banned from the site?
6. It is still proposed to include a shop on site which could mean the local residents lose their community shop.

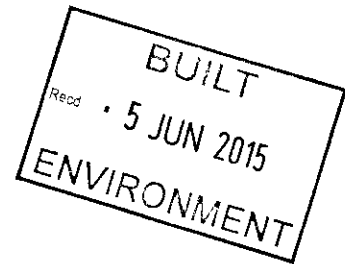
The revised planning has not taken into account the residents and the impact that it will have on their lives. It is totally unacceptable to inflict such a development in what is a quiet residential area.

I ask that this very experimental development is refused as once built the damage can not be undone.

Yours sincerely

A large black rectangular redaction box covering the signature and name of the sender.

The Gate House
60 Albert Road
Cheltenham
GL52 2QX
4 June 2015



P A 14/01928/FUL

Dear Mrs White

I am writing once again to object to the planning application for student accommodation.

Why does the accommodation have to be at the Pittville campus? Could the site not be used as a University and the accommodation elsewhere?

The volume of students in such a restricted area is totally unacceptable. Lack of parking will be a big problem.

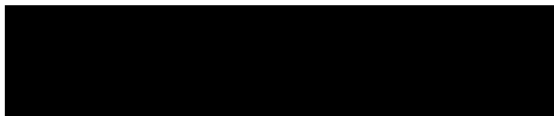
Living in a pleasant residential area I feel the volume of young people coming into the area will spoil the lovely park. The noise from transporting them will be most unacceptable. I wonder how the infrastructure will cope. We were flooded in July 2007

We have already had many late night noise complaints this year. What would the noise level be like with 800 students?

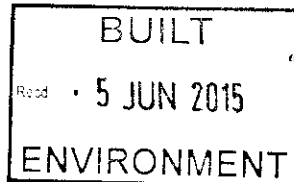
Why are you experimenting on us? Managing such a large amount of people in such a small area is so unfair AND TOTALLY UNACCEPTABLE.

I ASK YOU TO RECONSIDER THE PROPOSAL

Yours sincerely



Attention of: Mrs. Lucy White
Planning Department
Cheltenham Borough Council
PO Box 12 Municipal Offices
Promenade
Cheltenham GL50 1PP



"Hawksworth"
26 Albert Road
Pittville
Cheltenham
Glos. GL52 2QX


1st June, 2015

Dear Mrs. White,

Re: Planning Application No.14/01928/FUL – Pittville Accommodation Block

I write to object to the above Planning Application on the grounds that having more students there would exacerbate the problems that I have had in the past. When the students return in the evening from drinking in the town, there has been a lot of noise and disturbance which has woken myself and my wife up – we are both pensioners and need our sleep!

My wheelie bin has been taken away whilst the noise was going on outside so assume that it was them – when I wrote to the Head Mistress at the college to ask if my bin was at the college and I would then have collected it – I never even had the courtesy of a reply. The same thing happened to my neighbour a week later, fortunately for her (who is also a pensioner) the students were spotted wheeling her bin into the college! She contacted the college and the culprit was ordered to bring the bin back to her house.

We are on the route from town and near Pittville Gates where there are some take-ways - I have often cleared up empty food containers off the pavement which have been discarded by students on their way back to the college. I know another neighbour who walks the length of Albert Road with a black plastic bag picking up food wrappings and containers on a regular occasion.

To have a lot more students at the college can only lead to further disruption!

Yours faithfully,



BUILT

Recd • 8 JUN 2015

ENVIRONMENT

OBJECTION TO
Pittville Campus development
Ref 14/01928/FUL

75 NEW BARN LANE

PRESTBURY

CHELTENHAM

GL 52 3LB

06. 06. 2015

Dear Miss White

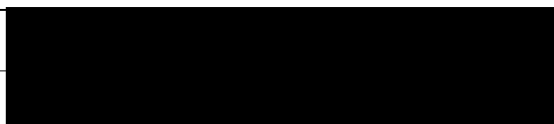
There are some members of the University staff who do not agree with this development, too many students in the wrong place. The whole project is being driven by one person Mr. Stephen Marston Vice Chancellor. The University needs more accommodation for students, the University owns the land, a management company can run it and the University can take some profit, problem solved, perfect. There will be some objections from the public but a few concessions will be made then planning permission will be granted, simple.

When this development is finished Mr. Marston will no doubt move on or retire, probably with a golden handshake for doing a good job! In fact what he will have done is run one of the best areas of Cheltenham.

The members of the planning office concerned with this application should ask themselves one question, would you like to live near eight hundred students, we all know what the answer will be.

There is one place for this planning application,
IN THE BIN.

Yours faithfully





GFirst LEP
Oxstalls Campus
Oxstalls Lane
Gloucester
GL2 9HW

Mrs Lucy White
Planning Officer
Cheltenham Borough Council
Municipal Offices
The Promenade
Cheltenham
Gloucestershire
GL50 9SA

7th July 2015

Dear Lucy,

We know that Gloucestershire is a prosperous economic area with huge latent potential. However, it needs help in unlocking that potential in order to achieve the type of economic growth that the whole country should aspire to - high skill, knowledge intensive, sustainable, with a high proportion of manufacturing and export industries, and offering an exceptional quality of working life.

The Gloucestershire Local Enterprise Partnership's (GFirst LEP) work with the University of Gloucestershire is playing a crucial role in helping drive economic growth in both Cheltenham and the wider county.

The University brings over £151 million of value to Gloucestershire every year and supports more than 2,160 jobs in the county. Its graduates add almost £200 million of value to the UK economy every year and the student community spends £28.3 million annually in Gloucestershire.

If we are to realise our plans for the county, it is crucial that our education institutions are supported to thrive and grow, so we can attract and retain talent to the county and realise the objectives GFirst LEP has set out in its Strategic Economic Plan for Gloucestershire.

Working with the University, we have already together established The Growth Hub at the Oxstalls Campus with plans to develop offices throughout the county. I believe that the success of the University's planning application for the Pittville Student Village is crucial to Gloucestershire's continued economic development.

In our Strategic Economic Plan for Gloucestershire, we have set the target of creating over 33,000 new jobs. We also know from the Gloucestershire Skills Statement that there will be shift away from lower-skilled employment and that many employers are reporting skills gaps.

With an aging population, it is vital that the county can attract new talent and the University plays a crucial part in achieving this. More than a third of its graduates already choose to stay and make their career in the county.

Part of the University's ambition for growth involves attracting additional students in an increasingly competitive market. Redeveloping the Pittville Campus to create a 791-bed student village will allow the university to strengthen and grow its position in the fiercely competitive higher education sector by providing the kind of high quality accommodation the market demands. Realisation of this project will release millions of pounds to enable the University to invest heavily in developing additional outstanding teaching facilities that is crucial if the University of Gloucestershire is to appeal to prospective students.

A highly skilled workforce for Gloucestershire is one of the key aims in GFirst LEP's Strategic Economic Plan, and so every effort made towards this will support the growth of the county's economy.

We will continue to support the University of Gloucestershire's ambition to develop and expand, as a vital component in the economic growth of our county. Cheltenham must continue to support the University too, as failure to do so will not only severely compromise the growth of the university, but negatively impact the growth of the economy of Cheltenham and the wider county.

Yours sincerely,

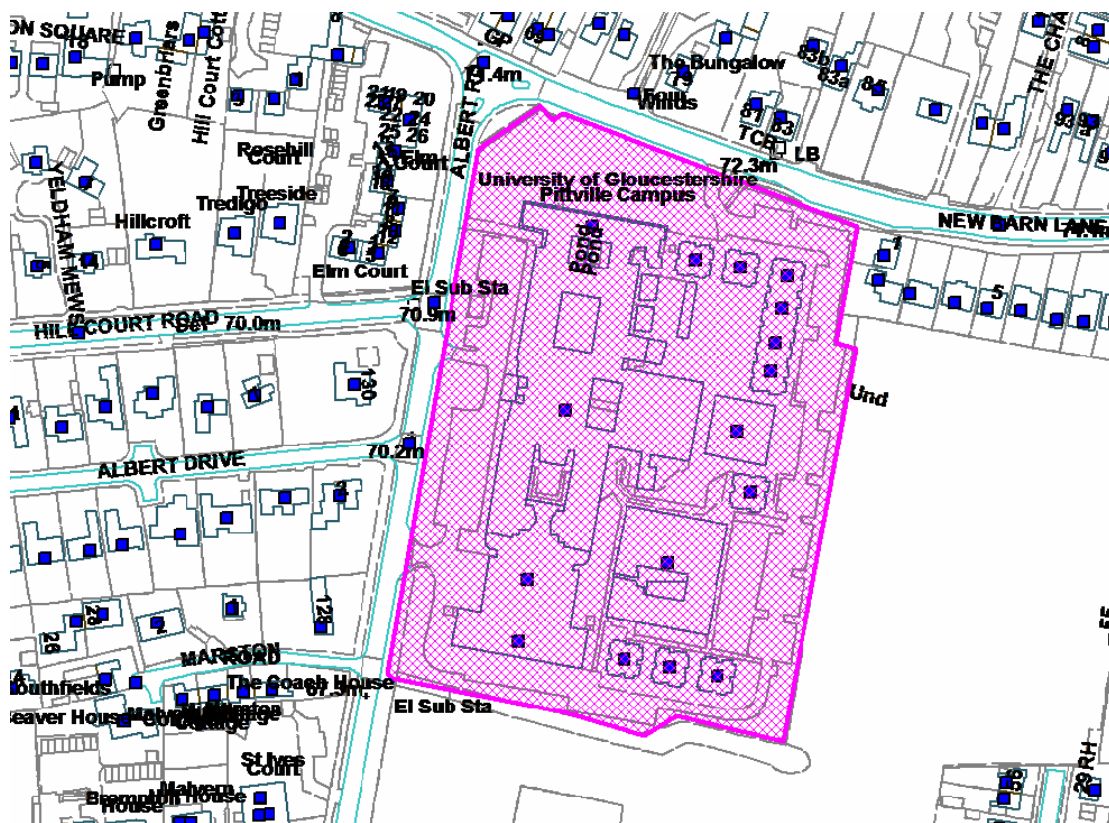


Chair of GFirst LEP

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APPLICATION NO: 14/01928/FUL	OFFICER: Mrs Lucy White
DATE REGISTERED: 23rd October 2014	DATE OF EXPIRY: 22nd January 2015
WARD: Pittville	PARISH: Prestbury
APPLICANT:	Uliving and University of Gloucestershire
AGENT:	Plainview Planning Ltd
LOCATION:	Pittville Campus, Albert Road, Cheltenham
PROPOSAL:	Erection of a student village incorporating 603 new-build student bedrooms, the refurbishment of the existing media centre (which will include a reception/security desk, a gym, retail facilities, multi-faith area, refectory and bar, quiet study area, laundrette, ancillary office space), and the provision of a mixed use games area. In addition, the proposal involves the demolition of existing teaching facilities, 23 existing rooms and the retention and refurbishment of 191 existing student rooms.

RECOMMENDATION: REFUSE



1. DESCRIPTION OF SITE AND PROPOSAL

- 1.1 This application is before Committee at the request of Councillor John Payne. The reason for referral given is the impact of the proposed development upon the locality in terms of potential harm to amenity, poor architectural design, site management and environmental impact. There has also been an objection from Prestbury Parish Council.
- 1.2 The applicant proposes the erection of a student village incorporating 603 new-build student bedrooms, the refurbishment of the existing media centre (which will include a reception/security desk, a gym, retail facilities, multi-faith area, refectory and bar, quiet study area, laundrette, ancillary office space), and the provision of a mixed use games area. In addition, the proposal involves the demolition of existing teaching facilities, 23 existing bedrooms and the retention and refurbishment of 191 existing student rooms.
- 1.3 The application is accompanied by a number of detailed reports and statements covering design, planning policy, transport, operational site management, noise and environmental impact, ecology, trees, site contamination, utilities and energy resources.
- 1.4 Revised drawings and documents were received on 3rd and 11th December in response to the on-going discussions with the Council, concerns and issues raised by local residents and errors and omissions in some of the previously submitted reports. Notably, the Transport Statement and Operational Site Management Plan have been significantly revised. Additional surveys have been undertaken in respect of cycle and pedestrian routes to and from the site, the numbers and frequency of students travelling to each campus destination and modes of travel. The detail of the transport assessment is discussed later in the report.
- 1.5 Similarly, Addendums to both the Operational Site Management Plan and Planning Statement include responses to questions and concerns raised by local residents and the Council following the initial consultation exercise. These issues relate principally to student behaviour and measures to manage students off-site, justification for the amount of student accommodation proposed and whether the proposed development is purely demand led. Additional information was also sought in regards to the proposed retail provision, on-site car parking, deliveries, site security, waste management, introduction of postgraduate students to the site, affect on public utilities, sound insulation and noise during the demolition phase.
- 1.6 A series of later statements and reports by the applicant were submitted from 5th January, largely focussed on the economic and financial justification for the proposed development. Notably, a report 'Economic Impact of University of Gloucestershire' was made available on 8th January 2014 and a copy has been circulated to members of the Planning Committee via email.
- 1.7 Pre-application and Public Consultation
- 1.8 This application has been subject to formal pre-application discussions and the University entering into a competitive bid process with a number of development teams. Prior to Uliving's involvement with the scheme, the University was keen to notify local residents of their intention to redevelop the site. This process included a meeting with a local residents group in May 2013 and subsequent meetings with residents and local councillors. Sketch proposals were also presented to CBC officers in September 2013 to seek their views during the early competitive bidding process. The intention of this public engagement and dialogue with CBC was to incorporate feedback into the proposed redevelopment of the site as ideas and proposals were evolving.
- 1.9 In March 2014, pre-application submissions were received by two development teams. Discussions between the University, Uliving and Council officers then took place during

March and feedback provided on the proposed draft schemes. The quality and amount of detail submitted by the two bidders differed and a corresponding response was provided by the planning department; the majority verbal given the very tight deadlines imposed on the bidders by the University.

- 1.10** Still part of the pre-application process, further discussion took place between Uliving and CBC in April which focussed on the concerns previously raised by officers during the bidding process which largely centred on layout, the concept and style of architectural design and student numbers. A draft scheme was subsequently presented to the Architects' Panel in July 2014 which sought to address these issues; however the Architect's Panel were not supportive of the proposals; officers also continued to have strong reservations.
- 1.11** The applicant undertook a four week public consultation exercise during August and early September 2014. Around 1000 local residents in neighbouring streets and beyond were notified of the university's proposals for the site and invited to attend one of four public meetings/exhibition at which a formal presentation was made by University and U-living representatives followed by a question and answer session. Feedback and issues raised at these meetings was also made available via an on-line FAQ facility which was updated throughout the public consultations exercise in response to additional queries.
- 1.12** A final public consultation and exhibition took place on 21st October 2014, its purpose to present a revised scheme incorporating changes in response to the concerns raised by local residents, CBC officers and the Architects' Panel. In summary the key changes were amendments to the design, height, form, materials and fenestration detail of the accommodation blocks (notably the corner building at the junction of New Barn Lane and Albert Road), the introduction of postgraduate students to the town houses fronting Albert Road and more detailed off-site site management measures proposed.
- 1.13** Pursuant to the public consultation exercise and the wide ranging responses received from local residents, several further meetings took place with CBC officers to discuss the issues raised and any additional information required to be incorporated into any future planning application. These issues were focussed on amenity (noise and disturbance, off-site management of student behaviour), student numbers, design, student parking and highway safety.
- 1.14** The Design and Access Statement which accompanies the application provides a full and detailed account of the dialogue between the main parties and how the applicants have amended the scheme in response to both pre and post application discussions.
- 1.15** Description of Site
- 1.16** Pittville Campus is located approximately one mile to the north east of the town centre within a predominantly residential area. The site has been used for educational purposes since the 1960s and up until 2011, when all teaching ceased at the Pittville Campus, up to 1,300 students were taught on site with 200 staff during term time. The site has two principal street frontages facing Albert Road and New Barn Lane with the playing fields and school grounds of Pittville School forming the south and east boundaries. The nearest residential properties are those adjacent at a distance of 21 metres to the existing student residential blocks. Surrounding development is predominantly residential and domestic in scale with the exception of several blocks of three and four storey apartment blocks on Albert Road. Dwellings on New Barn Lane are mostly semi-detached properties with a mix of render and facing brick. The architectural style of properties on Albert Road differs more with some larger detached, stone faced detached dwellings of individual style.
- 1.17** The development of the site has evolved over the years and existing buildings on the site reflect a cumulative, ad hoc form of development. The existing buildings, in terms of

footprint, cover a large proportion of the site and are of varying architectural style and form. These consist of 7,120 square metres of teaching space accommodated in a range of single and two storey teaching buildings to four storey residential buildings and teaching facilities. The Media Centre for example was built in the 1990s and has a predominantly rendered finish but with a distinctive curved metal finish roof form. This contrasts with the earlier four storey pre-cast Tower Block fronting New Barn Lane and the later pavilion style, rendered, accommodation blocks facing the north, east and southern boundaries. The ten existing residential buildings accommodate 214 students and have remained in residential use despite the closure of all teaching facilities on the site in 2011.

- 1.18** Many of the teaching facilities are linked internally and notably when viewed from Albert Road the existing built form creates an almost continuous façade. There is very little soft landscaping across the site other than the landscaped strip and mature trees fronting Albert Road and New Barn Lane which are effective in softening the appearance of the corner of the site and creating a buffer between the existing four storey built form and the public realm. The majority of the external spaces are taken up with hard surfaced courtyards, access roads and car parking.
- 1.19** The site is accessed via an 'in' and 'out' arrangement on Albert Road which links to an internal perimeter access road. There is a second vehicular access onto New Barn Lane. A bus lay-by is located on Albert Road opposite Hillcourt Road.
- 1.20** The Central Conservation Area (Pittville Character Appraisal Area) runs along the southern boundary of the site and the grade 1 listed Pittville Pump Rooms is located within metres of the site. The neighbouring Pittville School is also included in the Index of Buildings of Local Importance.

2. CONSTRAINTS AND RELEVANT PLANNING HISTORY

Constraints:

None

Relevant Planning History:

14/00339/PREAPP REC

New Student accommodation

14/00434/PREAPP 13th August 2014 CLO

Redevelopment of site for student's residences accommodation, including demolition of existing buildings, erection of new buildings, and related / ancillary facilities, services, and amenities, with associated works comprising access, parking, hard and soft landscaping

87/00036/ZHIST 19th February 1987 PER

Gloscot, Cheltenham Gloucestershire - Erection of Fine Art Library and Fashion Block on Existing Car Park. Demolition of Sarjeants Hall and Construction of Car Park

91/00651/PF 1st August 1991 PER

Erection Of One Elliott Medway Demountable Building For Student Union Facilities (As Revised By Letter Dated 24 Jul 91)

91/01281/PF 5th May 1992 PER

Extensions to Form New Academic and Educational Accommodation, Plus 131 Student Residences, Additional Catering Facilities, Parking And Associated Works (S.106 Completed 25 May 93)

92/00499/PF 30th July 1992 PER

Provision of Temporary Building for Art-Fashion Studio Facilities Required For Two Year Duration

93/00039/PF 25th February 1993 PER

Siting Of Three New Transformer Substations around the Perimeter of the Site Using Established Hedging For Screening Supplemented By New Beech Hedging

95/00171/PF 27th April 1995 PER

Temporary Retention Of Demountable Student Union Building (Retrospective)

95/00190/PF 25th May 1995 PER

Revised Proposals for the Erection of Student Residence Buildings and Ancillary Accommodation with Car and Cycle Parking and Related Demolition

96/00138/PF 21st March 1996 PER

Revised Proposal for Dining Hall Element of Approved Student Residence Buildings and Ancillary Accommodation

97/00935/PF 15th January 1998 PER

Replacement Flue Installation (Extraction Ductwork to Existing Printing Studio (External Elevation of Tower Building) As Amended By Revised Plans and Letter Received 5 December 1997

98/00780/PF 15th October 1998 PER

Cheltenham and Gloucester College Of Higher - Replacement Windows Incl. Insulated Panels To Lower Section And Removal/Infill Other Areas With Wall Panel Cladding To Various Elevations

08/01510/FUL 18th December 2008 PER

Installation of window within front elevation of Pittville Campus facing Albert Road.

09/00204/FUL 8th April 2009 PER

Inclusion of a small extension to the Art and Design building at the University of Gloucestershire Pittville Campus, to house a DDA-compliant lift. The lift is to provide access to the upper floors of the 4-storey element of the building

C14/00021/DEMO REC

Demolition of property.

3. POLICIES AND GUIDANCE

Adopted Local Plan Policies

- CP 1 Sustainable development
- CP 3 Sustainable environment
- CP 4 Safe and sustainable living
- CP 5 Sustainable transport
- CP 7 Design
- CP 8 Provision of necessary infrastructure and facilities
- GE 5 Protection and replacement of trees
- GE 6 Trees and development
- NE 4 Contaminated land
- HS 1 Housing development
- HS 2 Housing Density
- RT 7 Retail development in out of centre locations
- RT 8 Individual convenience shops

RT 9 Car sales
RC 2 Youth and adult outdoor playing facilities
RC 3 Outdoor playing facilities in educational use
RC 5 Development of amenity space
RC 7 Amenity space in housing developments
UI 1 Development in flood zones
UI 2 Development and flooding
UI 3 Sustainable Drainage Systems
UI 7 Renewable energy
TP 1 Development and highway safety
TP 6 Parking provision in development

Supplementary Planning Guidance/Documents

Affordable housing (2004)
Amenity space (2003)
Flooding and sustainable drainage systems (2003)
Landscaping in new development (2004)
Planning obligations (2003)
Planning obligations: transport (2004)
Public art (2004)
Security and crime prevention (2003)
2004)
Sustainable buildings (2003)
Sustainable developments (2003)
Travel plans (2003)
Central conservation area: Pittville Character Area and Management Plan (July 2008)
Index of buildings of Local Interest SPD (2007)

National Guidance

National Planning Policy Framework

4. CONSULTATIONS

Architects' Panel

14th November 2014

Erection of a student village incorporating 603 new-build student bedrooms, the refurbishment of the existing media centre (which will include a reception/security desk, a gym, retail facilities, multi-faith area, refectory and bar, quiet study area, laundrette, ancillary office space), and the provision of a mixed use games area. In addition, the proposal involves the demolition of existing teaching facilities, 23 existing rooms and the retention and refurbishment of 191 existing student rooms.

COMMENTS

This site is a major site to develop in the town. It has a prominent corner location within a residential area of large houses and apartment blocks. It is close to the racecourse, home to the internationally renowned national hunt festival. It lies on the edge of both the Central Conservation Area and the Green Belt. The site is meshed into the town's modern history. The site was first developed in the late 1950's and early 60's to replace the Cheltenham Art College, housed in a now long demolished Victorian building in the town centre, off the Lower High Street.

What became the Gloucestershire College of Art & Design had fine art courses, fashion design and an innovative, cross-disciplinary Environmental Design course teaching architecture, landscape architecture and town & country planning alongside each other.

The original college comprised the low buildings fronting Albert Road along with the multi-storey block. This was designed on a small collegiate plan with enclosed courtyards, a taller, central entrance atrium and the ability to move around the complex, between different departments under cover.

We are concerned that the main layout of the site may now already be fairly fixed, despite concerns already expressed about the overall spatial design and we remain concerned that the buildings are what we might call 'spotted' round the site, with no links between each other or the existing buildings retained. This results in open spaces that spill aimlessly around the site without developing any sense of place and gaps between blocks that give no cover to pedestrians, or sense of containment. This is a major opportunity lost to create spaces within and around the edges of the whole site that contribute to a spatial coherence and more collegiate air that could add something both to the site and its setting. The way that the basic elements within the units are used - at the moment forming 'L's', 'T's' and short terraces could very easily be reconfigured so that views into, around and out of the site, along with the place and space making was significantly enhanced - the overall construction costs need be no different.

We are also concerned that the blocks themselves miss an opportunity to form a backdrop to the whole development that is sympathetic to its surroundings, but creates a rewarding environment for its occupants.

These blocks, under the skin of the elevations appear to be quite crude representing simple, vertical extrusions of a basic plan form. There is very little modulation of the elevations, nor expression of the units behind, just a simple attempt to vary the blocks by using a myriad different materials that contribute to create a muddled and cluttered effect. The tower house blocks are the most attractive with a simpler palette of light colours. However, against the existing blocks with their pronounced eaves and corner glazing details they still lack strength, which could be easily added at no cost with a stronger eaves line, possibly projecting as a brises soleil and perhaps a vertical expression of the town house units with a pilaster rib, for example. Jettied upper floors would also give more emphasis to the plinth and allow some cover when walking round the buildings.

Further expression and detail could easily be shown, for example, by adding downpipes, canopies and covered/recessed areas at entrance doors - effectively a missing layer of refinement and detail that would not add cost.

It also seems odd that these blocks, which adjoin the existing pitched roofed pavilions, have flat roofs while the others have shallow pitched roofs, the addition of which could add so much to the town houses quality. And why don't doors and windows continue to line through between the ground and upper floors?

The whole development would become calmer and more coherent if the 'L' shaped blocks were in the same materials as the town houses with definition being provided by the different forms and massing. There are no fewer than five different materials used over the elevations of these blocks, including dark grey bricks that are at odds with any notion of a local colour palette and with very little architectural expression in the composition of those elevations. The long, curved brick walls facing the media centre and games area are the only nod to architectural expression, which are then weakened by being broken up with other materials, hinting at a lack of confidence by the designers. The resulting muddle and clutter is at odds with what could be much more crisp and unified. The pitched roofs are also oddly contrived so that they are pushed back from the eaves where they could have been expressed as with the existing blocks.

We are also concerned that the central block is too large a mass in the middle of the site. If this block were reduced in size slightly additional units could be added to other blocks to maintain numbers while at the same time opening opportunities to vary the static eaves line

that contributes to a dullness in the whole scheme. Contrast the existing roof line, which is varied in type and height creating much greater visual interest.

The highest, section of the corner block appears poorly thought out, missing an opportunity to open extensive views from this vantage point, over the racecourse and to the hills and again the roof edge is weakly defined.

We remain convinced that substantial improvements can be made with simple design tools and use of materials without having to delay the progress of the scheme unduly.

We believe that a more coherent architectural approach would not necessarily cost the developer/client any more because it is about simplification and refinement rather than adding materials or construction.

The panel also felt that it was disingenuous to suggest that opportunities to improve the scheme are limited because "hands are tied". Many of the suggested design improvements need not have any cost implications and could easily be incorporated in revisions to the proposals.

In conclusion we believe that significant improvements could be easily made, but that to do so requires a robust and unified approach by officers along with other consultees. We are happy for our views to be shared with those and to help further if required.

Salient Points

1. Simplify and unify elevational treatments.
2. Keep palette of materials and colours restrained, refined and restricted.
3. Express roofs and eaves more.
4. Add shadows and jetties to show more articulation.
5. Show detail; downpipes, ribs/pilasters, canopies etc. to add expression to elevations.
6. Instead of just having gaps between blocks, use the massing of units to consciously form spaces and control views into and out of the site.
7. Reduce the scale of the central block in conjunction with suggestions above.

Comments on revised scheme

17th December 2014

COMMENTS

The Architects Panel looked at and discussed some alterations to the scheme prior to the Planning Panel meeting of 17th Dec.

These alterations were made in response to previous comments. Those previous comments should be read in conjunction with these additional remarks.

It was regrettable that none of the more fundamental and underlying concerns appear to have been considered at all.

We reiterate that we feel that the approach to the design of the blocks, the expression of their elevations and their positioning on the site, in conjunction with a better design for the landscaping and setting of the buildings is key to creating a good quality scheme. There is little joy or inspiration in this design, which is supposed to house some of our best, young, creative minds.

The corner building, with the improvements made, is probably now the most successful element, along perhaps with the large, curved wall elements. The corner is improved with a simpler, clearer design, although the dropped glazing sections do not add anything and running the stone to the ground with no plinth expression introduces a weakness.

We noted small, colourful insertions adjoining doorways, but these are almost completely lost within the overall banality and serve simply to underline the lack of wit and expression in the overall approach.

The panel continues to feel unable to support the proposal without major changes being made and is increasingly disappointed that the opportunities have not been fully grasped, to the potential detriment of the whole scheme, which appears unable to garner support from any quarter.

Civic Society

6th November 2014

We do not oppose the development of this site as a student village. But Pittville is a vitally important part of the town, and any development in this area must be sympathetic to its character and of real architectural quality. What is needed so near the Pittville Park should have a Park-like or garden city feel to it. We do not think what is proposed passes this test. The four-storey buildings are too uniform and barracks-like. What is needed is something with a variety of different building heights so as to provide a more varied and interesting development. It is our view that the site probably cannot sustain as many as 600 student bedrooms, and that most of the new blocks should be no more than two or three storeys, and in a more interesting style. We want the new student village to be somewhere that is a pleasant area for both the students and local residents. In our view, the town and the students deserve something better than this.

Heritage and Conservation Manager

8th January 2014

The comments from the Conservation and Heritage Manger are reproduced in full in section 6.5.13 of the report.

Gloucestershire County Council Highways Officer

9th January 2014

A full application for six new residential buildings, for 603 new student bed spaces, refurbishing of 191 existing bedrooms, giving a total residential population of 794, Change of use of existing 1099m² media centre. A Transport Statement (TS) and a Travel Plan have been submitted with the application.

The application was submitted without any lengthy pre-application correspondence. An initial contact was made by Connect, primarily to discuss the traffic calming on Albert Road, GCC requested a copy of the draft TS, and replied with concerns. Unfortunately it appears that the transport consultant, did not receive the comments from the highway authority, and the application was subsequently submitted. The applicant needed the application to be determined in very short space of time, and required a signed legal agreement prior to committee. Both the highway and local planning authority, agreed to try and deal with the application in a very short space of time, notwithstanding that the period spanned the Christmas and New Year holidays. The highway authority has prioritised this application, but did make it clear to the applicant that the all information would be required well in advance of the 2 weeks period prior to the committee date of 22nd January. GCC received the application on 27/11/14, to resolve all issues within a truncated 2 month period was very ambitious.

Applications like this are unusual, and often require a lot of research and linking with existing strategic work or authority led sustainable transport bid projects. Currently the

Local Sustainable Transport Fund work is being rolled out, as is the Cheltenham Transport Plan. GCC is reviewing the Local Transport Plan with strategic sections on Active Travel Network, and Think Travel. Gloucester's role as a host city for the 2015 Rugby World Cup will be used as a catalyst to encourage active travel around Cheltenham and Gloucester during that event and beyond.

Perhaps of greater interest is GCC launching the NUS charity's national "Green Impact". GCC is amongst the first local authorities to sign up to the NUS charity's national Green Impact programme, which will be delivered in partnership with the University of Gloucestershire Students' Union. Green Impact provides self-development opportunities for staff and work experience for local young people whose assistance will increase our capacity to bring about change. It forms part of the council's wider approach to carbon reduction and is linked to other council initiatives such as the Travel Plan, Cycle to Work scheme and waste reduction work.

It is unfortunate that this application did not afford the opportunity of a lengthy pre-application stage, or that the target date for determination is so restricted. The lack of staff from University of Gloucestershire Students' Union to be actively involved in this application is considered to be a missed opportunity.

Outstanding issues to be fully resolved

Post Graduate Students

120 Post Graduate Students will reside on the new development. The UoG has estimated that 50 of these students will work in county schools, and will be able to own a car, to enable them to access teaching placements. The University arranges car sharing (3 to a car) by placing them in schools near to each other. Only 15 car parking spaces have been allocated for these students. It is difficult to reconcile how the university will determine which students will bring their car, to Pittville Campus prior to admission. The proposal has therefore assumed that the remaining 70 Post Graduate Students will not own or travel by car, although no details have been provided as to whether all or some of the Post Graduate Students will be subject to the tenancy agreement that restricts car ownership

It is considered that this assumption is flawed, and in a worst case scenario the 120 Post Graduate Students will have access to the car, but only 15 spaces will be allocated. At the least all these students should be identified in the Student Residential Travel Plan, with mitigation and a remedial fund secured.

Access

The proposed access lacks a great deal of imagination, and it's difficult to reconcile that a great deal of importance has been attached to the layout, or that it will contribute positively to making places better for people. Good design is a key aspect of sustainable development, and it should be indivisible from good planning. The access appears not to conform with paragraph 56 and 57 of the NPPF.

The relocation of some of most of the 33 spaces currently shown at the main access would create a positive message, and divorce its self from the main trip attraction to the site, students. A shared space would be much more appropriate at this location, to give the arrival a much safer focus. Mixing high pedestrians and cyclist's flows with reversing cars, in a restricted area, is not good design.

Shuttle Bus

The applicant is proposing a night time shuttle bus to bring students from Cheltenham town centres night clubs to the Pittville Campus. No details of timings, frequency or how this will be secured in perpetuity have been supplied.

Car Parking

The application forms states that 80 staff will be full time, and 20 part time, (90 FTE). The information of allocated parking is unclear, and is quoted as 122, 115 or 109 in different documents.

The Landscape Plan shows 115 spaces on the plan, but the Transport Statement and Travel Plan detail 122 as shown below

- 70 spaces for Pittville Campus staff
- 10 for staff visiting from other campuses
- 15 for post graduate students
- 10 blue badge spaces
- 5 spaces for Uliving staff
- 12 spaces for visitors to the media centre

However the landscape plan also has a key which notes 109 spaces:

- 44 New Barn Lane Entrance,
- 38 Rear Media Centre and
- 27 Main entrances.

115 car parking spaces is also quoted in the Planning Summary October 2014.

The parking issue is further confused by the post graduate student issue, which remains unclear.

The conflicting parking numbers, allocation, and robust evidence is concerning when parking is a considered to be a main issue for local residents and councillors.

Cycle Parking

The applicant has proposed a number of cycle parking spaces, based on the tables in the CBC Local Plan, but this minimum this should not be seen as a target. The use of cycling should be positively encouraged for better health, reduced collisions and congestion. The proposal to accommodate the cycle parking in large remote garages is not considered to be good design, is contrary to the NPPF, or would encourage students to use the cycle as a mode of choice. The proposed cycle parking has also been raised by the CBC cycle officer and a member of the Cheltenham and Tewkesbury Cycle Campaign. Smaller well designed facilities, located near to the entrance doors of the units, would suggest ownership of the cycle parking, rather than a divorced communal facility. Future growth should be designed in, so that if cycle growth occurs up to 2031 and beyond, this can be accommodated.

Travel Plans

Two travel plans have been submitted;

Student Residential Travel Plan

Framework Residential Travel Plan

The failings of the submitted travel plans have been highlighted in the draft response. However highway authority suggests that a revised Travel Plan document is submitted, which has 3 parts:

1. Framework Travel Plan
2. Student Travel Plan
3. Staff Travel Plan

It would be nice to link the Travel plans in partnership with the University of Gloucestershire Students' Union. The Travel Plans will be secured by a s106 agreement.

Cycle Routes

The applicant has audited some cycle routes from the halls to The Park, and FCH/Hardwick. GCC in consultation with the CBC cycle officer and John Mallows from The Cheltenham and Tewkesbury Cycle Campaign suggest more appropriate routes. This would require a cycle contra flows on sections of Winchcombe Street, High Street and Rodney Road, or routes via Albert Place, Sherborne Street, Gloucester Place and A46, to Winchcombe Street. The decision on the Cheltenham Transport Plan Traffic Regulation Order committee, on 15th January may alter requirements. The applicant preferred method of mitigation is by a contribution secured through a legal agreement. This method requires highway bills of quantities, supplied by the applicant and verified by the highway authority term contractor, and Forward Programme Manager.

Future Traffic Regulation Orders associated with these routes will also be required. I have not received information from the transport consultant on costings of the highway works, or details of solicitors detail to instruct GCC solicitors.

Walking Routes

GCC has audited a preferred walking route, to Evesham Road to Cheltenham town centre and to the local M&S and Morrison's on Prestbury Road have been identified by GGC as requiring improvements to some pinch points and missing dropped kerbs. These highway improvements are to be delivered by contribution, and implemented by GCC. The works were shown in the draft response.

Legal Agreement

A legal agreement is required, but due to lack of information I have been unable to instruct my solicitors to prepare a draft.

GCC Mitigation

New dropped kerbs with tactile paving of parts of the highway that will provide direct attractive walking routes **£XXXX [awaiting cost estimates from Connect]**

Contra flow on Winchcombe Street, High Street (shared cycle/pedestrian) and Rodney Road to enable direct cycle routes to be established, Town Centre and The Park, including signage lineage and Traffic Regulation Costs Estimated but awaiting LSTF and CTP TRO committee **£20,000** alternative routes may be required.

Pinch point at Wellesley Road and Marle Hill Road, new dropped kerbs, extending H marking on Marle Hill Road, new pigmented HRA, with unbound gravel around the tree **£XXXX [awaiting cost estimates from Connect]**

Remedial fund for Staff Travel Plan to meet targets - **£5,000**

Remedial fund for 105 Post Graduate Students Travel Plan to meet SOV targets - **£47970**
{Needs confirming with university on robust car ownership, distribution and travel habits of Post Graduate Students}

Finger post signage and plan monoliths (similar to LSTF project), to create hub points for travel 3 monoliths (£9000, 3 sets of fingerposts (£7700) - **£16,770**

GCC Travel Plan Co-ordinator for 10 years **£10,000**

Recommendation

The highway authority recommends that this application be refused due to insufficient information submitted to enable the planning authority to be able to properly assess the highway and transport impact of the proposed development.

- *More favourable consideration may be given if the matters outlined below are addressed to the satisfaction of the highway authority.*
- *Detailed clarification of Post Graduate Students on work placement, their car ownership, and if subject to tenancy agreement as the first year students.*
- *Comprehensive Car Parking assessment and full clarification of inconsistencies in the submission*
- *Rethink of Cycle parking to relocate near residential units and scope to expand in the future*
- *Revised access layout design to contribute positively to making places better for people, to conform to paragraph 56 and 57 of the NPPF. Possible shared space with good permeability.*
- *Full details Shuttle bus and how it is to be secured in perpetuity.*
- *Revised Travel Plan document is submitted, in 3 parts; Framework Travel Plan, Student - Travel Plan, Staff Travel Plan, secured by legal agreement using GCC templates*
- *Travel Plans Remedial fund (staff and Post Graduate Students, depending on outcome of first bullet point)*
- *Costing of required highway mitigation which needs to get AMEY and Forward Programme Manager approval.*
- *Legal Agreement*

Wales and West Utilities

6th November 2014

Wales and West Utilities have no objections to these proposals, however our apparatus may be at risk during construction works and should the planning application be approved then we require the promoter of these works to contact us directly to discuss our requirements in detail. Should diversion works be required these will be fully chargeable

English Heritage

7th November 2014

The application(s) should be determined in accordance with national and local policy guidance, and on the basis of your specialist conservation advice.

COMMENTS ON REVISED PLANS

17th December 2014

The application(s) should be determined in accordance with national and local policy guidance, and on the basis of your specialist conservation advice.

Environmental Health

13th November 2014 –

I have reviewed this application and offer the following comments:

General:

In general, the design for the site appears satisfactory and includes features which attempt to control any potential impact on nearby properties. Ideally I would have preferred building TH2 to have been orientated with its main entrances facing the inside of the development, rather than onto Albert Road. This would help to control any potential noise from students accessing and egressing their properties, however I note that the properties are already

nearly 50m from the homes on the opposite side of the road, which will itself minimise any impact.

During the demolition and construction of the development there is some potential for nearby residents to be affected by students from blocks R8, 9 & 10 accessing the student union by way of the 'diversion' shown on the Site Establishment plan. Control of this potential nuisance can be achieved by the University employing on-site security to actively monitor and control any disruption from residents using this route. Discuss with Uni.

Blocks TH1, TH2 & TH3 all include mirror image terraced properties where internal staircases run up party walls which is good practice, however they also include properties where the stairs run up internal walls without stairs on the opposite side. This means that the stairs are directly opposite bedrooms, with potential for the sleep of residents being disturbed by residents of neighbouring blocks, even though their activity is entirely reasonable. I would suggest that the applicant considers making alteration to the internal lay out of these premises to ensure that as far as possible all blocks are the mirror image of their neighbour.

Outline (Construction) Methodology:

The application proposes to use concrete strip foundations 'subject to further site investigation'. In case this should change and piled foundations are required I must request a condition on the following lines is attached to any consent for development:

Condition:

The method of piling foundations must be submitted to the LPA for approval before work commences on site.

Reason: This is due to the possibility of the use of piled foundations causing loss of amenity and nuisance to the residents of other properties nearby.

The site is in close proximity to a comprehensive school, I must therefore recommend a condition to ensure that site deliveries do not take place during the school run, but come to think of it, this isn't my condition to recommend, is it?

The application indicates intended working hours of 08:00 ' 18:00 Monday ' Friday and 8:00 ' 13:00 on Saturdays, with no works of demolition or construction on Sundays or Bank Holidays. These times are within the working hours recommended by this department, and as such I would recommend a condition is attached to make these working hours enforceable in order to protect nearby residents from loss of amenity due to noise from construction works, on the following lines:

Condition:

Works of construction and demolition shall be restricted to 08:00 ' 18:00 Monday ' Friday and 8:00 ' 13:00 on Saturdays, unless permitted in advance by the LPA.

Reason: To protect the residents of nearby properties from loss of amenity due to noise from mechanical plant used in construction and demolition operations

Informative: If the need arises to work on site outside of these hours the site operator should seek an agreement under the Control of Pollution Act 1974 with CBC Public Protection team. This will then allow work to take place during these hours when it is absolutely necessary only, and subject to conditions agreed in the consent notice. An example of such a situation would be the delivery to site of equipment requiring a road closure.

Acoustic Report:

The application includes a comprehensive acoustic report which includes an assessment of potential noise impact from the completed development on existing property, as well as the impact of existing noise sources (mainly road traffic) affecting the new residences. The report identifies a number of conditions which may be attached to any permission for development in order to control the effects of noise, which I would recommend are incorporated as follows:

Condition

A noise management policy for the completed site should be submitted to the LPA for approval before new or re-furbished buildings are first used.

Reason: To protect residents of nearby properties and on-site residents from the effects of noise generated on the site.

Informative: This policy should be developed in conjunction with student representatives and distributed to new residents on site. An appropriate policy is likely to include advice on controlling noise levels when on and around the site and identify possible sanctions that may be imposed if the advice is not followed.

Condition

The design of air handling plant serving catering facilities provided in Media Centre shall be submitted to the LPA for approval before installation.

Reason: To protect the residents of nearby properties from loss of amenity due to noise from air handling plant.

Informative: Submitted information is expected to include an assessment of the levels of noise affecting nearby residential properties, not just a measured level for the equipment selected.

Condition

The design of air conditioning plant serving the Media Centre shall be submitted to the LPA for approval before installation.

Reason: To protect the residents of nearby properties from loss of amenity due to noise from air conditioning plant.

Informative: Submitted information is expected to include an assessment of the levels of noise affecting nearby residential properties, not just a measured level for the equipment selected.

Condition:

The design of noise attenuation measures for the Media Centre shall be submitted to the LPA for approval before implementation.

Reason: To protect the residents of nearby properties from loss of amenity due to noise from amplified music.

Condition

The external noise level at the boundary of the campus from combined mechanical equipment noise shall not exceed 35dB LAeq, 1hour between 7:00 and 23:00, and 25dB LAeq 5 minutes between 23:00 and 7:00, when assessed as a rating level in accordance with BS 4142:1997.

Reason: To protect the residents of nearby properties from loss of amenity due to noise from mechanical plant.

Condition*

The music noise level from amplified live or recorded music shall not exceed 55dB LMax, fast between 07:00 and 23:00 and 45dBLMax, fast between 23:00 and 7:00.

Reason: To protect the residents of nearby properties from loss of amenity due to noise from amplified music in the student union / media centre.

Condition*

Use of the Multi-Use Games area and outdoor gym should be restricted to 09:00 - 21:00, daily.

Reason: To protect residents both on and off site from loss of amenity due to noise from the use of this facility.

Condition*

Deliveries of material to commercial units on the site using HGVs shall only be made between 08:00 and 18:00 Monday to Saturday.

Reason: To protect residents both on and off site from loss of amenity due to noise from deliveries to commercial units.

The acoustic report also identifies the glazing to be used in residential property. I would therefore recommend the following:

Condition *

Glazing to residential property will be two panes of 4mm glass, separated by a 16mm sealed air gap.

Parish Council

25th November 2014

Following on from our conversation on 25th November 2014, regarding the Pittville Campus refurbishment planning application 14/01928/FUL, closing date 26th November 2014:

Prestbury Parish Council object to this proposal on the following grounds:-

Having studied the proposal it is felt that the application is not fit for purpose as the drawings are incorrect, existing buildings to the rear of the site are not shown on the proposed elevation drawings, this gives a false impression of the final site layout. There are also anti-social, travel plan issues and proposed staff numbers seem to be incorrect.

There is also concern that this application contravenes various planning policies mainly CP4, CP5, CP7 and TP1.

18th December 2014

Prestbury Parish Council objects to this development on the grounds that 800 plus people is an excessive number in this location, increasing traffic and creating public order problems. This application plus those to develop Starvehall Farm and Pittville School will have a detrimental impact on the area.

The revised Pittville Campus application also fails to comply with the following planning policies:

Policy CP4 requires adequate provision for security and the prevention of crime and disorder. There is no security off-site and the applicant intends to rely on the public to report anti-social behaviour from students returning late at night fuelled by alcohol, as frequently reported in the local press regarding other areas of town.

Policy CPS states that the location must minimise the need for travel. There will be eight hundred students living here, but studying at the other side of Cheltenham and in Gloucester. It is unlikely that they will walk to their destination and cycling will be extremely dangerous on main roads, thus the number of buses will quadruple from the current situation, adding to the traffic disruption and causing even more CO2 emissions.

Policy CP7 requires a high standard of architectural design. This development does not improve the original complex or complement and respect neighbouring buildings. The drawings submitted in the application are not the same as distributed to the public and give a false impression of open space to the planning committee.

Policy TP I makes clear that development will not be permitted where there is a danger of generating high turnover on-street parking. Although students will 'not be encouraged' to bring vehicles to their accommodation, inevitably some will try and will be forced to park in surrounding streets which are already adversely affected by recent parking restrictions. There will be events in the marquee area and, at certain times of the year, parents will visit, all compromising highway safety.

GCC Community Infrastructure Team

7th November 2014

Please note that GCC Community Infrastructure team have no comments to make on the application.

18th December 2014

No contributions will be sought towards Community Infrastructure arising from this proposal.

Gloucestershire Centre for Environmental Records

5th November 2014

Report available to view on line.

9th December 2014

Updated report available to view on line.

Contaminated Land Officer

17th November 2014

A detailed ground investigation report has been submitted and no remediation work has been deemed necessary. However as a precaution the following condition should be included in case any unforeseen contamination is identified during the course of demolition or re-development work.

In the event that contamination is found at any time when carrying out the approved development it must be reported immediately in writing to the Local Planning Authority. An investigation and risk assessment must be undertaken and a remediation scheme

submitted to the approval of the Local Planning Authority. Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced and submitted to the Local Planning Authority for approval.

9th December 2014

Comments as per 17th November

Cheltenham Cycle Campaign

28th November 2014

Cycle parking

The proposal for 200 cycle spaces we consider to be too low for the proposed number of students accommodated at the site that we understand to be around 600. The aim should be for the majority of students to have access to a bicycle. The vast majority of the students will need to travel to other campuses, as there will be little teaching on this site.

Albert Road access

We believe that the speeds should be lower in the urban area and we support the 20s plenty campaign. It would be particularly beneficial for those on bicycles to have the speed limit in Albert Road set at 20mph.

The access from Albert Road is not ideal, as there is a one way system proposed, so those cycling to the campus up Albert Road will need to cycle past the exit to gain access. Cycling routes on the site to the main storage areas are not at all clear on the plan.

Cycle routes to other campuses

There are several choices of routes, which are mostly along quiet roads, to the Park campus. The proposals under the LST programme for the central area will generally improve permeability for cycling, thus improving conditions. Two way cycling in Montpelier street would also aid some journeys to the Park.

The preferred route to Hardwick campus crosses Evesham Road at the Pump Room. We have long argued for traffic lights for all traffic at this cross roads, which would benefit the crossing of the main road by all road users, including pedestrians and cyclists. The present pedestrian crossing set back from the cross road is of little benefit to anyone.

Access to Hardwick from the Honeybourne line is not ideal, and there may be opportunities that the university could take to provide a direct access. The footway is narrow between the Honeybourne path and Hardwick entrance, and those on a bike are unlikely to make two right hand turns to gain access to the campus from the Honeybourne line.

Land Drainage Officer

13th November 2014

I have reviewed the Flood Risk Assessment submitted with the application. The proposed drainage strategy is appropriate and I concur with the report's summary and conclusions. However, in addition to those measures already proposed, I would recommend that where possible, 'soft/surface' SuDS features be considered for inclusion within the green landscape of the development.

Trees Officer

6th January 2014

The Tree Section has no objections to this application. As there is a loss of low amenity trees on site these are mitigated by a suitable Landscape Planning Proposal, however more detailed is required.

Please could the following conditions can be attached;

Detailed Landscaping

The landscaping proposal shall be carried out no later than the first planting season following the date when the development is ready for occupation or in accordance with a programme agreed in writing with the Local Planning Authority. The current Landscape Planning Proposals must be modified to also specify planting size, root type (it is anticipated that container grown trees will be planted) and protection so as to ensure quick successful establishment. The size of the trees shall be at least a Selected Standard as per BS 3936-1:1992. The trees shall be maintained for 5 years after planting and should they be removed, die, be severely damaged or become seriously diseased within this period they shall be replaced with another tree as originally required to be planted.

Reason: To preserve the visual amenities of the locality in accordance with Local Plan Policies GE5 and GE6 relating to the retention, protection and replacement of trees.

Protective Fencing (standard condition, can be altered to add specific info such as Arb Report ref & TPP ref)

Tree protective fencing shall be installed in accordance with the specifications set out within the submitted BS 5837:2012 Tree Protection Plan contained within Tree Protection Plan submitted 22nd Nov 2014. The fencing shall be erected, inspected and approved in writing by the Local Planning Authority prior to the commencement of any works on site (including demolition and site clearance) and shall remain in place until the completion of the construction process.

Reason: In the interests of local amenity, in accordance with Local Plan Policies GE5 and GE6 relating to the retention, protection and replacement of trees.

Arboricultural Monitoring

Prior to the commencement of any work on site, a timetable of arboricultural site inspections shall be submitted to and approved in writing by the Local Planning Authority. These site inspections shall be carried out by a suitably qualified arboriculturalist and all findings reported in writing to the Local Planning Authority. The approved timetable shall be implemented in full, unless otherwise agreed in writing by the Local Planning Authority.

Reasons: To safeguard the retained/protected trees in accordance with Local Plan Policies GE5 and GE6 relating to the retention, protection and replacement of trees.

Landscape Architect

13th November 2014

Landscape Plan Drawing Number: IA-363-LP-P01

Site Layout

The scheme proposed has pleasing, flowing lines.

There are a number of issues which could have an impact on the site layout and so require consideration prior to determination of the application. These are listed below:

Sustainable Urban Drainage (SuDS)

JCS Policy INF3: Flood Risk Management (Para iv) requires new development to incorporate suitable Sustainable Urban Drainage Systems (SuDS) where appropriate in the view of the local planning authority to manage surface water drainage. Cheltenham Borough Council encourages a SuDS based drainage strategy for new development through the design and layout of schemes. A landscape approach to SuDS is preferred for the following reasons:

- Natural forms of drainage are employed/enhanced
- Such schemes can provide both visual and practical amenity
- Biodiversity is benefited through the provision of food and habitat for wildlife.

By adopting a landscape approach to SuDS a proposed development respects the following JCS policies:

- INF3 Flood Risk Management (para iv)
- INF 4 Green Infrastructure (para 1.i, para 4)
- SD10: Biodiversity and Geodiversity (para iii)

The Landscape Plan does not show SuDS. There would appear to be sufficient space to allow for the inclusion of SuDS elements such as swales and detention ponds within the site layout and the landscaping scheme should be revised to allow for this if possible. Also consider creating 'rain gardens' within the gardens of the accommodation blocks and townhouses and elsewhere within the proposed ornamental planting beds.

The scheme should demonstrate compliance with Standard 1 of the draft National Standards.

Surface runoff not collected for use must be discharged to one or more of the following, listed in order of priority:

- 1) discharge into the ground (infiltration); or where not reasonably practicable,
- 2) discharge to a surface water body; or where not reasonably practicable,
- 3) discharge to a surface water sewer, highway drain, or another drainage system; or where not reasonably practicable,
- 4) discharge to a combined sewer.

Hard Landscaping

Further details of feature paving and block paving type, colour, supplier are required. Areas of permeable paving should be indicated on the plan.

Bin & Bike Stores

The bin store in the corner of the lawn next to C2 is too prominent. Although screened by trees it will have a negative visual impact on what would otherwise be a pleasing amenity space. Similarly the bin store in front of R8 interrupts the flowing shape of the lawn and will diminish the amenity value of this area.

Conversely, the bin and bike store near TH3 seems too 'tucked away' with poor informal surveillance.

Consider incorporating all bin and bike stores into the buildings, where there would be improved security through increased informal surveillance and where they will not disrupt the flowing lines of the landscape scheme.

The exception would be the bike stores next to the MUGA. Here, they integrate well with the sports theme, will be well lit and the general activity in this area will provide informal surveillance.

Planting

South Border:-

On my last site visit there appeared to be a substantial gap between the front of the shrub border and the perimeter fence. The Landscape Planning Statement suggests infilling this area with a mix of native deciduous and evergreen shrubs. Proposals for this border should be included in the Planting Plan.

East Border:-

Suggest augmenting this border with more evergreen shrubs. Proposals should be included in the Planting Plan.

At present there is insufficient detail to allow for further comment regarding planting proposals. Please could landscape conditions LAN02 and LAN03B be attached to planning permission, if granted.

Maintenance

A long term maintenance schedule for the landscape scheme is required. The schedule should clearly state who is responsible for the maintenance of the general landscape and of the SuDS.

Revised comments

2nd January 2015

Documents:

Landscape Planning Statement

Landscape Plan Drawing Number: IA-363-LP-P01

Site Layout

From the outset it was felt that the proposed landscape scheme had pleasing, flowing lines.

However, there were a number of issues which could have had an impact on the site layout and so required consideration prior to determination of the application. These are listed below:

- Sustainable Urban Drainage (SuDS)
- Planting
- Bin and Bike Storage

- *Sustainable Urban Drainage (SuDS)*

JCS Policy INF3: Flood Risk Management (Para iv) requires new development to incorporate suitable Sustainable Urban Drainage Systems (SuDS) where appropriate in the view of the local planning authority to manage surface water drainage. Cheltenham Borough Council encourages a SuDS based drainage strategy for new development through the design and layout of schemes. A landscape approach to SuDS is preferred for the following reasons:

- Natural forms of drainage are employed/enhanced
- Such schemes can provide both visual and practical amenity

- Biodiversity is benefited through the provision of food and habitat for wildlife.

By adopting a landscape approach to SuDS a proposed development respects the following JCS policies:

- INF3 Flood Risk Management (para iv)
- INF 4 Green Infrastructure (para 1.i, para 4)
- SD10: Biodiversity and Geodiversity (para iii)

The original landscape scheme did not include soft landscape SuDS.

Through discussions between the landscape architects for the applicant and CBC, the latest Landscape Plan was developed which includes drainage swales as part of the landscape scheme.

The Swale Strategy Plan shown in the Landscape Planning Statement indicates the direction of surface water run-off. The detailed drainage scheme is to be prepared by drainage engineers. The final drainage scheme should demonstrate compliance with Standard 1 of the draft National Standards.

Surface runoff not collected for use must be discharged to one or more of the following, listed in order of priority:

- 1) *discharge into the ground (infiltration); or where not reasonably practicable,*
- 2) *discharge to a surface water body; or where not reasonably practicable,*
- 3) *discharge to a surface water sewer, highway drain, or another drainage system; or where not reasonably practicable,*
- 4) *discharge to a combined sewer.*

- *Planting*

- Trees

The tree planting strategy provides structure and enclosure to balance the built form and also enhances the curvilinear pathways. The varieties of trees selected will provide interest throughout the year and help to define different spaces within the campus. The trees proposed for both the interior of the campus and the perimeter will contribute to biodiversity, providing food and habitat for wildlife.

- Townhouse Borders

The original landscape scheme included wildflower borders around R2-R6. Wildflowers are lovely when in bloom, but for much of the year can look untidy and may not be the best choice for planting next to buildings. Following discussions the wildflowers have been replaced with mixed borders of evergreen shrubs and herbaceous perennials which give year-round interest.

- South Border

On my last site visit there appeared to be a substantial gap between the front of the shrub border and the perimeter fence. The Landscape Planning Statement suggests infilling this area with a mix of native deciduous and evergreen shrubs. Proposals for this border should be included in the Planting Plan.

- East Border

Suggest augmenting this border with more evergreen shrubs. Proposals should be included in the Planting Plan.

- Conditions

At present there is insufficient detail to allow for further comment regarding planting

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proposals. Please could landscape conditions LAN02 and LAN03B be attached to planning permission, if granted.

- *Bin & Bike Stores*

Discussions between the applicant's and CBC's landscape architects led to Block TH3 and its nearby bike store being incorporated into the 'secure zone'. There had previously been open access to this part of the site which had left the bike store vulnerable with poor informal surveillance.

However, the bin store by C2 remains in the location shown - where it will detract from the amenity value of an otherwise pleasing space. Consider relocating it to the space between C3 and TH2. This would probably require replacing the gate between C3 and TH2 with a secure screen. Is this gate really necessary? In this position the bin store would not intrude on the lawns but would be easily accessible - cf. the bike store between R1 and TH1. This option would be well worth exploring as it keeps the bin store within the building line just like the bike store.

Hard Landscaping

Further details of feature paving and block paving – type, colour, supplier – are required. Areas of permeable paving should be indicated on the plan.

Maintenance

A long term maintenance schedule for the landscape scheme is required. The schedule should clearly state who is responsible for the maintenance of the general landscape and of the SuDS.

Crime Prevention Design Advisor

2nd December 2014

In my capacity as Crime Prevention Design Advisor for Gloucestershire Constabulary I would like to comment on the material considerations of the planning application at Pittville Park Campus, Albert Road, Cheltenham with the reference number 14/01928/FUL.

The following points should be considered in order to improve security and reduce the fear of crime. Each wing and individual abode should be independently lockable and subject to access control, thereby providing a secure environment for each resident. Low level planting should be used and maintained around each building to prevent access to ground floor windows. The railings and gates between each building should be robust and offer security. The cycle stores, railing design or adjoining low level walls shouldn't provide climbing opportunities into upper floors or into secure pedestrian area. Access and movement though the site should be subject to CCTV. Access into the car parks should be monitored and controlled, with vehicles displaying permits.

Trees planted across the site need to be managed to encourage clear lines of sight for pedestrians and unimpeded CCTV usage. The lighting plan should be sympathetic to the surrounding area while creating a constant coverage along paths, which in turn will help define dedicated routes from the late night bus stop. The layout and surface treatment around the site should limit opportunities for skateboarding or BMX usage. The MUGA and other facilities across the site should be managed to prevent inappropriate or late night use.

Crime and Disorder Act

Gloucestershire Constabulary would like to remind the planning committee of their obligations under the Crime and Disorder Act 1998, Section 17 and their Duty to consider crime and disorder implications

(1) Without prejudice to any other obligation imposed on it, it shall be the duty of each authority to which this section applies to exercise its various functions with due regard to

the likely effect of the exercise of those functions on, and the need to do all that it reasonably can to prevent, crime and disorder in its area.

Secured by Design

Secured by Design focuses on crime prevention of homes and commercial premises; promoting the use of security standards for a wide range of applications and products. The design principles can reduce crime by 60%; create a positive community interaction; work to reduce the opportunities exploited by potential offenders; remove the various elements that contribute and encourage situational crime; and ensure the long term management and maintenance of communal areas.

To assist in achieving these security levels the door sets and windows installed in these buildings should comply with BS PAS 24:2012. Laminated glazing should also be considered on glazed door panels, windows adjacent to doors and any additional glazing which is easily accessible to provide additional security and resilience to attack.

Conclusion

Gloucestershire Constabulary's Crime Prevention Design Advisors are more than happy to work with the Council and assist the developers with further advice to create a safe and secure development, and when required assist with the Secured By Design accreditation. Please feel free to contact me should you have any queries or wish to discuss these issues further.

5. PUBLICITY AND REPRESENTATIONS

Number of letters sent	339
Total comments received	147
Number of objections	141
Number of supporting	2
General comment	4

- 5.1** A total of 339 local residents in neighbouring streets were notified of the proposals. A number of site notices were also displayed within the vicinity of the site and extending to the southern end of Albert Road. Local residents were similarly informed of the revised plans and documents submitted on 3rd December 2014 and site notices displayed.
- 5.2** As a result of the public notification exercise and at the time of writing, a total of 147 representations have been received by the Council from individuals/households (141 objecting, 2 in support and 4 making general observations). There have also been a number of repeat and additional objections received by some local residents in relation to the amended scheme.
- 5.3** A petition (and accompanying letter) with 448 signatures was received by the Council on 25th November 2014. The petition relates to the impact of the proposed development upon the existing convenience store located opposite the application site in New Barn Lane (Park Stores). The petition header states:-

“Park Stores is a valued facility in Pittville used by many local residents. The proposed development plans for the Pittville Campus include a retail outlet which is likely to compete directly with Park Stores. There is the danger that Park Stores could be pushed out of business in consequence.

We intend to request Cheltenham Borough Council should not allow a retail outlet in the Campus Development, or otherwise should limit it to selling items not available at Park Stores.”

- 5.4** The Prestbury Parish Council has also objected to the proposed development.

5.5 Due to the volume of comments received from local residents, a copy of all third party representations (including the petition) will be available to view in the Members' lounge and planning reception at the Council offices.

5.6 The concerns raised by local residents are all very similar and can be summarised as follows:-

5.7 Impact upon the amenity of local residents in terms of noise and disturbance and anti-social behaviour and associated on and off-site management issues

- The number of students proposed on site is excessive and overwhelming for a quiet residential area
- Potential increase in crime and vandalism in area
- Proposed scheme appears to be financially driven and not demand-led
- Poor architectural design which is out of character with the local area
- Four/five storey buildings inappropriate for site and locality
- Density of proposed development too high and does not reflect surrounding development
- Impact on existing convenience store (Park Stores) and potential closure of a local facility
- Increase in pedestrian and vehicular traffic and highway safety implications
- Potential for parking congestion in neighbouring streets – students parking cars off-site
- Cumulative effect of Pittville Campus, Starvehall Farm and residential development at Pittville School and overwhelming impact on the locality in terms of movement and activity at the site and infrastructure
- Potential impact/strain on essential services (gas, water and electric) and associated impact on supplies to neighbouring properties
- Potential harm/damage to Pittville Park due to excessive numbers of students using it socially and as a route to other campus sites. Noise and disturbance to other users of the park.

5.8 These matters will be considered in the following sections.

6. OFFICER COMMENTS

6.1 Determining Issues

6.1.1 The key considerations in the determination of this application are:-

- The principal of the redevelopment of the site for residential/student accommodation purposes and local and national planning policy implications
- Design and appearance (inc layout, scale, mass, form and materials) and impact on the character and appearance of the local area

- Impact on the amenity of occupiers of neighbouring properties in terms of noise and disturbance
- Highway safety implications and the potential for an increase in pedestrian and vehicular traffic within the vicinity of the site and parking in neighbouring streets
- The number of students proposed on site, the increase in activity at the site and the pattern, frequency and modes of travel used between other university campuses
- Contribution of the proposed scheme to the economy of Cheltenham

6.1.2 The remainder of the report will look at each of the above considerations, albeit transport and amenity issues are interrelated.

6.2 Principle of Redevelopment and Planning Policy

6.2.1 The key issues in terms of planning policy are the suitability of the redevelopment of this brownfield site for student residential use and the intensification of an existing residential use of the land making it the primary use.

6.2.2 Although the proposed development falls within Class C1 of the Use Classes Order, the Local Plan does not contain any specific saved policies relating to student accommodation. However at paragraph 10.47 it does provide supporting text (although not 'saved text') in respect of student accommodation. It recognises the growing number of full-time students in Cheltenham and the University's plans to increase its halls of residence provision. It states that, whilst the Council generally supports the provision of more purpose-built student accommodation, proposals would need to be judged in light of other relevant local plan policies. Because the proposal falls into use class C1 it would not trigger requirements for affordable housing of the Local Plan or emerging JCS.

6.2.3 Similarly, the NPPF does not contain any specific policy relating to student accommodation but supports educational development and a range of accommodation options. It states at paragraph 72 "*Local planning authorities should take a proactive and collaborative approach to meeting this requirement, and to development that will widen choice in education*".

6.2.4 Of additional relevance is the more recent guidance contained within the NPPG states that :

"All student accommodation, whether it consists of communal halls of residence or self-contained dwellings, and whether or not it is on campus, can be included towards the housing requirement, based on the amount of accommodation it releases in the housing market. Notwithstanding, local authorities should take steps to avoid double-counting".

6.2.5 It could therefore be argued that the proposed development of 580 net student bedrooms could go towards meeting the Council's 5 year housing land supply (although not subject to an affordable housing requirement). However, students tend to live in shared accommodation and therefore the number of dwellings which could be offset would be significantly less than the 580 bedrooms proposed. Further, the proposed development does not specifically relate to the provision of market housing and the applicant has not provided any further information or justification with regards this issue.

6.2.6 Although carrying limited weight (the JCS was submitted to the Government for inspection on 20th November 2014), Policy C2 of the emerging Joint Core Strategy (JCS) states that "the requirements for the location and standards of student

accommodation...will be set out in relevant District Plans". Similarly, local amenity and transport requirements are reinforced by JCS policies SD5, SD15 and INF1 and INF2.

6.2.7 To summarise, whilst there are no specific local plan policies relating to student accommodation, the policy guidance set out in the NPPF is broadly in conformity with the housing policy objectives of the Local Plan which seek to encourage student accommodation and a range of accommodation types.

6.2.8 The application site is an existing university campus with residential accommodation and therefore constitutes a brownfield site (previously developed site) within the principal urban area of the Local Plan. As such the NPPF recognises the value of efficient redevelopment and encourages "*the effective use of land by reusing land that has been previously developed*". In terms of national policy guidance and development plan policy outlined above, the redevelopment of this site is acceptable in principle. Given that the application site has, until recently, accommodated a teaching facility and currently student halls of residence, the provision of purpose built student accommodation with ancillary facilities must also be considered acceptable in principle subject to any proposed development meeting the objectives of relevant national and development plan policy and with regard to all other material considerations.

6.3 Background and Supporting Statement from University

6.3.1 This is a significant planning application for the large scale redevelopment of an existing University site within an established residential area. Equally, the importance of the proposed scheme to the University in terms of its long term vitality and viability and, consequently, the economic benefits to Cheltenham are recognised. To this effect the applicant has provided the Council with a written statement outlining the risk to the University should planning permission not be granted for the proposed development. The University suggest that the economic arguments outweigh all considerations in regard to this scheme. The statement is attached as an Appendix.

6.3.2 The University has also commissioned a report into the 'Economic Impact of the University of Gloucestershire'. This assessment, which was carried out in autumn 2014, has been reviewed and officers fully appreciate that the University is a key player within the local economy both directly and indirectly in terms of employment, investment, capital expenditure and spending power, promoting local business and charities and cultural and social benefits. The report also highlights the University's launch of a new Growth Hub in October 2014 which provides a framework for business support services within which business professionals from the University are brought together with Gloucestershire Local Enterprise Partnership. This is helping to deliver objectives of the GFirst Strategic Economic Plan.

6.3.3 A copy of this report was forwarded to the Council on 8th January 2015. Given the length of the report it has been circulated via email to all members of the Planning Committee. A printed copy has been made available in the Members' lounge.

6.3.4 Pittville Campus has not been used as a teaching facility since 2011 although the residential element of the site has remained in use. The University state that it is not financially viable to re-introduce teaching back to the campus; courses are taught more successfully elsewhere at other campuses with improved facilities and further investment in managing the existing accommodation on site would limit the University's financial investment elsewhere. The University are already in the process of looking to demolish the mothballed teaching buildings and a prior notification for demolition application has recently been submitted to the Council but is yet to be validated.

6.3.5 The benefits of the scheme to the University appear to be two-fold. Firstly, the ability to guarantee all (or most) first year students a place in university managed student accommodation (halls of residence) and therefore being able to be competitive within the

market. Secondly, the transfer of management of existing and proposed university owned student accommodation to Uliving on a leasehold arrangement, ensuring both quality maintenance and management and thus releasing capital from current maintenance regimes to invest in teaching accommodation and facilities elsewhere. Coupled with this, the University will also receive a substantial capital receipt from Uliving which would be used to invest further across the University in teaching accommodation primarily for subject area that have the potential to expand. Essentially, the funding is predicated on a financial guarantee from Infrastructure UK which maximises security and the financial efficiency of the project.

- 6.3.6** Pursuant to the University's aim of ensuring all first year students a place in University accommodation, and in order for officers to fully comprehend the 'shortfall' situation, the applicants were asked to clarify the numbers of first year students (and other eligible students) enrolling each academic year and secondly the proportion of those students who request university accommodation. The local community has criticised the proposed development for appearing financially driven and not demand-led.
- 6.3.7** The University has identified a current shortfall of 554 beds which, with a projected increase in student numbers, is anticipated to increase to 573 (or 693 if post graduate students continue to be allocated places at Pittville). The demand pool of students and the above figures exclude local students who are already living in Gloucestershire and neighbouring counties.
- 6.3.8** The University point out the fast changing university market, the government's relaxation in maximum student numbers and the increase in tuition fees. Consequently, the expectation of students in terms of good quality and guaranteed accommodation in the first year is increasingly becoming a decisive factor for prospective students when choosing where to study. Currently, the University of Gloucestershire has difficulties competing in the market with the constraints of its estate and the range, number and quality of its residential accommodation. The University has a current shortfall of 554 beds and this is expected to rise. Ultimately, failure to provide the additional 603 beds and reinvest capital would in the words of the University "*jeopardise the University's current position and future position in a very volatile Higher Education market*".
- 6.3.9** The University has also supplied details of the funding mechanism behind the scheme and the deadlines involved in securing the government sourced funding. In summary, due to the forthcoming elections in May, there is no guarantee that this particular funding policy will continue or as a best case scenario the financial pricing terms could increase which would impact on land value. Even if this funding policy is continued without impact on pricing, the ability to complete the scheme by September 2016 is problematic and uncertain.
- 6.3.10** The University has considered other funding solutions but these would contain more risk in terms of viability and programming and would need to be carefully assessed by the University and any partner involved in the delivery of proposed development. The University concludes that given the very tight timescales and the need to provide this additional accommodation by the start of the academic year in 2016, they would not be able to source funding in time. In any event, future delay to the redevelopment of this site would result in an alternative construction programme, a reduced scheme with fewer beds and marketing difficulties whilst construction is on-going.
- 6.3.11** Officers acknowledge and are sympathetic to the difficulties that universities face in an increasingly competitive market and value the contribution of the University of Gloucestershire to the vitality and economic and social well-being of Cheltenham. With that in mind it is important to stress that the principle of the redevelopment of the site for student accommodation is not in dispute here, however, the merits of the proposed

development must be considered in light of all material considerations which should be weighed up in the balance of determining this application.

6.3.12 Having established that the principle of redevelopment of this site for student accommodation is acceptable the remainder of the report will assess each of the other key considerations outlined above.

6.4 Design, Landscaping and Layout

6.4.1 Description and Layout

6.4.2 Policy CP 7 of the Local Plan seeks to ensure that proposed development achieves a high standard in architectural design, reflects the principles of urban design and complements and respects neighbouring development and the character of the locality. This is reinforced by emerging JCS Strategic Objective 5 and Policy SD5.

6.4.3 The NPPF sets out the importance to the design of the built environment in that “*good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people*”. At paragraph 58 it aims to ensure that developments “*respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation.... are visually attractive as a result of good architecture and appropriate landscaping*”.

6.4.4 The proposed development provides 603 student bedrooms in a range of accommodation types within seven buildings across the site. The scheme also includes the refurbishment of 191 existing students bedrooms (and the demolition of existing accommodation and 23 bedrooms) and the refurbishment and alterations to the Media Centre which will provide, over three floors, a number of social and ancillary facilities for the site including a main reception/security desk, a gym, a small shop, multi-faith area, refectory and bar, laundrette and staff offices, ancillary office space).

6.4.5 A mixed use games area (MUGA) is also proposed alongside landscaped courtyards/gardens and a central plaza. With the exception of the Media Centre all existing teaching facilities on the site would be demolished, including the existing student union (the Laurie Lee building which was originally proposed to be retained).

6.4.6 The proposed accommodation is provided in three town house blocks (180 beds in 15 townhouses), two of which front Albert Road and New Barn Lane, the third located in the north west corner of the site and facing the proposed MUGA. Each town house would accommodate 12 students over four floors with communal kitchen, bathrooms and living space. The remainder of the 603 student rooms are proposed in cluster blocks containing flats with 8 students, again with communal kitchen and living areas but with en-suite bedrooms. A small number of studio apartments are also proposed.

6.4.7 The proposed building height is four storeys with the exception of the five storey corner element to Cluster Block 3 at the junction with New Barn Lane and Albert Road.

6.4.8 As outlined in detail within the Design and Access Statement, the scheme has evolved since the bidding process and early pre-application dialogue. The proposed layout has been broadly agreed since the latter stages of the pre-application process and certainly upon receipt of the application.

6.4.9 As outlined by the Urban Design Officer (who has been involved at each stage of the design review of this application), earlier proposals showed larger individual buildings than currently proposed, enclosing two or three larger external spaces with little

character. There were limited frontages to Albert Road and New Barn Lane and the buildings failed to turn the corner at the junction of these two roads. In essence, the collegiate identity envisaged by the University was not evident at this stage.

- 6.4.10** Following pre-application discussions in relation to a significantly revised layout submitted in March, there were further modifications to the layout. The proposed buildings were set further back from the road frontages and shown as turning the prominent corner at the junction with new Barn lane and Albert Road. The MUGA was realigned horizontally and the block adjacent to the west boundary moved further from the boundary. Gaps were increased between some of the blocks to improve pedestrian safety and remove the confined, narrow alleyways that these spaces initially created. The pedestrian footways now proposed provide a link between the external spaces and individual accommodation blocks. This goes some way to creating a collegiate feel to the layout. Some of the footways adopt a linear form enhanced by avenues of trees to reflect the curved element of the building facades fronting the Media Centre.
- 6.4.11** In response, the proposed layout now includes the seven accommodation blocks arranged across the site to create a strong perimeter and frontages to both Albert Road and New Barn Lane and wrapping around the corner junction. The layout of the blocks creates a series of external, predominately rectilinear landscaped spaces, linked via footpaths, each with a distinctive character and associated with the individual blocks which face onto it. The retained Media Centre and two of the cluster blocks front onto a central, terraced plaza area or 'Campus Gateway' as described in the DAS. This area would serve as the point of arrival and provide a link to pedestrian routes. The site entrance would also serve as a drop off point and provides a bus stop and visitor car parking.
- 6.4.12** The retained Media Centre would undergo a number of internal and external alterations, notably the removal of unsightly metal staircases and superfluous extensions and would have a new fully glazed double-height entrance foyer.
- 6.4.13** The site would be accessed from two points, using the existing vehicular and pedestrian accesses via New Barn Lane and a slightly modified access from Albert Road. The existing bus stop on Albert Road would be relocated within the site at the main entrance gateway which would also function as a drop off/pick up point and access for all deliveries and visitors to the site. Buses would enter and leave the site via an in/out route. Two car parking areas are proposed, one to the rear/side of the Media Centre accessed via the main entrance and the other via the north-east access. A total of 122 parking spaces are provided across the site (although the Highways Officer has highlighted inconsistency in exact numbers proposed) and these are split into allocated parking for visitors, staff, blue badge holders and a restricted number of postgraduate students.
- 6.4.14** Covered cycle parking and refuse storage facilities are provided across the site. Cycle storage for up to 180 bicycles is proposed in both secure and open covered stores (96 covered and enclosed and 84 covered with open sides) but criticised by GCC Highways and the Cheltenham Cycle Campaign group.
- 6.4.15** All refuse collections would be undertaken via the two access points and parking areas. There would be no through route or link between the two parking areas as currently exists. The proposed parking spaces would also be used at the start and end of each term when students first arrive and vacate accommodation. Access to and management of visitor/student parking at the start of each academic year would be managed over several days with students being allocated a time slot for arrival, full details of which are provided in the Operational Site Management Plan accompanying the application.

- 6.4.16** The central area which includes six of the residential, blocks would become the secure part of the site. Access to this area would be via locked gates (student access only) with some perimeter fencing and gates fronting Albert Road and New Barn Lane. The remaining parts of the site would have free access, including the existing residential accommodation, Media Centre and MUGA albeit there would be no authorised public access onto private land.
- 6.4.17** In summary, and notwithstanding the views of the Architects' Panel, officers are fairly comfortable with the layout of the scheme in terms of building footprint, permeability and the location of access points. The Urban Design Manager comments that "*the arrangement of buildings and spaces works well, creating distinct elements, enabling the establishment of a safe residential area and usable entry, reception and communal area*". However, the Council's views on the layout of the scheme are made on the basis of the scheme put forward by the applicant and do not imply that the number of units proposed or other aspects of design are acceptable.
- 6.4.18** This then leads onto an assessment of the architectural design of the scheme which Officers have significant concerns about.

6.5 Architectural Design

- 6.5.1** Throughout the bidding process, pre-application discussions and post-submission phases officers have been consistent in expressing their concerns in relation to the architectural merits of the scheme. The key issues have been the mass, form and scale of the proposed buildings, the monotonous facades with bland, unimaginative and repetitive fenestration patterns. Generally, the architectural treatment has lacked interest, been uninspiring and has produced buildings with a monolithic, repetitive and overbearing appearance.
- 6.5.2** Notably, the design and detail of the corner building (C3) have been disappointing and the end elevations to blocks TH2 and C2 which form the principal elevations fronting Albert Road and frame the entrance to the site read only as typical, subservient and functional end elevations to buildings with secondary windows of inappropriate proportion and excessive horizontal detail. Although there has been some attempt at improving the articulation of these end elevations and to add interest to the street scene and important external spaces, Officers consider the result disappointing, a conclusion reinforced by comments from the Architects' Panel and Civic Society.
- 6.5.3** Similarly, the scheme has lacked a coherent approach to design and use of materials across all seven buildings. With the exception of the town houses, a mix of red and grey brick, render and stone have been incorporated into individual blocks alongside variations in cladding material and colour in the window recesses (up to 7 different materials proposed in one of the cluster blocks). No attempt has been made at incorporating any of the design, materials and architectural cues from the existing buildings on the site i.e. the pavilion style residential blocks and Media Centre.
- 6.5.4** The problem seems to lie in the applicant proposing a range of standard university accommodation units; cluster flats and town houses which are common amongst current new university builds. However they are typically standard in terms of plan form, height, window size and pattern and thus, without an imaginative and innovative response, can limit individuality in design and prejudice an architectural response to context and local townscape. This uniformity in form and elevation treatment is evident in both the proposed townhouses and cluster flats.
- 6.5.5** At both pre-application and post submission, the applicant has attempted to create a Regency style of architecture, particularly in relation to the townhouses fronting Albert Road. The DAS comments "*the concept takes the qualities of the established grand 'Urban Townhouses' and Terraces in and around the Cheltenham area and expresses*

these in a contemporary way, avoiding pastiche. Facades have been modelled to articulate horizontally when taken 'en-masse', whilst vertical emphasis draws distinction between each individual residence, through hierarchy of fenestration created in surrounding apertures and the use of complimentary materials".

- 6.5.6** At pre-application stage, there was much criticism from officers and the Architects' Panel in relation to architectural design. Although some initial progress was made just prior to submission (more so in relation to the townhouses and corner cluster block), the architectural treatment of the facades failed to convince Officers that the Regency approach, in this instance, was wholly appropriate. As outlined by the Urban Design officer, an initial informal analysis by the Council's Heritage and Conservation Manager identified concerns in relation to roof form, detailing, materials and proportions and notably issues of hierarchy which have resulted in facades and patterns inconsistent with Regency buildings.
- 6.5.7** Regency buildings typically exhibit an obvious rhythm and pattern in their facades which tend to repeat horizontally but vary vertically in terms of hierarchy in response to the function of internal spaces. Window heights generally decrease in size vertically but with first floor windows typically taller than upper floor openings. The proposed elevations to the townhouses (and similarly the cluster blocks) display no hierarchy or variation in window size. Instead, window detailing, the grouping of windows with recessed side panels in a contrasting contemporary material of various widths have been used as alternative means of introducing both horizontal and vertical differences within the facades but with little success. The horizontal stone detailing of the recessed ground floor element of the townhouses is more successful but does not overcome the shortcomings in the overall design of these important elevations which would provide one of the principal frontages of the proposed scheme.
- 6.5.8** This lack of hierarchy and 'added on' grouping of recessed windows is replicated in the cluster block elevations. The ground floor brick plinths are again more successful in appearance but would benefit from a deeper recess. It is clearly evident that the hierarchical pattern of Regency architecture has been difficult to replicate in buildings where there is uniformity in plan form and room size across all floors. Officers have suggested that, at the very least, the upper floor windows could be reduced in height/size. With the exception of the fifth floor windows on the corner block (C3) this has not been incorporated; the argument put forward by the University being a need for identical room size and openings to achieve standard room rental charges across the site. It is this rigid approach that is shackling the quality of architecture.
- 6.5.9** The applicant has consistently been asked to provide more detail in respect of the proposed terracotta side panels and recessed window detail ("*terracotta planks or similar in natural colours set back from the ace of the render frame*" as identified in the DAS). Unfortunately this additional information has still not been submitted and the Council is therefore uncertain of the resultant visual impact of this material and detail which appears to be a key component of the architectural treatment and has been incorporated into the majority of the proposed buildings. Similarly, the applicant has been asked to confirm the stone detailing which should be in natural stone rather than re-constituted stone. Again, the stone 'brick' detailing shown on the submitted drawings is misleading and there are concerns and uncertainties in relation to its appearance.
- 6.5.10** Of all the proposed buildings the curved facades of cluster blocks C2 and C4 (as revised) are perhaps more successful elements in terms of articulation and interest. These two buildings have a scalloped, cantilevered brick façades which appear suspended above the ground floor on 'vee' structural supports. Window frames are recessed with a deep reveal contrasting with projecting window frames in a hit and miss pattern with painted metal surrounds set forward of the façade. These elements are an attempt to add interest and articulation and are a contemporary twist in design terms. However,

although a good concept it is executed poorly, particularly in the case of cluster block C4. The concept fails due to brickwork used for the cantilevered sections and the cantilever being too small and inconsistent. The fenestration detailing and pattern is also poor with no obvious logic.

6.5.11 The corner building (C3), as revised, is also improved. The curved section is now in reconstituted stone which reads as overlapping the brick façades of the side elements. Similarly, the recessed brick plinths to the side elevations fronting New Barn lane and Albert Road reflect the recessed stone base of the townhouses. The grey clad fifth floor element has an improved appearance with additional fenestration, smaller window proportions and a simple, more elegant projecting cornice detail.

6.5.12 In light of the criticism and comments received from the Architects' Panel and Civic Society, officers requested that the Council's Heritage and Conservation Manager undertake a formal design review of the proposed development. This is an important and prominent site in the town and although just outside the Central Conservation Area it would affect its setting and that of a locally indexed building. It was therefore considered important to carry out a thorough and balanced design critique. The Conservation Officer's comments are as follows:-

6.5.13 *The proposals allow for the retention of some of these buildings including the retention of the building known as the Media building and the existing 10 residential unit buildings. These existing buildings are considered to good examples of contemporary architecture and their retention is welcomed. Indeed the existing residential buildings exhibit the form and proportions of a Regency villa of the 19th century but in a modern way.*

- a. All the proposed new buildings (both town houses and cluster blocks) fail to respond in any way to the retained buildings. This failure of response is by totally ignoring the built 3 dimensional form, mass, height, architectural detailing, materials or colours of the existing retained buildings. Such a fundamental error has been exacerbated by the submitted elevation drawings failing to show the relationship of new buildings to the existing buildings.*
- b. Not only do the cluster block buildings ignore the existing retained buildings and their existing materials, but in addition they are also proposed with too many different new materials. These include red brick, reconstituted stone, render, terracotta panels and grey cladding panels on the corner block C3. Only the visual link in materials between the new and existing buildings is the use of render.*
- c. Although the existing retained buildings have a rich and specific type of architectural detailing; their architecture is such that these large retained buildings are reduced to a human scale very successfully. Unfortunately this successful detailing on the retained buildings has been ignored in the detailing of the new buildings.*
- d. The three cluster blocks (C1, C2 and C4) are not exactly identical in their proposed size, form and architectural design. However they are certainly very similar and this uniformity of size, mass and design in combination with their overall lack of human scale in their design and generally poor detailing will create a visually oppressive and visually unsettling environment. This oppressive effect is likely to be increased by the lack of an obvious architectural hierarchy within this group of buildings, possibly causing disorientation for people using the buildings.*
- e. In addition this visually unsettling situation is likely to be exacerbated by the non parallel east end wall of block C2 and west end wall of block C4. These external walls are both 11.8m high and are just 4.2m apart from each other, but appear to have no relationship to each other. Also both of these flank walls contain windows, and there*

maybe an over looking and lack of privacy issue. The proposed angles of these flank wall seem to be totally arbitrary

- f. Similarly the west end flank wall of block C2 is set at an arbitrary angle and again this angle has no precedent or relationship to any other building on the site.*
- g. The variation in height of the roof parapet is of concern and will look particularly disturbing when viewed from a distance.*
- h. Successful architectural design relies on the skilful combinations of locating architectural features to reduce scale and mass, as well as changing materials to reduce scale and add variety and interest. In general terms all the new buildings have failed to respond to the retained buildings but have also failed to achieve very little merit in their proposed design.*

2. Specific concerns about the architectural design:

- a. **Cluster block C1-** the overall design of this building is particularly poor. The elevation A has poor proportions with the central fenestration pattern above the front door being particularly poor. The overall mixture of materials gives a disjointed appearance to the form of the building. The main entrance is visually weak and inconsequential, resulting in a lack of architectural legibility. The concept of a visually strong ground floor has been insufficiently developed which results in the four storey block generally lacking a satisfactory scale. This lack of scale is exceptionally poor in the 12m high south flank wall which is located only 6m away from another 12m high flank wall without scale (ie north wall to block C2).*
- b. **Cluster block C4** – the design of this building is also poor for all of the same reasons as outlined above for block C1 and also some additional reasons. The concept of a scalloped cantilevered front to the elevation A (south elevation) with structural supports at ground floor level, is a good one. However this concept fails by using brickwork (usually used as in load bearing construction) for the cantilevered section and the amount of cantilever appearing small. The main entrance door again is visually weak and inconsequential and its impact is further compromised by one of the steel support to the cantilevered section above, being located almost in front of the main door.*
- c. **Cluster block C2** - the design of this building is also poor for almost all of the same reasons as outlined above for block C 4 and also some additional reasons. The concept of a scalloped cantilevered front to the elevation A (south elevation) with structural supports at ground floor level, is a good one. However this concept fails by using brickwork (usually used as in load bearing construction) for the cantilevered section. However at least the amount of cantilever appears to be adequate albeit that the amount cantilevered when considering elevation B and elevation D, is inconsistent. The visual prominence of the main entrance door is better in this block than the other blocks. However the fenestration patterns on elevation A is poor. One of the most prominent elevations when entering the site will be the west flank wall (elevation B). So it is especially disappointing that this elevation is so very poor, with no human scale and very weak proportions and no logic to the fenestration pattern.*
- d. **Cluster block C3** - the design of this building is also poor although perhaps not as poor as the other three cluster blocks. However given its prominent location on the site, its design remains unacceptable. The reasons for its design failings are almost all of the same reasons as outlined above for block C 4 and also some additional reasons. The concept of the curved corner section is a good idea. However I am unconvinced about the idea of this cluster block building stepping forward at the corner of the site. This stepping forward in conjunction with the extra storey and height of the building at the corner appears rather arbitrary and again visually unsettling. Again the concept of a visually strong ground floor has been insufficiently developed which results in the four*

storey block generally lacking a satisfactory scale. This lack of scale is exceptionally poor in the 12m high south facing flank wall (elevation D) and the 12m high east facing (elevation C) both of which are located only 6m away from other 12m high flank walls to the town house blocks TH1 and TH2.

- e. **Town House Row 1 and Row 3** – (notwithstanding the general comments above which still are applicable) the design of these blocks are more successful than the cluster blocks and visually sit more comfortably on site. This partly due to the restrained palette of materials. However the proportions of elevations A and C are poor and these elevations exhibits an unresolved duality.*
- f. **Town House Row 2** – (notwithstanding the general comments above which still are applicable) the design of this block is more successful than the cluster blocks and visually sits more comfortably on site. This partly due to the restrained palette of materials. However the elevation D is poor and the break in the otherwise continuous ground floor reconstituted stone material is disappointing. The proportions of elevation C are poor and this elevation exhibits an unresolved duality.*

3. Summary –

- a. This is a large and prominent site within the town. The proposals affect the setting of the central conservation area and also affect the setting of the adjacent Locally Indexed Building (i.e. Pittville School).*
- b. For the reasons outlined above the architectural design of these new buildings is poor and unacceptable.*
- c. This development will harm the setting of the conservation area and also harm the setting of the adjacent Locally Indexed Building.*
- d. Therefore this development will not be in accordance with the NPPF and clauses CP7, and BE11 of Cheltenham's Local Plan.*

6.5.14 The above comments indicate clearly the significant shortcomings in the architectural design of the scheme and its potential harm to the setting of the conservation area and locality in general.

6.6 Architects' Panel and Civic Society

- 6.6.1** At paragraph 62 the NPPF advises that *Local Planning Authorities should have local design review arrangements in place to provide assessment and support to ensure high standards of design....in assessing applications, local planning authorities should have regard to the recommendations from the design review panel*".
- 6.6.2** The Architects' Panel has reviewed the proposed development on 5 occasions, three times during pre-application negotiations and twice post submission. The applicant's architect has also been given the opportunity on two occasions to present the scheme to the Panel and to discuss ideas and suggestions in an open forum. The number of times this application has been reviewed by the Panel is over and above normal practice but, given the significance of the site, the large scale redevelopment proposal and the extent and persistence of the design issues identified, it was considered appropriate to do so. The comments of the Panel were circulated promptly to the applicant following each review.
- 6.6.3** It is correct to say that the Panel has had significant concerns with regards the architectural design of the proposed scheme from the outset. Despite officer responses to the layout of the scheme, the Panel has concerns in relation to the overall spatial design and the 'spotted' placement of buildings around the site with no links between

them or the retained existing buildings. They comment that this results in open spaces that spill aimlessly around the site without developing a sense of place and create gaps between buildings that offer no cover for pedestrians. As such they consider the scheme *“lacks spatial coherence and more collegiate air that could add something both to the site and its setting”*. Similarly, the L and T shaped blocks could be reconfigured to enhance views and spaces.

- 6.6.4** Secondly, they consider the proposed buildings themselves miss an opportunity to form a back drop to the whole development that is sympathetic to its surroundings. They describe the buildings as *“quite crude representing simple, vertical extrusions of a basic plan form. There is very little modulation of the elevations, nor expression of the units behind, just a simple attempt to vary the blocks by using a myriad of different materials that contribute to create a muddled and cluttered effect”*.
- 6.6.5** They consider the townhouse blocks the most attractive with a simpler colour palette. However in comparison with the existing buildings on the site with their pronounced eaves and corner glazing details they lack strength. They suggest more vertical expression and projecting upper floors to give more emphasis to the plinth and recessed entrance doorways. Other suggestions included the introduction of a calmer colour palette more consistent with the townhouses and remove any dark grey brick which contextually is out of place. The curved elevations to C2 and C4 exhibit some architectural expression but are unnecessarily broken up with other materials. The fifth floor of the corner building (C3) with its weak roof edge, also required a rethink. There were also concerns in relation to roof form, window alignment and a lack of variation in eaves and building height across the site.
- 6.6.6** In essence, they felt a more coherent architectural approach was needed with simplification and refinement and this could be achieved without adding materials or construction. A list of key points and suggestions for improvement was provided in the summary to their report.
- 6.6.7** In response to the above concerns the applicant/architect entered into further discussion with Officers and a revised scheme was submitted on 3rd December 2014.
- 6.6.8** Not all of the Panel's suggestions were incorporated into the revised scheme but it is evident that there has been a conscious attempt at addressing some of the design issues. The colour palette has been simplified across the site, all grey brick removed, a slight variation in eaves height in the townhouses, the corner element to C3 simplified in terms of materials and fenestration detail and a simpler more elegant cornice detail and additional windows added to the recessed fifth floor. The curved elevations of cluster blocks C2 and C4 were also simplified and now read more as continuous brick facades under a 'vee' support feature.
- 6.6.9** The Panel considers the revised corner building perhaps the most successful element of the scheme along with the curved wall elevations of C1 and C2. However there are still concerns in relation to dropped glazing sections and the lack of a plinth to the corner section. In light of the above the Panel are unable to support the scheme without major changes being made and they summarise their thoughts as:-

“It was regrettable that none of the more fundamental and underlying concerns appear to have been considered at all...We reiterate that we feel that the approach to the design of the blocks, the expression of their elevations and their positioning on the site, in conjunction with a better design for the landscaping and setting of the buildings is key to creating a good quality scheme. There is little joy or inspiration in this design, which is supposed to house some of our best, young, creative minds.”

6.6.10 The Civic Society is equally critical of the design of the proposed development. They recognise the importance of this site within Cheltenham and that any new development should be sympathetic to its local character and be of architectural quality. They consider the four storey buildings too uniform and 'barrack-like' in appearance with little variation in height and interest.

6.7 Summary

6.7.1 It is evident that this scheme has been heavily criticised by officers, external design review panels and local residents. The majority of the above concerns in relation to elevation treatment, fenestration detail, materials, articulation and interest, height and mass have been raised with the applicant throughout pre-application discussions and post submission. It is acknowledged that the applicant has made obvious attempts at addressing some of these issues; some recent revisions have been well received but the majority remain unsatisfactory and have resulted in a scheme which lacks the robustness and quality needed. Rather than taking a whole scale rethink of the design concept and style of the proposed development, the applicant has largely limited revisions to a 're-covering' of the facades, modifications to external window detail and simplification of certain elements, materials and colour palette. In fairness to the applicant this is due in part, to the time constraints imposed by the funding mechanism for the scheme outlined earlier. However, officers are of the view that this is not an adequate defence or argument for permitting a scheme which falls far short in terms of good quality design and one which responds to and is sympathetic to local character. It is regrettable that more was not made of the pre-application discussions.

6.7.2 Notwithstanding the above, officers are of the view that the design issues with the scheme are not insurmountable and that, with more time, a good scheme could be brought forward for this site. However, the Council must judge the scheme on the details submitted and the negotiation reached at the time of determination of the application.

6.8 **Impact on neighbouring property**

6.8.1 The key issues in relation to amenity are noise and disturbance to the locality caused by pedestrian and vehicular movements to and from the site. Associated with these issues is the potential for anti-social behaviour, crime and vandalism and an increase in litter within the vicinity of the site. Underlying all of these concerns is consideration of the numbers of students proposed to be accommodated at this site and their management on and off-site and at different times of the day. Currently there are 215 students living at the Pittville Campus; the proposed development provides a net gain of 580 bedrooms in a range of accommodation types. Aspects of the amenity issues relate equally to highway considerations and this will necessitate some overlap in officer assessment.

6.8.2 The relevant Local Plan Policy is CP4 which sets out that development will only be permitted where it would:

- (a) not cause unacceptable harm to the amenity of adjoining land users and the locality
- (b) not result in levels of traffic to and from the site attaining an environmentally unacceptable level; and
- (c) make adequate provision for security and the prevention of crime and disorder (note 5); and
- (d) not, by nature of its size, location, layout or design, give rise to crime or the significant fear of crime or endanger public safety; and
- (e) maintain the vitality and viability of the town centre and district and local shopping facilities.

- 6.8.3** Of these (a, b, c and to a lesser extent d) are of particular relevance in relation to the proposed increase in student numbers and the potential increase in levels of traffic and the implications of the “no car policy” for students (which is discussed in more detail in the transport section of the report).
- 6.8.4** The application proposes the erection of a student village that will accommodate a total of 794 student bedrooms. This would be a significant number of students housed in a concentrated location, within a principally residential environment somewhat removed from the main teaching establishments and the town centre. This could result in significant movements of students across the town in different directions and at different times of the day. The success of the scheme is therefore directly dependant on the ability to understand and manage these movements in ways that will not unduly compromise the existing levels of amenity currently enjoyed by neighbouring residents.
- 6.8.5** There has been a total of 141 letters of objection received by local residents, the vast majority of which comment on students numbers and noise and disturbance caused by student activity at the site and management off-site. Many voiced their concerns and made representations during the public consultation meetings held in August and September 2014. Local residents have highlighted the existing problems caused by student behaviour and complaints received by the Council’s Environmental Health Team in respect of all the University campus locations (errors in documentation submitted by the applicant have now been corrected with regards numbers of complaints received by CBC). In summary, the strength of local opposition to the proposed development is not in doubt.
- 6.8.6** The applicant has submitted an Operational Management Plan (OMP) which outlines the management regime to be adopted at this site and includes details of travel patterns, servicing of the site, on-site security and the maintenance of retained and proposed buildings. This document is supplemented by two addendums which were produced in response to questions and concerns raised by Officers, consultees and local residents during the initial consultation period and through subsequent discussions with the applicant.
- 6.8.7** The proposal discusses a number of initiatives that have been used to help the management of initiatives that are currently in place to assist in the management of other university owned sites. For example, the two projects running in Cheltenham are StreetWatch which is active in St Paul’s ward and involves a regular evening patrol of students and local residents intervening when community members (students or not) are acting in an anti-social manner. The SuperStarsExtra project supports the police by patrolling the town centre on key student nights and similarly intervenes when community members act in an anti-social manner or need assistance. These schemes involve the recruitment of around 20 student volunteers.
- 6.8.8** The University currently has two community liaison groups, one for Park Campus and one for Francis Close Hall. These groups comprise representatives from the local community, the University, Student’s Union, the police and CBC. They meet every four months and have been established over a number of years. These working groups aim to resolve, in partnership, any issues that occur within the community and meet throughout the academic year. Each Campus also has a Residential Support Team and appointed Residential Assistants/Advisors who live on campus. Every student upon arrival at the University is also required to sign up to the University’s Student Code of Conduct which sets out the institutional expectations related to their behaviour both on-campus and within the local community (the OMP provides further detail of the sanctions involved if breaches occur).
- 6.8.9** At the Pittville Campus the applicant proposes to adopt similar schemes and initiatives and establish a community liaison group. The application details state that a Pittville

Liaison Group will be established post planning application approval. Working in partnership with the police the University will also develop a site-specific 'patrol' scheme for the Pittville Campus (titled Ssh -Student Safety Heroes) aimed at limiting anti-social behaviour and crime whilst students are travelling to and from the town centre. The scheme will again involve 20 student volunteers and operate on key student nights in town (Mondays and Wednesday evenings) between 10.30pm through to 3.am. The primary objectives of the scheme are to intervene when necessary to reduce noise levels and anti-social behaviour and assist if students require support or find themselves in difficulty. The student volunteers will be supported and in contact with a co-coordinator, the on-site security team and the local police. A Partnership Agreement (dated November 2014) between the University and the Cheltenham Policing Team has also been entered into and submitted as part of the application. This outlines the joint commitment to establishing and maintaining the above 'Ssh' scheme, clarifies objectives, roles and working practices and will be reviewed on an annual basis.

- 6.8.10** The University propose a number of other measures to limit noise nuisance; all proposed opening windows will be restricted to 100mm opening, improved glazing, partition doors and ventilation systems in the Media Centre, grocery deliveries to the site will be restricted to after 6pm on weekdays and through the weekend, the University Student Services Team would relocate and be based at Pittville, Uliving/Derwent management staff on site Monday-Saturday during the day and 24 hour on-site security seven days a week (maximum of 2 out of office hours). The function rooms and bar of the refurbished Media Centre will have restricted hours of use (between 07:00 and 23:00 hours) and amplified or live music would not be allowed to exceed specific levels. Similarly, there would be restricted use of the MUGA.
- 6.8.11** The University also proposes to operate a shuttle bus service for students returning from the town centre on the main weekday student event nights and this has now been extended to include Friday and Saturday nights. The 24 seater bus would run between 10.30pm to 4am collecting students from the main event location.
- 6.8.12** The shuttle bus and late night taxis would access the site from the main vehicular entrance on Albert Road and drop students off in the car park area behind the Media Centre. The barrier would be left open at night for this purpose and for ease of management. During the day taxis would be able to park and collect students in the bus lay-by/taxi drop off area at the main entrance on Albert Road or via the access onto New Barn Lane. Taxis would also operate a 'silent pick up' system linked to the client's mobile phone and engines would be switched off while waiting. The University propose to communicate and update all taxi firms licensed by CBC of the management of taxis at Pittville and this would be done via the Council's Licensing & Business Support Team. The parking areas and main access would also be under CCTV surveillance and security patrols at all times of the day.
- 6.8.13** The applicant was asked to provide clarification on the use of the Media Centre for music and other live events and if they were ticketed events how would they be advertised. The bar and facilities in the retained Media Centre would be for the sole use of on-site students at Pittville and maximum capacity for events would be subject to the controls placed upon the bar operator and licence restrictions. There would be no University wide events held at Pittville which could attract larger numbers, parking congestion and associated noise and disturbance.
- 6.8.14** The Council's Environmental Health Team has no objection to the proposed development subject to conditions relating to noise emission, acoustic measures, plant and extraction equipment, deliveries to the site, and piling. However, it should be pointed out that the Council's Environmental Health Officer is concerned only with the affects of the scheme in terms of on-site noise emissions and the acoustic performance

of the proposed buildings. The EHO's remit does not extend to off-site noise and disturbance issues; this is covered under police legislation.

- 6.8.15** In general, the EHO considers design for the site satisfactory from an amenity point of view and includes features which attempt to control any potential impact on nearby properties. The EHO was however concerned about some potential for nearby residents to be affected by students from blocks R8, 9 & 10 accessing the student union by way of the 'diversion' shown on the Site Establishment plan during the demolition and construction phase of the development. The University has subsequently confirmed that control of this potential nuisance would be carried out by the on-site security staff that would monitor activity and use of this route during construction.
- 6.8.16** The University intends to prioritise 120 bedrooms in townhouse blocks TH1 and TH2 to postgraduate students; one of these buildings fronts Albert Road. The expectation is that these students will be older, bring a working student population to the student village and add to the mix of (predominantly) undergraduate and international students. Their behaviour is also likely to be more restrained. The University's initial suggestion of relocating the front doors of the Albert Road townhouse block to face the interior of the site was dropped. Officers considered that on balance, there would likely be similar noise generated through use of the rear patio doors which serve the main living room; activity and noise could then spill out onto the rear external areas of the townhouses, particularly in the summer months. There were also concerns in relation to the aesthetic appearance of the townhouses fronting Albert Road which in townscape terms should read as a typical front townhouse elevation from the street. The Environmental Health Officer has noted that the proposed townhouses would be nearly 50m from residential properties on the opposite side of the road, which would itself minimise any impact.
- 6.8.17** A contact telephone number would be circulated to local residents in the event of disturbances or problems occurring at any time of the day or night.
- 6.8.18** The 'patrol' schemes and other initiatives currently in operation at other campus locations all have merit and no doubt are successful in reducing noise and disturbance and anti-social behaviour but none are directly comparable to the application site and this proposal. Whilst it is acknowledged that the University is proposing similar schemes and initiatives at the Pittville Campus site, Officers have concerns and reservations about their appropriateness and effectiveness in the long-term in addressing the issues raised by the local community. This is primarily due to the significant number of students proposed in one location and the uncertainties in the management of this number of students. There are no examples across the University of Gloucestershire where the numbers of students are remotely similar and therefore the proposed scenario is very much an unknown quantity in terms of the management of students both on and off-site. Uliving has consistently quoted examples of individual sites that they manage elsewhere in the country where there are large numbers of students but every site and its context will be different and in this respect any planning proposal should always be considered on its individual merits.
- 6.8.19** Further, the majority of existing University accommodation is located on existing campus sites adjacent to teaching facilities and this therefore limits student movements and activity to and from each site. In light of the above, comparisons should not be made with existing student accommodation, campus locations, current student behaviour and management and complaints received from the public.

6.9 Overview

- 6.9.1** The initiatives proposed represent assumptions and do not form a tangible part of the planning application and, as a result, cannot be adequately controlled and subsequently monitored by the Local Planning Authority. Based on the submitted information, officers

cannot see how, through the use of conditions or a legal agreement, that satisfactory measures can be put into place to ensure that neighbouring amenity will not be compromised. The initiatives suggested by the University are commendable and it is apparent that they are taking this issue seriously. Officers are equally aware that Ulling/Derwent is currently managing student accommodation in a range of sites across the country. However, as stated above, given the number of students proposed at Pittville and the site's relative isolation from teaching facilities and the town centre generally, officers do not consider a compelling case in relation to amenity has been advanced. Consequently, officers are unable to advise Members with confidence that these schemes will not unduly compromise and impact on neighbouring amenity. The applicant has thus failed to demonstrate that there would not be significant and demonstrable harm to the amenity of occupiers of neighbouring properties.

6.9.2 Officers have considered whether the proposed community liaison group, which adopts the same principles as the existing groups in their support of the management of existing campus sites in the town, would assist in the successful management of the proposed development. But again, given the scale of the proposals, this would represent a gamble and although would be beneficial to some extent may not prove to be appropriate or sufficient. Whilst working groups are often successful, officers consider that it would be an overly reactive measure that would not go to the heart of the reservations that have been identified; that ultimately the numbers of students moving to and from the site needs a well considered and enforceable strategy. If such a strategy was forthcoming it is this that a working group could engage with but the view of officers is that, in its current form, the application is limited in terms of mitigation measures for neighbouring amenity.

6.9.3 Despite the concerns over student numbers and impact on local amenity being a focus of discussion during the pre-application stage, much of the detail of the schemes and initiatives proposed by the applicant have been progressed, finalised and submitted post submission. For example, confirmation of the University's commitment to and detail of the 'patrol' Ssh scheme, the Partnership Agreement with the police and extension of the shuttle bus operation have occurred much later in the process. Further, the extent of concerns, queries and on-going negotiations is evident by the number and length of addendum reports that have been necessary. Whilst the University has cooperated and been willing to supplement and consider further the management of students, the additional information has largely been submitted on an ad-hoc basis and in officers' view is still not as developed or advanced enough to provide the assurances needed to thoroughly assess the impact upon local amenity.

6.9.4 With more time, this issue may be resolvable but in its current form the application has some significant shortcomings. Officers consider that more direct engagement with the local community may be beneficial prior to determination of this application. Working groups could be set up to discuss pertinent issues and concerns and how they could be overcome. This would not only involve the local community in the decision making process but would also give local residents greater confidence in how the site could be managed. Officers anticipate that these discussions would inevitably include further consideration of the numbers of students proposed which appears to be the principal concern amongst the local community and not the principle of the redevelopment of the site for student accommodation. However, given the time constraints of the funding mechanism, the applicant has requested that the application be determined without further delay. In light of the all the above considerations members are advised that the proposal does not comply with Policy CP4 of the Local Plan.

6.10 Access, transport and highway issues

6.10.1 The key issues in relation to transport are the pedestrian and vehicular movements to and from the site, the patterns, distribution and modes of transport used and their impact

in terms of highway safety (and amenity). The suitability of the proposed accesses to the site and any off-site improvements of highway alterations necessary will also need to be considered.

- 6.10.2** The applicant has submitted a full Transport Statement and Travel Plan(s) although these documents have undergone a number of significant revisions and additions post submission. The applicant has undertaken additional surveys/audits and analysis in relation to pedestrian and cycle routes into and out of town and to the other campus locations. This work has also involved the resources of the County Council, CBC staff and representatives of the Cheltenham and Tewkesbury Cycle Campaign.
- 6.10.3** It is regrettable that the Transport Statement originally submitted lacked sufficient direct relevance to the proposed development and its anticipated modal transport patterns in relation to the numbers of students proposed. Similarly, the Travel Plan was not sufficiently detailed. Not exclusively, more information has therefore needed to be sought with regards cycle parking, bus routes, extended bus services and the numbers and distribution of students attending teaching facilities. A revised and more comprehensive Transport Statement and Travel Plan were submitted on 3rd and 11th December 2014.
- 6.10.4** It is not intended to summarise the full content or all issues included within the Transport Statement and Travel Plan. These are lengthy and, in places, technical documents; summaries and consolidation are provided in the following paragraphs where relevant to the points raised.

6.11 Car Parking

- 6.11.1** There are two fundamental assertions in terms of the highway assessment of the proposed development. Firstly, the student residential element of the scheme will be car free with no on-site car parking allocated to students other than blue badge holders, 15 spaces for post graduate students on teacher training placement and 12 spaces for visitors. A total of 122 spaces are provided on site (subject to clarification of inconsistencies in submitted drawings) and these spaces are primarily allocated for staff (75 spaces) for day time use (Mon-Fri only) and will also be used at the start and end of each term when students arrive and vacate accommodation. Details of the parking regime and its management/enforcement are provided in the OPM and subsequent addendums. The University Sustainable Plan (included within the revised Travel Plan) sets out a number of incentives to encourage staff to reduce reliance of individual car usage. This strategy would be adopted by both the University and Uliving staff at the Pittville student village.
- 6.11.2** In summary, all students (in any academic year) who enter into a tenancy agreement for university managed accommodation will not be permitted to bring a motor vehicle or motor cycle to Cheltenham. Students living at the Pittville student village should not be in a position to be able to park a car on site (with exception of blue badge holders) or in neighbouring streets. The car park will operate a permit system for staff, the 15 postgraduate students and visitors to the site and regular patrols and the barrier at the front entrance to the site should prevent any indiscriminate parking. Any breaches, either on or off-site that are brought to the attention of the University's management and security team will be dealt via the University's Code of Conduct procedures and could ultimately lead to a student's expulsion from the university.
- 6.11.3** The postgraduate students on site that are on teaching training placements (PGCE students) would be placed in groups of schools that are close to each other. It is therefore anticipated that car sharing would take place; hence 15 spaces are allocated for approximately 50 PGCE students and would share spaces with day time staff. However, the Highways Officer has concerns with regards the numbers, management

and enforcement of this aspect of the parking allocation and has requested additional information from the applicant.

- 6.11.4** There has been considerable concern amongst the local community regarding the potential for off-site parking of student and staff cars in neighbouring streets and how the University would enforce any occurrences. The applicant clarifies that the police advice is that it is not the responsibility of the University to patrol the streets to investigate if cars owned by staff or students are parked within the vicinity of the site. Currently at other University campuses, the University responds to community concerns when there is intelligence that links a car to a member of the institution and will liaise with the police if parked illegally or causing a nuisance. To reiterate, students living in halls of residence will not be permitted to bring a car to Cheltenham but if they are found to have brought a car will face sanctions associated with their tenancy. However, there would not be any control over other students visiting and parking near the site who are not residing in university owned accommodation. That said, should this occur the numbers and frequency are expected to very low and transient and should not cause significant harm to local amenity.
- 6.11.5** The Travel Plan details the arrival and exit procedures for the student village. In summary, student intake would be managed over two weekends per year and residents advised in advance of a two hour time slot for arrival. There would be contingency arrangements in place for students missing their slot or in the event of overlap issues (30 spaces left free). Parents/students would be able to use the park and ride facilities or town centre car parks should they wish to extend their visit. The end of term procedures are less problematic since, in practice, students tend to vacate their accommodation over an extended period of several days/weeks. Note that, the racecourse will not be formally used for parking associated with the student village.
- 6.11.6** There has also been some concern about the use of the site during the summer periods and associated parking and traffic problems. In the summer months, outside of term time, the site would mainly be occupied for maintenance purposes. There could also be some international students on 51 week tenancy agreements still resident. The site could also be used for summer schools and a small number of conferences but the applicant has confirmed that such short-term occupiers would be subject to a no-car tenancy agreement.

6.12 Traffic Generation and Patterns and Modes of Travel

- 6.12.1** The second key underlying premise is that the site's existing vehicle trip potential would be greater than the proposed vehicle trip movements to and from the site. Prior to 2011 when teaching facilities at the Pittville Campus closed, there were a maximum of 1,300 students and 200 staff visiting the site on a daily basis. However, this figure should be tempered by the fact that average occupancy levels across the university can drop as low as 33% and this equates to 660 students although staffing levels do not alter significantly. The Transport Statement modelling is based on this lower figure but still demonstrates a drop in trip rates for the proposed development.
- 6.12.2** The revised Transport Statement provides a detailed analysis of modal trip rates and calculations for both staff and students based on 794 student beds, 132 staff and a net decrease in non-residential buildings of 7,120 sq metres. The 2013 Travel Survey and an additional survey of existing students on site in November 2014 have been undertaken by the University has also been used to provide a mode share and frequency of for students travelling from their term time accommodation to their relevant teaching facility.
- 6.12.3** Comparing the calculated number of vehicle trips associated with students at Pittville for both previous/existing and proposed scenarios, the applicant's Transport Assessment

demonstrates a decrease of 393 vehicle trips per week, from 1,219 to 883. The proposed vehicle trips will be generated by postgraduate students with on-site allocated car parking and trips associated with recreational/retail activity only and not students bringing their own cars onto the site.

6.12.4 In total, the vehicle trips associated with the previous and proposed uses at Pittville (staff, students and others) have been calculated to reduce by 729.6 per week from 2,376.0 to 1,646.4. This reduction in weekly vehicular movements to and from the site is wholly expected since students will not be permitted to bring cars to Cheltenham and the number of staff proposed on site has also reduced from 200 to 132.

6.12.5 The Transport Statement also concludes that:-

- The modifications to the existing access to Albert Road, which have been assessed for the swept path of several vehicles, are acceptable.
- The site is accessible by a choice of means of transport, including walking, cycling and public transport
- The proximity of existing bus stops and the existing services between the application site and other campus locations is adequate and a viable alternative to the private car
- The level of parking provision is sufficient
- Cycle parking is provided in accordance with local standards
- An assessment of travel during construction concludes that expected vehicular trips during construction would be lower than the total daily traffic movements of the current use of the site

6.12.6 Notwithstanding the conclusions reached by the applicant's transport consultant the Highways Officer has a number of observations and concerns in relation to post graduate student parking provision, the main access from Albert Road and cycle parking provision and off-site highway improvements. In the background to his report he also points out that many of the outstanding issues stem from the applicant's limited pre-application involvement of the Highway Authority. Also relevant is the application determination deadline of the January 2015 Planning Committee meeting. Although this corresponds with the target date for determination, this date has been imposed on the Local Authority by the applicant as direct result of the applicant's funding mechanism for the proposed development. This has limited the time that has been available to complete and sign a s106 agreement for the highway improvement and mitigation works associated with the proposed development. Unfortunately, some of the requested additional information was submitted a little later than agreed and some remains outstanding.

6.12.7 The Highways officer has concerns about the allocation process of parking permits for the postgraduate students. There remain too many uncertainties regarding the remaining 70 postgraduate students who it is only assumed will not be bringing cars to Cheltenham and subject to the same tenancy agreement of other resident students at Pittville. There appears to be some flexibility in allocating parking permits to postgraduate students which could give rise to on-site parking issues. Although, at the least, these students should be identified in the Student Residential Travel Plan with mitigation and a remedial fund secured, at present the number of postgraduate students and the allocation process of parking spaces for some is uncertain and there would be no mechanism to enforce these numbers or parking spaces. More information is therefore required with regards the post graduate students. That said, officers have no

objection to the principle of postgraduate students residing at Pittville or the numbers proposed.

- 6.12.8** The Highways Officer considers the layout and design of the main access onto Albert Road poor principally due to mixing high pedestrian and cycle flows with reversing cars and bus traffic in a restricted area, and one which would not contribute positively to making places better for people. He suggests that some of the 33 spaces at the access, and the creation of a shared space would be an improvement. Officers have also suggested that some of the spaces are replaced with soft landscaping and alternative surfacing material be considered to limit the extent of tarmac at the entrance. Draft proposals have been provided but discussions are still on going in respect of a revised access.
- 6.12.9** The Highways Officer also comments of the timings and frequency of the proposed shuttle bus and how this provision would be secured in perpetuity. Further detail of the shuttle bus operation is provided in the Operational Management Plan and Addendum in terms of hours of operation and collection/drop off points; but more information on its long-term provision is needed and how this facility would be incorporated into a s106 agreement.
- 6.12.10** Information on allocated on-site parking is unclear and there is inconsistency in the numbers quoted in the various submitted documents. The parking issue is further complicated by the postgraduate student allocation.
- 6.12.11** Proposed cycle parking and storage has been based on minimum standards quoted in the tables of the Local Plan (total 180). The Highways Officers considers that this minimum should not be seen as the target provision since the use of cycling should be positively encouraged. Given the student population at Pittville and the distances involved in students travelling to teaching facilities and the town centre the use of bicycles as a regular travel mode is expected to be high. The proposed siting of some of the cycle stores in remoter parts of the site is not optimal or good design and would not encourage the use of bicycles. There are also issues with the number of covered secure cycle spaces proposed and the lack of mitigation measures in place should the demand for cycle storage, once the site is occupied and established, exceeds supply. Revised details have been requested from the applicant.
- 6.12.12** There are also concerns in relation to the submitted Travel Plans. The Highways Officer suggests that a revised Travel Plan document is submitted in three parts (Framework Travel Plan, Student Travel Plan and Staff Travel Plan). Although the Student Residential Travel Plan relies on a default modal shift due to non car ownership, the Plan has no action plan, timescales or remedial strategy and there needs to be more promotion of car sharing and other incentives. The Travel Plans will be secured by a s106 agreement and will include, for example, details of car and cycle parking provision and allocation and the shuttle bus facility. In this respect it must be enforceable and provide the Council and the local community with assurances that it is a meaningful strategy.
- 6.12.13** The revised Transport Statement includes cycle and pedestrian audits to assess the likely routes that students would take to travel to and from the town centre and the teaching facilities at Park, Francis Close Hall and Hardwick campuses and more importantly their suitability, safety and ability to accommodate the additional footfall. In consultation with CBC's cycle officer and the Cheltenham and Tewkesbury Cycle Campaign these audits have also assessed the suitability and condition of these routes. In addition to dropped kerbs, some footpath resurfacing works and finger post signage, the audit concludes that a cycle contra flow on sections of Winchcombe Street, High Street and Rodney Road or routes via Albert Place, Sherborne Street, Gloucester Place and A46 to Winchcombe Street are necessary. The applicant's preferred method of

mitigation is by a financial contribution secured through a legal agreement. Traffic Regulation Orders will also be required for the routes identified and a Travel Plan Coordinator. Similarly, one of the audited preferred walking routes will require improvements to pinch points and missing dropped kerbs.

- 6.12.14** Coupled with the cycle and pedestrian audits carried out, officers sought clarification from the University with regards the numbers of students anticipated to travel to each of the campus locations (and Oxtalls if relevant) and the numbers expected to leave the site during peak morning traffic flows. The University estimate that 30% of students will study and travel to Park, 61% to Francis Close Hall and 9% to Hardwick. This seems a logical distribution given the proximity of Francis Close Hall and Hardwick and the existing residential accommodation at Park campus. It is also confirmed that approximately 27% of lectures commence at 9.15 (this would equate to approximately 214 students including all postgraduates), demonstrating that not all student trips will be concentrated at am peak times and should be staggered throughout the day and week. These students would walk, cycle or travel by public transport, albeit the majority are likely to walk or cycle to Francis Close Hall or Hardwick. Although this number exceeds the number of students currently leaving the site during the am peak, historically the site would have attracted around 600+ students daily and, as a busy teaching facility, arguably more vehicular and pedestrian activity during the day time.
- 6.12.15** The Highways Authority has yet to receive from the applicant full costings of the highway works. The Highways Officer has thus been unable to advance instructions to GCC solicitors to complete a draft legal agreement.

6.13 Summary

- 6.13.1** There is no highways objection to the principle of the redevelopment of the site for student accommodation or necessarily the numbers of students proposed and the patterns and modes of travel of both staff and students. In total, the vehicle trips associated with the previous and proposed uses at Pittville (staff, students and others) have been calculated to reduce by 729.6 per week.
- 6.13.2** However, the Highway Authority recommends refusal of the proposed development due to insufficient information submitted to enable the local planning authority to be able to fully assess the highway and transport impact of the proposed development. In summary, further consideration is required of the following:-
- Detailed clarification of postgraduate students on work placement, their car ownership and car parking allocation
 - Comprehensive car parking assessment and removal of inconsistencies in the submission
 - Revisions to cycle parking and secure storage facilities including mitigation measures for an increase in demand
 - The methods to ensure that the shuttle bus facility is secured in perpetuity
 - Revised Travel Plan and Travel Plan remedial fund
 - Full and complete costings of required highway improvements and mitigation works
 - Completion of legal agreement

6.14 Other considerations

6.15 Retail Impact and Park Stores

- 6.15.1** The local community has concerns about the impact the proposed university shop will have on the existing convenience store (Park Stores) located on New Barn Lane. To this effect, a petition organised by the management of the store has been submitted.
- 6.15.2** The proposed development includes a small shop within the Media Centre of approximately 60 sq metres. It is anticipated that this outlet would sell a range of stationery items, a limited range of small scale consumables, confectionary and alcohol. Park stores has a floorspace of approximately 46 sq metres and sells a similar range of small scale convenience goods and serves both the existing student population at Pittville and the local community. In contrast, the proposed on-site shop would only be available to students resident at Pittville Campus and would not be open to the general public. In this respect the two retail premises would not be in direct competition with each other and Park Stores would continue to serve the local community. Currently Park Stores attracts trade from existing students at Pittville and there is no reason to suggest that, even with a similar retail outlet provided on-site, that trade at Park Stores would suffer, particularly given the additional 580 students that would be living opposite.
- 6.15.3** The applicants had some initial contact with the owners of Park Stores to discuss how the two outlets could operate alongside each other. It is understood that nothing has been resolved on this matter and discussions are likely to continue.
- 6.15.4** Notwithstanding the above observations, in planning policy terms the threshold set by the NPPF and NPPG for requiring a retail impact assessment is 2,500 sq metres, which is far below what is proposed.

6.16 Additional Guests

- 6.16.1** Local residents are concerned that the number of students on site could double at weekends because the proposed student bedrooms provide double beds. The University has confirmed its policy of allowing students an occasional guest staying in their room for no more than 2 consecutive nights. The student would be responsible for the guest at all times and the guest would be subject to the same terms of the tenancy licence and notify the University of their presence on site.
- 6.16.2** Student accommodation tends to be quieter at weekends with many students returning to their parental home or visiting friends. It is not uncommon across the other University halls of residence for up to 20% of students being away at the weekends, whilst only 5-10% may have guests.

6.17 Trees and Landscaping

- 6.17.1** The applicant has submitted a comprehensive arboricultural report and tree survey alongside and landscape plan. Although a few sub-standard, low amenity trees and shrubs are proposed to be removed along the Albert Road frontage and the southern boundary to facilitate building works, the remainder of the trees on site, some of which are attractive mature and semi-mature specimens, will be retained. In the region of 137 new trees are proposed to be planted across the site which would provide structure and enclosure to the built form, enhance the curvilinear pedestrian routes and the boundary treatment along the south and north east boundaries with Pittville School. They would also be used to frame internal footpaths and external landscaped courtyard areas. Given these strong mitigation factors, the Council's Trees Officer has no objection to the proposed development subject to conditions relating to approval of a detailed landscape

plan (including specimen, size and planting methods etc), the erection of tree protective fencing in accordance with the submitted tree protection plan and arboricultural monitoring. Details of hard surfacing and a long-term maintenance schedule for all future landscaping would also be required.

- 6.17.2** The Council's Landscape Architect is generally satisfied with the layout and design of the proposed landscaping which are the more pleasing aspects of the proposal. However, a number of issues were identified with the scheme as first submitted relating to sustainable urban drainage (SuDS), planting, bin and cycle storage location.
- 6.17.3** Policy INF3 of the JCS (Flood Risk Management) requires new development to incorporate suitable Sustainable Urban Drainage Systems where appropriate to manage surface water drainage and this instance a landscape approach to SuDS is preferred. Following discussions with the applicant's landscape architect, the revised landscape plan includes drainage swales and a Swale Strategy Plan is shown in the Landscape Planning Statement; however a full drainage scheme would need to be approved post decision in compliance with national standards.
- 6.17.4** The wildflower beds initially proposed have been removed (due to long term maintenance issues) and it is suggested that the east boundary should be augmented with more evergreen shrubs. These details could be provided in a Planting/Landscape Plan for approval post decision.
- 6.17.5** The bin and cycle store located by cluster block C2 is not ideal and would detract from the amenity value of this external space. Its relocation has been discussed with the applicant but no alternative location has been identified.

6.18 Energy and Utilities

- 6.18.1** A revised Energy Statement was received on 9th January which resolves some of the queries from local residents regarding levels of water usage. Further detail was also requested in relation to the impact of the proposed development on existing/future public services and utilities infrastructure (i.e. gas, water and electricity). Although not strictly a planning matter both reports are still largely restricted to an assessment of the energy/service requirements of the retained buildings on the site rather than an analysis of the demands of the proposed buildings and any impact on existing services to neighbouring properties.

7. CONCLUSION AND RECOMMENDATION

- 7.1.1** Paragraph 14 of the NPPF requires that "*at the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision taking....For decision-taking this means approving development proposals that accord with the development plan without delay Where the development plan is absent or silent or relevant policies are out of date, granting planning permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole..*"
- 7.1.2** Fundamentally, the principle of the redevelopment of this brownfield site to create a student village is acceptable and not in dispute. Equally, the provision of a large number of students in excess of the current student population at Pittville is not out of the question. This was a vibrant and active site when in full use as a teaching facility and it is expected that a new student village would generate similar levels of activity.

- 7.1.3** The applicant has put forward a strong argument in terms of the benefits of the proposed development upon the vitality and future growth of the University of Gloucestershire and thereby maintaining the economic and social benefits to the local and regional economy. The applicant has provided an economic case which broadly outlines the short and long-term affects on the University should this scheme not go ahead and the difficulties presented by the proposed funding of the project.
- 7.1.4** The provision of additional student accommodation to meet the identified shortfall and subsequent improvements in the University's competitive performance is one element of the University's well being and benefit to the local economy; there are many other contributing factors. Similarly, the proposed increase in accommodation does not appear to be directly related to any planned increase in the number of University courses offered.
- 7.1.5** The various submitted statements and reports on this issue have been carefully considered to determine whether the economic argument 'tips the balance' in terms of supporting the proposed scheme in its current form. The value of the proposal to the current and future economy of the town must be weighed alongside any harm to amenity that an increase in numbers of students living on site would cause to the local community and any harm caused to the character of the area through inappropriate or poor design.
- 7.1.6** As stated previously, paragraph 17 of the NPPF states that one of the core land-use planning principles underpinning both plan-making and decision-taking is that planning should "*always seek to secure high quality design and a good standard of amenity for all existing and future occupiers of land and buildings*". Officers are of the view that the proposed development fails to achieve either of the above. Similarly, *paragraph 64* states that "*Permission should be refused for development of poor design that fails to take opportunities available for improving the character and quality of an area and the way it functions*".
- 7.1.7** The preceding sections have demonstrated the significant and demonstrable harm that would be caused by the proposed development. There are uncertainties in respect of the numbers of students proposed and their management on and off-site; whilst the various management and operational strategies put forward by the applicant have merit officers consider that they are not sufficiently developed to provide assurance as to their effectiveness. The schemes rely heavily on volunteer student patrols and local resident monitoring of behaviour and whilst the Partnership Agreement with the police is good in principle, this agreement is part of a long-term strategy for managing and maintaining this development and other campuses around the county and no information has been provided with regards the detail of its procedures and implementation. Mitigation measures and methods for the long-term delivery of proposed management strategies are therefore not yet fully in place.
- 7.1.8** Whilst the layout is generally acceptable and some elements of design have shown recent improvement, the architectural design lacks sufficient interest, quality and robustness and is uninspiring. This is a significant site within the town, adjacent to the Central Conservation Area that should require architectural design of the highest quality. The proposed scheme lacks imagination and would create an unwelcoming entrance framed by unattractive end elevations, overbearing and monotonous façades to buildings which would feel oppressive when viewed from external courtyard areas and the public realm.
- 7.1.9** Officers consider that there are elements of the proposed design which have not been properly thought through and an opportunity has been missed to create an inspiring and bespoke architectural response that creates a strong sense of place and one which in townscape terms is contextually appropriate and sympathetic to the character of existing buildings on the site and surrounding development. In this respect the design has been

heavily criticised and has not received the support of the Architects Panel, the Civic Society, the Council's Conservation and Heritage team and local residents.

- 7.1.10** Officers feel that although some progress was made during pre-application discussions in terms of the layout and aspects of the design, the application was submitted prematurely. The architectural design and transport considerations had not been sufficiently advanced and there remained reservations about the number of students proposed and their management. Subsequently, the determination of this application has felt rushed albeit dialogue with the applicants and their consultants has been continuous and productive.
- 7.1.11** With more time and on-going discussions with the applicants, officers are confident that an appropriate scheme for a student village at this site could be brought forward and the issues highlighted are not necessarily insurmountable; but this does not fit within the timescale of the University's funding bid. However, in its current form the proposed development has too many shortcomings and the economic arguments put forward by the applicants do not lead officers to conclude that the scheme should be supported. On balance, the cumulative effect of a poor architectural response, the potential harm to the amenities of the occupiers of neighbouring properties and the unresolved highway issues outweigh the economic argument. The recommendation is therefore to refuse for the following reasons.

8. REFUSAL REASONS

1. The application site is previously developed land with an existing education and residential use and is a large and prominent site within the town. Any proposals for development on the site will therefore have a significant impact upon the character of the locality and will affect the setting of the Central Conservation Area and an adjacent Locally Indexed building (Pittville School).

Whilst the layout of the proposed development is broadly acceptable, the architectural design of the proposed buildings is considered poor, uninspiring and lacks the robustness and quality of design needed. The concerns relate principally to elevation treatment, the pattern, proportions and detailing of the fenestration, the mix and choice of materials and the uniformity in height and mass. There has also been little attempt to respond architecturally to the retained buildings on the site in terms of form, mass, height, architectural detailing, materials and colour. Consequently, the elevations are crude and represent vertical extrusions of a basic plan form resulting in monotonous and overbearing facades. There is little modulation or articulation in the detailing of the elevations which are repetitive and rely on an excessive and inappropriate mix of materials that, in places, creates a cluttered effect. As such the proposed development represents a missed opportunity, does not respond to the character of the surrounding area or existing buildings on the site and does not make a positive contribution to this key site within the town. The proposed development does not therefore adhere to the aims and objectives of Policy CP7 of the Local Plan and paragraphs 17, and 64 of the NPPF.

2. The application proposes the erection of a student village that will accommodate a significant number of students (794), far in excess of the existing residential use of the site, in a concentrated location within a predominantly residential environment. The site is also somewhat removed from the town centre and the main teaching facilities of the University. The proposed development is therefore likely to result in significant movements across the town in different directions and at different times of the day. The success of the scheme is therefore directly dependant on the ability to understand and manage these movements in ways that will not unduly compromise the existing levels

of amenity currently enjoyed by neighbouring residents. The potential harm caused to local amenity would result primarily from noise, disturbance and anti-social behaviour of students both on and off-site.

The applicants propose a number of strategies to manage student behaviour both on and off-site. The off-site strategies rely primarily on student volunteer patrols, local residents' monitoring of student behaviour and community liaison groups; they are based on assumptions and are not sufficiently advanced in terms of providing evidence of their long-term effectiveness and the mitigation measures necessary. The proposed development does not therefore adhere to the aims and objectives of Policy CP4 of the Local Plan and paragraphs 17 and 69 of the NPPF.

3. Insufficient information has been submitted to enable the Local Planning Authority to be able to fully assess the highway and transport impact of the proposed development. Further detail and consideration is required of the following:-

- Detailed clarification of postgraduate students on work placement and their car ownership and on-site car parking allocation
- A comprehensive car parking assessment and removal of inconsistencies in the submission
- Revisions to the number and location of cycle parking and secure storage facilities including mitigation measures for an increase in demand
- Full details of the shuttle bus and how this facility is to be secured in perpetuity
- Revised Travel Plan(s) and Travel Plan remedial fund
- Full and complete costings of required highway improvement and mitigation works

In the absence of the above detail, the proposed development does not adhere to the aims and objectives of Policies TP1 and TP6 of the Local Plan and paragraph 32 of the NPPF.

4. No agreement has been completed in terms of contributions towards highway improvements and mitigation works and infrastructure. This development will lead to an increase in use of footpaths and cycle routes and also the surrounding highway networks and the relocation of a bus stop is proposed. The development should therefore mitigate its impact in terms of providing payments towards forms of infrastructure and highway improvements such as dropped kerbs, footpath upgrades, contra flows, finger post signage and bus stop relocation. No agreement exists and therefore the proposal does not adhere to the objectives of Supplementary Planning Guidance, 'Planning Obligations: Transport', and Policy CP8 of the Local Plan.

APPLICATION NO: 14/01928/FUL	OFFICER: Mrs Lucy White
DATE REGISTERED: 23rd October 2014	DATE OF EXPIRY: 22nd January 2015
WARD: Pittville	PARISH: Prestbury
APPLICANT:	Uliving And University Of Gloucestershire
AGENT:	Mr Ian Woodward-Court
LOCATION:	Pittville Campus, Albert Road, Cheltenham
PROPOSAL:	Erection of a student village incorporating 603 new-build student bedrooms, the refurbishment of the existing media centre (which will include a reception/security desk, a gym, retail facilities, multi-faith area, refectory and bar, quiet study area, laundrette, ancillary office space), and the provision of a mixed use games area. In addition, the proposal involves the demolition of existing teaching facilities, 23 existing rooms and the retention and refurbishment of 191 existing student rooms.

Update to Officer Report

1. OFFICER COMMENTS

1.1. An additional reason for refusal is suggested in relation to the provision of public art.

No agreement has been completed in terms of contributions towards the provision of public art. The proposed development is large scale and, given the nature of the proposed use, the commissioning of public art as an integral part of the development is considered appropriate. The provision of public art within the proposed development should be delivered through an agreement under Section 106 of the Town and Country Planning Act 1990. No agreement exists and therefore the proposal is contrary to Supplementary Planning Guidance 'Public Art' (July 2014) and Policy CP8 of the Cheltenham Borough Local Plan.

1.2. Since publication of the officer report further representations have been received from local residents and these are attached.

1.3. A letter from the University's Vice-Chancellor was also been sent directly to all Members of the Planning Committee via email on 19th January 2014. A copy of this letter was forwarded to the Planning Department and is attached. A further update on the content of the letter will be provided on Thursday.

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Update to Officer Report

1. OFFICER COMMENTS

- 1.1. Further to the previous update report, Members of the Planning Committee should have received, via email on 19th January 2014, a letter from the Vice-Chancellor of the University. This letter has been written in response to the Officer's report published last week and whilst it does not raise new issues for consideration, Officers wish to comment as follows.
- 1.2. Officers' views on design, impact on local amenity and the strategies suggested in the Operational Site Management Plan (and addendums) and the economic argument put forward by the University are discussed at length within the Officer report. That said, it is not uncommon for applicants and officers to have differing views on all these matters.
- 1.3. The University does not agree with the officer's view that the application was submitted prematurely and that the applicant should have taken more advantage of the pre-application process. The pre-application discussions are set out in the introduction to the officer report and whilst these did commence in September 2013 with the bidding process, it is wrong to suggest that there has been a continuous dialogue with the Council since then; regrettably there have been long periods of silence. At the time of submission, there was no agreement over elements of the proposal (although the site layout was considered broadly acceptable at this stage) and the applicant was well aware of the concerns that had been raised by officers in relation to the architecture that was being proposed. These views have remained consistent throughout this application.
- 1.4. The suggestion from the University that the central question relating to design should be: *is the design suitable for its purpose?* and the comment that *"form should follow function"* disappoints officers and represents a low threshold for acceptability. Policy CP7 of the Local Plan rightly requires development to be a high standard of architectural design and this Authority expects proposals for development, whatever their purpose or function, to meet these standards. It is quite apparent that this proposal is falling short of these expectations and for a site of such significance, this is not acceptable.
- 1.5. The University comments that the police and the Council's Environmental Health team have no 'fears or uncertainties' with regards amenity and the management of the site and students. To clarify, the Council's Environmental Health Officer is concerned only with the affects of the scheme in terms of on-site noise emission and the acoustic performance of

proposed buildings. His remit does not extend to off-site noise and disturbance issues associated with student behaviour.

- 1.6. Finally, the University also suggests that a condition could be attached to a planning consent that requires the Council's approval of the Operational Management Plan (OPM). National policy guidance when attaching planning conditions is clear; they must be necessary, relevant, precise, enforceable and reasonable. The officer report is quite clear regarding the reservations about the strategies and management initiatives put forward by the University in the submitted OPM and the lack of detail in respect of their long-term provision. Furthermore, information as to what a revised OPM would contain has not been provided and without that level of detail there are no assurances as to how deliverable these measures would be in the long-term. Without this detail, any potential condition would lack precision, enforceability and therefore reasonableness and as such, would be entirely inappropriate.
- 1.7. In conclusion, there is nothing in the letter which alters officers' recommendation to the Planning Committee.

1.8. **Third Party Representations**

- 1.9. Members should also have received a copy of a letter sent via email on 21st January 2014 from Diane Savory writing on behalf of GFirst Local Enterprise Partnership (LEP) in support of the University of Gloucestershire's proposal to redevelop its Pittville Campus. A copy of the letter is attached. Further representations have been received from local residents since the last update and these are also attached.

Planning Committee

22nd January 2015

Present:

Members (15)

Councillors Barnes, Chair (GB); Fletcher, Vice-Chair (JF); Babbage (MB); Baker (PB); Chard (AC); Clucas (FC); Fisher (BF); Colin Hay (CH); Lillywhite (AL); McKinlay (AM); Seacome (DS); Stennett (MS); Sudbury (KS); Thornton (PT).

Substitutes: Councillor John Walklett (JW)

Present as observers: Councillors Flynn, Rowena Hay and Coleman.

Officers

Tracey Crews, Head of Planning (TC)
Martin Chandler, Team Leader, Development Management (MC)
Lucy White, Planning Officer (LW)
Victoria Harris, Planning Officer (VH)
Karen Radford, Heritage and Conservation Manager (KR)
Wendy Tomlinson, Heritage and Conservation Officer (WT)
Chris Chavasse, Senior Trees Officer (CC)
Mark Power, Gloucestershire Highways (MP)
Cheryl Lester, Legal Officer (CL)

1. Apologies

Councillor McCloskey.

Application Number:	14/01928/FUL
Location:	Pittville Campus, Albert Road, Cheltenham
Proposal:	Erection of a student village incorporating 603 new-build student bedrooms, the refurbishment of the existing media centre (which will include a reception/security desk, a gym, retail facilities, multi-faith area, refectory and bar, quiet study area, laundrette, ancillary office space), and the provision of a mixed use games area. In addition, the proposal involves the demolition of existing teaching facilities, 23 existing rooms and the retention and refurbishment of 191 existing student rooms.
View:	Yes
Officer Recommendation:	Refuse
Committee Decision:	Defer
Letters of Rep:	153
Update Report:	Officer comments; letter to Members from GFirst LEP; additional representations

LW introduced the application as above, for a student village comprising 794 student bedrooms in seven new accommodation blocks, with on-site ancillary facilities and support services, and demolition of all existing buildings other than the Media Centre and all but one of the existing halls of residence. The proposal was subject to pre-app discussion, but officers felt more could have been made of this stage of negotiations. They feel the application was made too early, particularly as Officers and the Architects Panel have

significant reservations regarding design, impact on local amenity, the number of students proposed on site and their management, and weaknesses in the draft Transport Statement and Travel Plan documents. Officers were keen to continue pre-app discussion, but the University submitted its application in October, due to deadlines imposed on it by the funding bid for the project.

CBC and Highways officers have spent a great deal of time since then prioritising the application to progress it to a point where Officers felt they could support it, but there are still significant concerns re design and amenity, as well as outstanding highway issues.

The University has recently put forward an economic argument in support of its application, identifying its direct and indirect benefits to the local and regional economy, emphasising the importance of the proposed additional accommodation for the continuing success of the University in an increasingly competitive market. They also highlight the potential for future investment and improvements to existing teaching facilities which would be funded largely by the capital receipt released as a result of the proposed development. In addition, the University has identified the timescale problems and uncertainties moving forward which are associated with the funding package for the scheme, and for these reasons, considers that the economic argument should outweigh all other material considerations when determining this application.

Officers are aware of the importance of the University to the local economy and of increasing student numbers, but believe careful consideration must be given to the weight attached to the economic argument. For perspective, in an addendum to its application, the University states that current forecasts do not anticipate any financial cuts and expect modest growth in student numbers.

The Officer report identifies shortcomings in the proposed development in detail: lack of quality and robustness in architectural design, potential harm to neighbouring amenity, and outstanding highway/transport issues. Strategies and initiatives put forward by the applicant to control student behaviour are good in principle, but not sufficiently advanced and too reliant on existing schemes used by the University, giving rise to uncertainties about their effectiveness, appropriateness, enforceability and long-term delivery. The conclusion reached by Officers is that the importance of the University to Cheltenham and the benefits of it gaining planning permission at this point do not outweigh other material considerations i.e. the long-term harm to the character and amenities of the locality. The principle of student accommodation on this site is acceptable, and Officers are confident that with more time and discussion with the applicants, a good scheme could be brought forward for this site, although, unfortunately, this doesn't fit in with the timescale of the funding bid for the development – we have simply run out of time. The recommendation is to refuse.

Member debate:

Mrs Walker, on behalf of local residents, in objection

Pittville is one of Cheltenham's finest and most sought-after areas, with period architecture and beautiful green spaces. Local residents are supportive of the University and welcome redevelopment of the site, but their strongly-held view is that the area will be spoilt because the scale and nature of this proposal is disproportionate to the area. The people in the immediate vicinity will suffer disturbance resulting from 800 young people living in a cramped site in the middle of a residential area – the number is too high for the location. Anti-social behaviour by existing students is not currently controlled by the University despite its claims, with 31 complaints filed in the last four months, and in any case, by the University's own admission, it cannot manage its students when they are off campus. If the development is permitted as proposed, the whole of Pittville and its park will be jeopardised – the high blocks are hideous and more suited to Pentonville than Pittville. Traffic is another concern –

there will be additional buses, cars, bikes and pedestrians at all hours, all out of the University's control. Without adequate on-site parking, students and staff will park their cars on local residential streets, making them more unsafe. The proposal poses a serious risk to this part of the Cheltenham; we cannot afford to ruin Pittville, and there are better opportunities to grow the University elsewhere. Local residents have seen no evidence that the points they have raised have been taken into account in the consideration of this application, and have no confidence that their concerns will be taken seriously in future. Objects to the scheme on behalf of local residents; to permit it would defy the natural argument and be a grave error of judgement.

Stephen Marston, Vice-Chancellor, on behalf of the University

Finds the officers' reasons for refusal perplexing, as set out in his letter to Committee members. Despite conflicting views, the design reflects the function – student accommodation; it is fit for purpose and a huge improvement on what is there now, with more green space and less built footprint. The principle and massing is not contested by officers, and the University is happy to accept conditions relating to material and landscaping. On amenity, respects residents' concerns about potential disruption, but the site will accommodate just 10% of the total number of students; the University successfully manages student behaviour elsewhere and has provided a 90-page operational plan for this site. It's an impossible Catch 22 if the proposal is refused for 'uncertainties' about how it might work before the village is even created. On highways, good progress has been made with the Highways Authority, and the University will happily accept conditions on management of highways issues. Also, a lot fewer people will be using the site than when it was an Art School. The over-arching judgement for the Committee is whether the scheme is in the overall interests of Cheltenham. It is; a dilapidated brownfield site will become an attractive, well-managed village, helping the University compete in the demanding higher education market by offering excellent student accommodation – which must be ready for the start of an academic year. The proposal is key to the University's future and the well-being of the borough: in voluntary and community activity, supporting arts and culture, spending power, bringing talented young people to study and work here, the University is part of a vibrant, prosperous, forward-looking future for Cheltenham. To achieve this, it needs Members' support as part of a long-term partnership working together in the interests of Cheltenham.

Councillor Payne, on behalf of Pittville & Prestbury wards, in objection

Speaks for local residents, who cannot support this inappropriate application. Student numbers has been a contentious issue from Day 1, when the applicants proposed 664 bedrooms; after the first consultation, the Vice-Chancellor said local residents' views had been taken into account, but the application now proposed 794 bedrooms. Residents conclude that the application is being driven by the developer; the University has stated that the number is not based on what the University needs but what the draft plan anticipates can be accommodated at the site.

There have been three energy statements; the third corrected errors in the first two. The proposal will put further strain on infrastructure, and the applicants do not have a clear response to this, stating that it is 'unknown' if there is spare capacity for electricity, that there 'should be' enough gas to supply the increased demand, and making no comment on the additional 40 million litres of water the proposal will require annually.

There have been issues surrounding transport from the start, and these have not been addressed. GCC has fast-tracked the application, but still has concerns with every issue. The required legal agreement cannot be drafted as the applicant has not supplied the necessary information. As a result, the Highways Authority recommends refusal due to insufficient information.

The poor design has been rightly criticised, with the Conservation and Heritage Officer stating that the proposal will harm the setting of the conservation area and locally indexed buildings. This makes the proposal contrary to the NPPF and Local Policies CP7 and BE11. The Architects Panel suggested seven salient points which would have improved the first submission, without adding any cost or time to the scheme, and regrets that none of these were considered in the revised plan. The Panel remains unable to support the proposal, and is increasingly disappointed with it.

These are just four examples from a plethora of reasons to refuse the scheme; others include the 'mad' response to concerns about site management, health and safety issues, and anti-social behaviour. The Committee should follow Officers' advice and refuse the application.

Member debate

BF: has several questions: would the additional 603 new bedrooms attract New Homes Bonus? How many would count towards the 5-year supply? Is the site in the conservation area? Could the existing buildings be modified to create accommodation blocks without planning permission if their outside appearance didn't change? Can contribution to public art be part of a condition?

CH: it would be useful to hear from the Highways Officer before we go much further, as understands there have been continuing discussion and some developments since he wrote his report, and some previous concerns have been addressed.

LW, in response:

- the 603 new bedrooms will not attract NHB, as this is based on council tax receipt;
- regarding the 5-year housing land supply, NPPG states that student accommodation can be go towards the Council's 5 year housing land supply, but the applicant has not submitted any detailed information on this matter and this has therefore not been considered further at this stage. In terms of off-setting the number of units to be included the point to remember is that students tend to live in shared accommodation and therefore the number of units would not equate to 603 new dwellings;
- the site is not in the Conservation Area, but on the edge of the conservation area; the boundary runs along the southern boundary of the site adjoining Pittville School;
- planning permission would be required to convert the existing buildings to student accommodation.

BF: was thinking about Rivershill House, and understood that buildings could be converted from other uses to residential as long as the outside of the building isn't altered – this was introduced by Grant Shapps.

LW, in response:

- Rivershill House was a very different scheme to the one proposed – an office conversion to residential accommodation; this is a change of use from D1 to C1, and therefore requires planning permission;
- to BF's last question, conditions have been used to secure public art in the past, but if a legal agreement is present it is normal practice to include public art as heads of terms of the s106.

MP, in response:

- as Members have heard, this has been an increasingly challenging application to deal with; he and LW have spent considerable time on it every day since it was submitted; he has well over 200 emails concerning the scheme;

- if all the required information were to be provided, can imagine the highway authority would probably be able to support the proposal, but it is all about managing, controlling and improving;
- more information has been coming in daily, up to and including this week, but there are still outstanding issues without which a final report cannot be produced. The comments in the Officer report were provided on 9th January, the last date MP could send his comments to LW, and were in line with the information provided up to that time;
- in a few more weeks, would probably have everything he needs to make a full recommendation, but these things take time, and need to be agreed with legal officers; the university did not do provide all the information it should have done and the application simply ran out of time.

CH: a lot of the Officer's recommendation to refuse seems to be based on student numbers. Officers have had a lot of discussions with the University over a long period – were there any discussions about numbers? If 800 is considered too many, what is acceptable? It is important to establish this before moving forward, as Officers are clearly content with the principle of student accommodation at this site.

Regarding loss of amenity due to student behaviour, it is speculation to assume that anti-social behaviour will increase with the number of students; there is no evidence that this will be the case or that the University will not be able to manage groups of students. The application shouldn't be refused on those grounds – the appeal decision quoted on Page 3 of the green update relates to this issue. It refers to not taking speculation into account; any refusal on those grounds should be based on evidence.

JW: is also concerned about the Officer response to the risk of anti-social student behaviour. In St Paul's ward, 45% of the residents are students, and although they may pose some problems, particularly in the first two months of the academic year, St Paul's has measures to curb and control this. The students live in shared houses, in an area not much bigger than the campus, which could make it more difficult to control, but there are ways of doing this. Students will be students, particularly when away from home for the first time, but on what premise are these assumptions about their behaviour made?

AC: to MP, notes that Gloucestershire Highways consider that there are access problems surrounding the site, yet the application for 650 homes at Leckhampton was supported and didn't apparently pose any harm to the surrounding roads. There will be far fewer cars here. What is the difference?

PT: looking at the site plan, there doesn't appear to be any particular route that emergency vehicles can take. What is the situation regarding ambulances and fire engines? Surely there should be some consideration of that area.

LW, in response:

- to CH, regarding pre-app discussion of student numbers, at the second round of bidding, the applicant presented a proposal for 794 bedrooms which has increased from earlier numbers proposed by Uliving. Uliving had no discussion with officers about this number of students prior to this;
- regarding student numbers that would be acceptable to officers, this is a difficult question since it is not for officers to suggest numbers. It should be determined on the basis of the numbers that can be successfully managed on and off site. 794 is a large number; if the numbers were reduced by 100-200 for example it starts to feel more comfortable and manageable;
- the appeal case quoted in the letter to Members from the University was a very different scenario – far less units proposed, with approximately 200 students in a more town central area with a lot of existing student halls accommodation and close to University

teaching facilities, shops and other local facilities. The students here would be more integrated in the local community.;

- to CH and JW, regarding the assumptions/prejudice about student behaviour, it can't be denied that there will be some disruption, noise and disturbance - it would be foolish to assume otherwise. There have been a number of complaints made to the environmental health team concerning the existing campus and others, and with increasing numbers of students, the level of complaints are likely to rise. The students on the Pittville Campus will be predominantly first year undergraduates, new to university, excitable – there will be problems;
- regarding how the University proposes to deal with this, there are schemes set out in principle and modelled on existing schemes operating at Park and Francis Close Hall campuses; these rely on student volunteers and local residents to patrol the area. We are told that these schemes are successful, and understand that about 20 volunteer patrol students are involved on certain nights of the week. A similar scheme is proposed at the Pittville site, but is 20 volunteers enough to cope with 794 students, how will this be modelled, managed, enforced and extended if necessary? Will other people be involved? How will the police monitor the situation? We are told that there is a police partnership agreement but lacks detail on to how long this provision will last, how it will be delivered and allow for mitigation measures. Is it enforceable? If there are 20 students in the patrol group for example, how will they be organised? Will they work in a group or split up, where will they be placed, at what times etc? There are still a lot of questions and uncertainties;
- to PT, officers have been advised that emergency vehicles can access the site from New Barn Lane and from Albert Road through the access gates – these are wide enough.

MP, in response:

- it's not shown on the drawing, but highways officers have checked the tracking of a fire engine to the middle of the site and it is not an issue; to AC, the issue is not traffic impact as the fall back position has higher vehicle trips, the main outstanding issues are:
- (1) the 120 post-graduate students who would live on the Campus – many of them will need cars to access their teaching placements. The University arranges car sharing but there are only 15 car parking spaces provided on site, and no details as to how the other students will manage; a worst case scenario is that all 120 post-graduate students will have access to a car;
- (2) the University proposes a night-time shuttle bus, but has provided no details as to how this will be secured, where it will pick up, what the timetable will be;
- (3) three types of car-parking arrangements are proposed for staff, students, visitors etc, but these don't match up;
- (4) the proposed cycle parking is in the wrong place on the edge of the site – it should be more towards the centre – and more cycle parking is needed to encourage students to use bikes;
- (5) the travel plans need to be re-written; the legal agreement needs to be re-written; routes to the town centre, Francis Close Hall and the Park Campus need to be improved and to link in with traffic modelling in the town.

PB: notes that the refusal reason 2 states that 794 students on this site is excessive and will result in significant movements across the town in different directions and at different times of day. Yet in 2011, 1300 students and 200 staff were using the site – so the current proposal would mean far fewer people using the site.

KS: regarding the type of accommodation, are any flats or houses provided for students with children, living in family units? Mature students often end up living off-site and missing out on a lot of university life. They can be a civilising factor.

AL: regarding the transport plan and cycle routes, notes a contra-flow would be needed on the northern end of Rodney Road. How can that stretch of road be widened to accommodate this?

LW, in response:

- to PB, refusal reason 2 refers to movements across town – it is a matter of modes and patterns of student travel. There may be fewer movements overall, but these could be more concentrated, with a large proportion of the 794 students leaving the site in the morning peak flow period. There would also be a lot of evening movement and weekend activity, which there wasn't previously; a student village will create different patterns of travel, 7 days a week and into the evenings;
- to KS, there is no accommodation for families; there are studio apartments, but these are proposed for single occupancy.

MP, in response:

- to AL, under the transport plan, the contra-flow is an order that will allow cyclists to go against the movement of the rest of the traffic – this is common practice. The Cheltenham Transport Plan Traffic Regulation Order was debated by Members last week, and contra-flow was proposed for a short section of Rodney Road, to allow cyclists to cycle legally the wrong way. The road does not need to be widened. The aim is to create a series of safe routes for cyclists between Pittville, FCH, the town centre, and the Park campus.

AL: remains concerned about the width of the road and how it can accommodate the contra-flow.

MP, in response:

- reiterated that contra-flow is an order not widening, the High Street at the end of Rodney Road has a very wide section of footway. Part of the Transport Plan allows cyclists to be exempt from restrictions to cycle safely

AL: this doesn't explain how the width of Rodney Road can accommodate the contra-flow.

MP, in response:

- it will only be a short section – 10-15 metres – where the contra-flow order would be amended

AL: it will create a bottleneck – there will be safety issues here.

MP, in response:

- similar examples in other areas of the town, such as near to the hospital – a much longer stretch of contra-flow there, and it works well.

AC: LW clarified the question about accommodation, but we have been talking about the number of students in term-time. Is there any proposal for use of the accommodation outside term-time?

MB: regarding the town house – TH2 – on Albert Road, facing New Barn Lane – do the entrances and exits face out of the site?

LW, in response:

- students would enter into 41-week tenancy agreements; during holiday times (Christmas, Easter, Summer) most of them will return to their parental home. During the summer break maintenance will be carried out, some international students may stay in residence until the next academic year and the site may be used for conferences and

- summer schools, but with the same tenancy agreements as in term time and the no car policy;
- to MB, the front doors of TH2 face Albert Road.

CH: is somewhat surprised by the refusal and some of the grounds for it. If the University chose to start teaching again on this site, the number of movements, disruption, and loss of amenity would be worse. The proposal is designed as a village - it has coherence; would guess a lot of students will stay on campus, and there will be amenities there to encourage them to stay. Regarding the number of movements, operating as a college building would result in a lot more concentrated movement, with lectures and classes starting at different times of day.

Regarding the adverse effect on the area of so many students, nothing has been said about the positive aspects. Students get involved in volunteering, and may well end up joining the Friends of Pittville Park rather than destroying it. Local residents are concerned about disruptive students, and have made much of the extra crime and disorder, but the local police inspector has publicly supported the proposal, and must have good reason for that.

Regarding the numbers of students on site, there has to be a balance, and it is all a question of what can be achieved in the development. It will be a private development, and there will be people concerned with running and looking after the site to their best ability. Accepts that there are a number of outstanding issues, but the scheme as proposed works as a unit – if we ask for the numbers to be reduced, it will be diminished. Doesn't know what is or isn't acceptable or what financially will or won't work, but this needs to be balanced. If the management plan is based on 800 students, it is safe to assume that 800 is the optimum number.

Members have received a letter from the LEP, in strong support of the proposal, stating and providing evidence of how vital the University is to the economy of the town. It makes a strong case regarding the timing of the application and how critical this is to its funding. There are issues surrounding the details of the plans, but MP has stated that he could support the proposal if the highways issues are sorted out. The details – including the Management Plan for the students, and legal agreements – can be put in place in due course, with a condition that the site is not occupied until then. In that way, we could give the permission which allows the University to go forward; otherwise a message could go out that Cheltenham is not supportive of its University and that its students are difficult to manage.

Cheltenham needs to evolve and change. There is evidence of the social and economic benefits of having students in the town, and we will refuse this proposal at our peril. We cannot preserve the town in aspic; it is evolving all the time, and students and the university add to the town, both culturally and economically. Rejects the Officer recommendation, and would like to move to permit, with conditions to cover all the issues which still need to be sorted out.

GB: understands a lot of what CH is saying but reminds Members that they are here to discuss planning issues. Members have commented on a lot of issues which they do not necessarily need to take on board.

MS: it goes without saying that the University brings economic benefits to the area, and letters from GFirst LEP and Martin Horwood have highlighted this. But these are not planning reasons to allow inappropriate development. Supports the Officer recommendation at this stage, and believes the refusal reasons could be strengthened, to include over-development regarding the use of the site – 800 extra students in one hit will change the character of this area of Pittville. All the houses along the road are privately-owned, family residences, many occupied by an ageing population; 800 students will alter the dynamic.

Regarding the design of the buildings, agrees with the letters – the internal lay-out isn't bad but the buildings along Albert Road look like prison blocks. There should be some scheme where relief can be included, in keeping with the area, to enhance the adjacent conservation area. Was surprised by the letter from the Vice-Chancellor – he says the village will prevent excessive numbers of students elsewhere in the town, but this is what the people of Pittville are worried about.

The applicant 'must try harder' - the proposal should be deferred and be brought back to Committee later. Local residents want to see the site developed sympathetically with the area. There are currently 200 students living there; maybe 200 could be added next year, and another 200 the year after that, allowing them to blend in with the community in a progressive way. 800 all in one go is wrong. The Officer recommendation is right; we should ask for something better to be brought back to the table.

BF: a lot of his points were covered by CH. There has been a lot of talk about the management of students, but there are 400 students living in the Park Campus, in a conservation area. Has been told by the ward councillor for The Park that they are wonderful, part of the community, get on well with locals, and The Park wouldn't be without them. Students aren't gorgons or yobs; they are the children of people like us, the pick of the education system. This application is for 603 additional students. The site is 1.3h, and the buildings will have a 50% smaller footprint than those currently on the site. There is also an application to demolish the existing buildings; this could take time, allowing a gateway for the outstanding issues to be sorted in tandem.

The Architects Panel gives no actual reason to refuse - design is very subjective. We should also consider Paragraph 72 of the NPPF, which states that a 'proactive, positive and collaborative approach' should be taken to expand or alter schools. Students are important to the future of our town and the country.

Reminds Members of the application at 1 Gloucester Road for accommodation for 188 students, with six parking bays - the Officer recommendation was to permit. That site is only 0.2h, but there was no issue about managing students there. The University manages its students well. The major issues in the town aren't caused by students.

The principle of development of this site is not in doubt – it is a brownfield site and it's inevitable that something will be built there. If we refuse permission and the University walks away, it could be developed with a large number of houses and flats. The site isn't in the conservation area and, in line with the large buildings in Albert Road and Evesham Road, 4-6 storey blocks of flats wouldn't be out of place.

KS: it's important that all Members are clear that this is a planning application: it isn't part of LEP, and Members aren't here to promote Gloucestershire's economy. This has to be borne in mind but the correct decision must surely be to balance social, environmental and economic issues. If these get out of balance, the decisions will be wrong – it is important to stress this. This planning application may have wider implications but that doesn't mean we should throw the Officer recommendation out of the window. If the application is turned down, it doesn't mean Cheltenham doesn't want or care about the University.

If the applicant wasn't the University, and a developer came to us with a scheme of similar design and occupancy, would we say OK, the town will fall apart without this? We wouldn't. Members are proud of the town and expect the best for it at all times. Is very concerned; Members need to consider the Officer recommendation very carefully, as Officers rarely give this kind of steer, and when they do, alarm bells should ring.

Some Members have said that students aren't badly behaved, but they aren't well-behaved either. They can be very rowdy and it's ridiculous to say that they don't cause problems. This proposal would result in too many students on too small a site.

In one month's time, some of the questions might have been answered, but the scheme is not ready to be voted on now. Wants the best for the town, and only wants to make a decision when all the issues have been dealt with. Will vote with the Officer recommendation; it is the right thing to do. Planning decisions are there for ever; if permission is granted, it can't be put right afterwards.

To the Vice-Chancellor's comment that form follows function, would say the site is in the historic Pittville Estate – we don't want it to look like Milton Keynes. Functionality belongs to different areas; life is messy, and it won't just be the local residents who have to pick up the pieces – the students will also suffer. The site is some distance from the other campuses, library etc – they will spend a lot of time travelling to and fro.

This isn't the right development for this location. We have to turn it down. Doesn't want the town preserved in aspic but wants the right kind of development. It is not CBC's fault that the funding deadline is as imminent as it is. We have to make a planning decision, not an economic one.

JF: agrees with KS, and cannot believe some of the Members' comments about students. This is a Planning Committee. Yes, we want the town to be vibrant and to encourage economic growth, but not at the cost of a good application. Understands that for 3-4 months, there was no discussion with the applicant, and that this was not the Officers' fault. Cannot go with this; the design is appalling. Wants the University to thrive, and welcomes its social and educational excellence, but this planning application goes against all we stand for. It is contrary to Local Policy CP7 and the NPPF, as stated by the case officer. The applicant has to go back to the drawing board. Is sorry if this means the University loses its hoped-for funding stream, but the application was submitted too late, and that is the applicant's fault, not ours.

GB: feels that we're in a position we'd rather not be in. The application has come to Committee with big gaps that need resolution. Maybe the issues can be sorted out, but to ask Members to vote with their hands behind their backs in order to satisfy an economic deadline is not what we are about, and we have to be very, very careful about how we view this application. If it was a fully reasoned application with good arguments, we would deal with it appropriately, but it would not be right for the future of the town and for the people living nearby to say yes because of pressure due to a financial situation. We have to get this right; respect for Planning Committee will be diminished if the application is not considered properly.

CH: we do need to take the economic issue into account, and it is appropriate that the Committee properly addresses the grounds for refusal, but there are ways of getting round those concerns with conditions. If the application is refused now, the opportunity is lost to the town, and there is no way of recovering it, but we do have a way of sorting out the detail so the University can go forward with its funding bid.

If we go back a few years, there were 1000 students using the building every day, and the Gulf Oil building was student residences before Gulf took over. The area was able to cope with all their movements in the past.

Is the number of students proposed now too high? Probably not. Is it too far away from the rest of the University? No, it was designed that way some time ago. There are good reasons to take all this into consideration. The design is not terrible; it is reasonable. The

student numbers can be dealt with. It's very important to allow the University to seize this opportunity.

GB: this is an important application. If we give approval today and try to condition all we are uncomfortable with, we will be redesigning on the hoof without the necessary Officer support. This isn't the way to run planning applications; we have to do it properly. If applications don't come to us correctly, it is not for the Committee to redesign them. Members can and occasionally do permit a scheme they are more or less happy with by adding a condition, but it would be much more than a simple case of minor tweaking here.

AM: looking at the refusal reasons on Page 56, is perplexed. The design is described as crude, basic, monotonous, overbearing – there's not much room for interpretation here. In the pictures, the proposal looks similar to the Gloucester Road/High Street development, and the density is probably very similar – could we be accused of double standards here? The proposal is for 800 students on the site; if not for students, how many houses and flats and how many people would we be looking to accommodate on the site? Are concerns being exercised consistently?

Notes in Section 4 of the report the Highways Officer recommends refusal at this stage, pending various highway improvements and a legal agreement. We cannot approve a significant application if we cannot agree the S106 areas or amounts. Is struggling to see a sensible solution here. Notes that report states that a decision is needed by 23rd March, in order to secure funding for the scheme before the general election, but the world doesn't end on 7th May. There may be cuts but things will still function, similar initiatives will exist, and they might be even better.

There are issues which need resolution; we should not permit this proposal but should defer it, to allow more time to address officer issues, and come back with a more appropriate scheme which has been thoroughly worked through. Would say students receive a bad rap – was ward councillor for St Paul's for 14 years and had no particular problems with them. Will vote against the proposal if it comes to it, but would like to move to defer, pending resolution of the issues – otherwise we may end up throwing out the baby with the bath water.

MC, in response:

- a lot has been said and a lot of good points have been made;
- to CH's comments about the Architects Panel's seven salient points, these are not overly dissimilar to Officer thinking: the principle of developing this site is entirely acceptable and, as LW has said, maybe 800 students could be accommodated, but Officers are in a similar position to MP in that they simply ran out of time to consider the application thoroughly;
- the application was submitted three months ago; the first six weeks was spent extracting information from the applicant; by the beginning of December, Officers felt they had an application they could work with, and the re-consultation exercise began. The applicants wanted the proposal to be considered at January committee, which meant Officers had six weeks to consider an application that should normally take a minimum of 13; and for an application of this size, Officers would usually be looking for six months to give it full consideration;
- as LW has said, there have been a number of initiatives from the University regarding the management of students, but none of these are fully resolved or refined for Officers to feel confident that they will mitigate the problem. Maybe, with time, the University and local residents could come up with schemes to monitor the situation, but given the time constraints, this has not been possible;
- deferral will not be helpful for the University; it wants a decision today to be able to continue its bid for funding; the real issue is that Officers have been grappling with the

application and the applicant is desperate to see it approved, officers want to recommend approval, but are not in a position to do so;

- regarding the amenity issue, with more time and co-operation between the University and residents – maybe some concessions re student numbers to gain the confidence of the neighbours – a solution could be worked out. Honest discussion is needed, similar to that undertaken by Cheltenham Festivals and residents of Montpellier and Imperial Square a couple of years ago;
- CH suggested granting permission pending several additional conditions, but we cannot use conditions or legal agreements to adequately mitigate the issues. Conditions have to comply with the 6 tests set out in the NPPG, they need to be precise, relevant, reasonable and enforceable, and this cannot be achieved in the time we have;
- the architecture is disappointing, as stated by the Architects Panel; the Civic Society rightly states that the site and the students deserve something better; the Heritage and Conservation Officer is concerned about the design of the scheme and its potential harm to the setting of the conservation area. This site deserves an exemplar scheme. With time, a high-quality scheme could be delivered, but we aren't there yet.

GB: in this situation and with such a significant application, is disappointed that no model has been provided by the applicant. Models give different dimensions to the opportunity to assess the scheme. Hopes that if the application is deferred, the University will produce a model before the scheme is reconsidered.

BF: if the scheme is deferred, the University can at least demolish the site and clear it in readiness for future development.

FC: thanks AM for his suggestion of deferral, which is probably the best way forward. The University will have heard that there is support for its continued growth in Cheltenham. Main areas of concern are highways issues not yet approved by the County, and the look of the buildings – form may follow function, but environment has to be taken into consideration. If the scheme is deferred, county and borough Officers will be able to follow through these concerns with the University, and take residents' views into account. If the University has listened to what has been said tonight, it will know that there is good will from the Planning Committee and from residents, who recognise the benefits of developing this site. Will support the move to defer – the University can look at the scheme again and come back with something which satisfies Officers, residents and Members.

AL: there are considerable architectural defects in the student blocks; the Architects Panel suggested means of improving this at no extra cost, but the applicants failed to consider this feedback. They have not taken on board the fundamental issues about design, resulting in a proposal which is difficult to condition or defer. A fundamental redesign is needed to make a better environment for students. If the applicants had taken this on board earlier, they may not have had to wait for their planning permission. Feedback is the breakfast of champions – ignore it at your peril.

JF: if the scheme is deferred, how long might it be until it comes back to Committee – or will timescale not be specified?

MB: if deferred, will we be waiting for further information or for the applicant to make minor changes? Does deferral imply tacit approval of any matters not specified?

AM: if deferred until the meeting on 19th March, the University could still have its approval in time for its 23rd March funding deadline, so would it suit all parties to pencil in that date? If the University doesn't go along with this, it will miss its deadline and have to suffer the consequences.

GB: Officers will also need sufficient time to prepare any revised scheme for Committee.

MC, in response:

- regarding the funding stream, in order to qualify, planning permission needs to be granted and the judicial review period of six weeks finished by 23rd March. So if the University doesn't have approval by the end of January, it will not be eligible for that particular funding opportunity before the general election. However, this doesn't trump every other consideration – it is a material consideration but not enough to outweigh all other concerns;
- in response to JF, how long the deferral is for is in the applicant's hands. The University has heard the discussion tonight, and will have picked up on certain issues and messages. A lot of work is needed, so it's unlikely that they will have a revised scheme ready for next month. Officers would ideally like 3-5 more months to give the proposal full consideration, but it is not our decision – if the applicant wants to come back to Committee next month, it can;
- would point out that in deferring, we risk an appeal for non-determination, though doesn't think this is very likely;
- there is merit in deferral - the application is undercooked – but there is also risk, and the applicant could bring the application back for determination in February should they wish.

KS: deferral sounds like a tantalising option but feels there is too much that needs to be addressed in this scheme. There is a big gap between where the scheme is and where it needs to be, as Officers have been saying all evening. The design is not acceptable in this location, although it might suit another area; there seems little sense of context. The design must be good, and we need to be confident that the materials are durable and won't end up looking ropey like the existing blocks on this site. Isn't sure that deferral is the right decision to make. If this really is such a big deal to the University, why has it knowingly not sorted it out before? It is a big issue, and would be different if the University had listened to Officer advice. Four weeks isn't long enough to sort everything out; management of students needs a lot of careful thought. Is not sure that deferral will help anybody.

MS: is against the idea of deferral. The scheme should be refused at this stage, and the applicants should come back with a re-thought scheme which takes all recommendations into account. Is worried that in only a matter of hours, there could be an appeal for non-determination – this would take the decision out of our hands, which would be wrong. For clarity, regarding the new voting system, if Members vote against deferral, do we revert to the substantive motion?

CL, in response:

- yes, if the deferral is lost, the officer recommendation to refuse will remain the substantive motion.

PB: feels caught between a rock and a hard place, but will ultimately support the move to defer. Members have had a good debate, and the University must be clear about the level of support for its continued development. Deferral will allow the applicant the opportunity to come back in a shorter time scale, having taken on board tonight's debate and the comments in the Officer report. On the refusal reasons, understands that a lot more information on highways issues has been produced since the Officer recommendation, which may make a difference; also understands that student numbers will be less than in 2011. Regarding architectural design, the applicant can take note of the comments made tonight, that Members are proud of their town and want the best. On public art and S106 agreements, can't believe that these issues can't be addressed in 4-5 weeks. Members value the University but also respect residents' views, and would like to reach the point where these agree. Does not think the University will take the non-determination route – it

wants a good relationship with the borough, and we will continue to work together, now and in the future.

MB: does deferral imply tacit approval of other issues?

MC, in response:

- no.

KS: do we need to give specific reasons for deferral or will Officers pick these out of the debate?

CL, in response:

- AM referred to the reasons for refusal listed in the officer report when he moved for deferral. There are lots of things to be worked on, so 'defer to see if all those refusal reasons can be resolved' sums it up neatly.

Vote on AM's move to defer on the above grounds

11 in support

4 in objection

DEFERRED

APPLICATION NO: 14/01928/FUL	OFFICER: Mrs Lucy White
DATE REGISTERED: 23rd October 2014	DATE OF EXPIRY: 22nd January 2015
WARD: Pittville	PARISH: Prestbury
APPLICANT:	Uliving And University Of Gloucestershire
AGENT:	Mr Ian Woodward-Court
LOCATION:	Pittville Campus, Albert Road, Cheltenham
PROPOSAL:	Erection of a student village incorporating 577 new-build student bedrooms, the refurbishment of the existing media centre (which will include a reception/security desk, a gym, retail facilities, multi-faith area, refectory and bar, quiet study area, laundrette, ancillary office space), and the provision of a mixed use games area. In addition, the proposal involves the demolition of existing teaching facilities and the retention and refurbishment of 214 existing student rooms.

Update to Officer Report

1. OFFICER COMMENTS

1.1. Below is a full list of suggested conditions and informatives in respect of the above application and officer recommendation to permit.

1.2. Late representations have been received from gfirst LEP and a third party, both of which are attached to this report.

1.3. Suggested Conditions

- 1 The development hereby permitted shall be begun before the expiration of five years from the date of this permission.
Reason: To accord with the provisions of Section 91 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.
- 2 The development hereby permitted shall be carried out in accordance with drawing numbers 1793-P-101G, 1793-P-102D, 1793-P-104B, 1793-P-105B, 1793-P-106A, 1793-P-130, 1793-P-131, 1793-P-132, 1793/P/133, 1793/P/134, 1793/P/135, 1793/P/136, 1793/P/137, 1793-P-201C, 1793-P-203C, 1793-P-205C, 1793-P-206C, 1793-P-207C, 1793-P-210C, 1793-P-211C, 1793-P-212C, 1793-P-250A, 1793-P-251A, 1793/P/252/A, 1793/P/253/A, 1793/P/254/A, 1793/P/255/A, 1793/P/256/A, 1793/P/257/A, 1793/P/258, 1793/P/259, 1793/P/260, 1793/P/261A, 1793/P/262, 1793/P/263, 1793/P/411, 1793/P/412, 1793/P/413, 1793/P/414, 1793/P/416, 1793/P/417, 1793/P/418, 1793-P-511A, 1793/P/270, 1793/P/271, 1793/P/272 and IA-363-LP-P01D received 11th May 2015 .
Reason: To ensure the development is carried out in strict accordance with the approved drawings.
- 3 No development shall take place, including ground works and site preparation, until a Construction Method Statement has been submitted to and approved in writing by the Local Planning Authority. The details and provisions outlined in the statement hereby approved shall be adhered to in full throughout the construction period (including demolition and site preparation phases) unless otherwise agreed in writing by the Local Planning Authority. The Statement shall provide for:-

- i. the parking of vehicles of site operatives and other staff and all visitors
- ii. the parking of delivery vehicles and the loading and unloading of plant and materials
- iii. the type and number of vehicles expected to occupy the site during the construction phase
- iv. the storage of all plant and materials used in the construction of the development
- v. wheel washing facilities
- vi. measures to control dust and dirt during construction
- vii. routing and timing of all construction and delivery vehicles

Reason: The provision of the facilities and measures needs to be established prior to ground works on site to allow for sufficient and appropriately located areas for such provision and to protect the amenities of the locality during the construction phase, in accordance with Local Plan Policy CP4 and TP1 relating to local amenity and highway safety.

- 4 Prior to commencement of the development hereby approved the following information shall be submitted to and approved in writing by the Local Planning Authority:

- (i) a full site survey showing:
 - a) the datum used to calibrate the site levels
 - b) levels along all site boundaries at regular intervals
 - c) levels across the site at regular intervals
 - d) finished floor levels or other datum of adjacent buildings
 - e) cross section drawings clearly showing existing ground levels in relationship with the finished floor and eaves levels at adjacent buildings

- (ii) full details showing:
 - a) the proposed finished floor level of all buildings and ground levels including hard surfaces
 - b) cross section drawings showing the proposed finished floor and eaves levels of all buildings and ground levels including hard surfaces

The development shall be implemented in strict accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

Reason: The application site is not level and therefore it is important to clarify, prior to any ground works, the height of the development in relation to existing levels and structures both on and off site. The information is necessary to allow the impact of the development to be accurately assessed.

- 5 Prior to the commencement of development, full details of the method of any piling of foundations shall be submitted to and agreed in writing with the Local Planning Authority. The piling shall be carried out in accordance with the approved details.

Reason: The method of piling needs to be established prior to ground works in order to protect the amenities of residents in nearby properties in accordance with Policy CP4 of the Local Plan.

- 6 Prior to the commencement of development (including works of demolition and site preparation), tree protection fencing shall be installed in accordance with the specifications set out within the Arboricultural Report (reference Pittville Campus) received 11th May 2015 and the Tree Protection Plan Drawing no. 1793/P/101 Rev F dated April 2015 and received 11th May 2015. The tree protection measures shall be erected installed, inspected and approved in writing by the Local Planning Authority prior to the commencement of any works on site (including demolition and site clearance) and shall remain in place until the completion of the construction phase of the development hereby approved.

Reason: To prevent damage to any trees on site, full tree protection measures need to be in place prior to the commencement of any ground works in accordance with Local

Plan Policies GE5 and GE6 relating to the retention, protection and replacement of trees.

- 7 In the event that contamination is found at any time when carrying out the development hereby approved it must be reported immediately in writing to the Local Planning Authority. An investigation and risk assessment must thereafter be undertaken and a remediation scheme submitted to and approved in writing by the Local Planning Authority. Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced and submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Local Plan Policy NE4 relating to development on contaminated land.
- 8 No development of the superstructure shall commence unless and until a scheme for the disposal of foul and surface water has been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details. No land drainage run-off or surface water shall discharge, either directly or indirectly, into the public sewerage system and foul water and surface water discharges shall be drained separately from the site.

Reason: To ensure that the foul and surface water drainage systems do not contribute to flooding or pollution of the watercourse in accordance with Local Plan Policy UI3 relating to sustainable drainage systems.
- 9 The surface water drainage system shall be designed in accordance with the principles of Sustainable Drainage Systems (SUDS). This shall include a maintenance strategy and full details (including calculations) the details of which shall be submitted to and approved by the Local Planning Authority prior to commencement of development of the superstructure. Prior to the first occupation of any part of the development, the surface water drainage system shall be completed in all respects in accordance with the details approved and shall be retained as such thereafter.

Reason: To ensure the surface water drainage system does not contribute to flooding or pollution of the watercourse in accordance with Local Plan Policy UI3 relating to sustainable drainage systems.
- 10 Prior to first occupation of any of the new build student bedrooms hereby approved the access shall be laid out and constructed in accordance with the details shown on drawing No IA-363-LP-PO1D and maintained as such thereafter.

Reason: To reduce potential highway impact by ensuring the access is suitably laid out and constructed in accordance with Policy TP1 of the Local Plan.
- 11 Prior to first occupation of any of the new build student bedrooms hereby approved, the car parking area shall be marked out and constructed in accordance with the details shown on drawing No. IA-363-LP-PO1D. The car parking area shall thereafter be retained in accordance with the approved plans and kept available for use as car parking.

Reason: To reduce potential highway impact and to ensure adequate car parking within the curtilage of the site in accordance with Policies CP5, TP1 and TP6 relating to sustainable transport, development and highway safety and parking provision within development.
- 12 Prior to the first occupation of any new build student bedrooms, the cycle parking and cycle storage provision shall be laid out and constructed in accordance with the details

shown on drawing No. IA-363-LP-PO1D and thereafter kept free of obstruction and available for the parking of cycles only.

Reason: To ensure adequate provision and availability of cycle parking that is also accessible and convenient to potential users in accordance with Local Plan Policy TP6 and CP5 relating to parking provision in development and sustainable transport.

- 13 No development of the superstructure shall take place until full details of the removal of the existing south bound bus lay-by in Albert Road and reinstatement of footway, have been submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented in full prior to the first occupation of any new-build student accommodation hereby approved.

Reason: To reduce potential highway impact and increase modal shift in accordance with Local Plan Policy TP1 and CP5 relating to highway safety and sustainable transport.

- 14 All works relating to the development hereby approved, including works of demolition or site preparation prior to operations, shall only take place between the hours of 08:00 and 18:00 Monday to Friday, 08:00 and 13:00 on Saturdays and at no time on Sundays or Bank Holidays, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To protect the amenities of residents in nearby residential properties in accordance with Policy CP4 of the Local Plan.

- 15 The design and details of air handling plant serving the proposed catering facilities provided in the new Reception building (Media Centre) shall be submitted to and approved in writing by the Local Planning Authority. The air handling plant shall be installed prior to the first occupation of the residential accommodation hereby approved and installed and operated in accordance with the approved details and thereafter maintained as such unless otherwise agreed in writing by the Local Planning Authority.

Reason: These details need careful consideration in order to protect the amenities of residents of nearby properties in accordance with Policy CP4 of the Local Plan.

- 16 The design and details of air conditioning plant serving the Reception building (Media Centre) shall be submitted to and approved in writing by the Local Planning Authority. The air conditioning plant shall be installed prior to the first occupation of the residential accommodation hereby approved and installed and operated in accordance with the approved details and thereafter maintained as such unless otherwise agreed in writing by the Local Planning Authority.

Reason: These details need careful consideration in order to protect the amenities of residents of nearby properties in accordance with Policy CP4 of the Local Plan.

- 17 The design and details of noise attenuation measures for the proposed Reception building (Media Centre) shall be submitted to and approved in writing by the Local Planning Authority. The noise attenuation measures shall be installed prior to the first occupation of the residential accommodation hereby approved and installed and operated in accordance with the approved details and thereafter maintained as such, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To protect the amenities of residents of nearby properties in accordance with Policy CP4 of the Local Plan.

- 18 The external noise level at the boundary of the campus from combined mechanical equipment noise shall not exceed 35dB LAeq, 1 hour between the hours of 07:00 and 23:00, and 25dB LAeq 5 minutes between the hours of 23:00 and 07:00, when assessed as a rating level in accordance with BS 4142:2014.

Reason: To protect the amenities of residents of nearby properties in accordance with Policy CP4 of the Local Plan.

- 19 The noise level from amplified, live or recorded music at the proposed Reception building (Media Centre) shall not exceed 55dBA Lmax, fast between the hours of 07:00 and 23:00 daily and 45 dBLmax, fast between the hours 23:00 and 07:00 daily, when measured at the site boundary.
Reason: To protect the amenities of residents of nearby properties in accordance with Policy CP4 of the Local Plan.
- 20 The use of the Multi-Use Games Area and outdoor gym shall be restricted to the hours of 09:00 and 21:00 daily.
Reason: To protect the amenities of residents of nearby properties both on and off-site in accordance with Policy CP4 of the Local Plan.
- 21 The collection of refuse from the site and all deliveries of goods and materials to the commercial units on site shall only be made between the hours of 08:00 and 20:00 Monday to Saturday and at no time on Sundays or Bank Holidays.
Reason: To protect the amenities of residents of nearby properties both on and off-site in accordance with Policy CP4 of the Local Plan.
- 22 All glazing to the residential properties hereby approved shall be constructed of two panes of 4m glass, separated by a 16mm sealed air gap, unless otherwise agreed in writing by the Local Planning Authority. Windows facing directly onto Albert Road and New Barn Lane shall be fitted with attenuated acoustic trickle vents (with standard trickle vents to all other windows) unless otherwise agreed in writing by the Local Planning Authority.
Reason: To protect the amenities of residents of nearby properties in accordance with Policy CP4 of the Local Plan.
- 23 Prior to the first occupation of any residential accommodation hereby approved, a scheme for the provision of refuse and recycling storage facilities to serve the proposed development (including the Reception building and including appropriate containers in accordance with adopted Supplementary Planning Document - Waste Minimisation in Development Projects) shall be submitted to and approved in writing by the Local Planning Authority. The residential units shall not be occupied until the approved scheme has been implemented and the facilities shall be retained as such thereafter.
Reason: To achieve sustainable waste management and to facilitate recycling in accordance with Gloucestershire Waste Local Plan Policy W36 relating to waste minimisation.
- 24 Prior to any development taking place on the building envelope, a detailed scheme for landscaping, tree and/or shrub planting and associated hard surfacing (which should be permeable or drain to a permeable area) shall be submitted to and approved in writing by the Local Planning Authority. The scheme approved shall be carried out in the first planting season following the commencement of development or unless otherwise agreed in writing by the Local Planning Authority. Any trees, shrubs or grassed areas planted in accordance with the approved details that fail, die, are removed or become seriously damaged or diseased within a period of 5 years of initial planting shall be replaced with others of similar species in the next available planting season. The details to be submitted for approval shall include:
- i. New hard surface areas and other surface materials (including samples where requested)
 - ii. Boundary treatment both on the perimeter of the site and within internal areas
 - iii. External lighting fixtures and columns
 - iv. Outdoor furniture
 - v. Hard and soft landscaped features/terraces
 - vi. Planting plans and specifications (including SuDS, layout, species, plant size, numbers/density and tree root type)

- vii. Implementation programme
- viii. Long term Maintenance Programme (including management responsibilities and maintenance schedules)

Reason: To ensure that the development is completed in a manner that is sympathetic to the site and its surroundings in accordance with Local Plan Policies CP1 and CP7 relating to sustainable development and design.

- 25 No development of the superstructure shall take place until samples of the materials to be used in the external surfaces of the buildings hereby permitted (including details of mortar mixes and details of the materials to be used in the alterations to any existing buildings) shall be submitted to and approved in writing by the Local Planning Authority. The submitted details shall include a large scale bay elevation study and sample panel of brickwork/mortar, window section, coping detail and colour schemes. The materials used in the development shall be in accordance with the samples and details so approved.

Reason: To ensure a satisfactory form of development in accordance with Local Plan Policy CP7 relating to design.

- 26 No development of the superstructure shall take place until details (to include design, materials, colour and finish) of the following have been submitted to and approved in writing by the Local Planning Authority:-

- i. sections and elevations of all new and replacement external doors and windows and glazed frontages (including cills, reveals and setbacks)
- ii. curtain walling and cladding (including elevations and samples)
- iii. entrance details and canopies to new residential blocks (including elevations and sections)
- iv. rainwater and foul water goods
- v. ventilation, extraction and air conditioning plant, flues and any other pipework (other than that required by Conditions 15 and 16 and including elevations and specification details)
- vi. roof plant and service enclosures (including elevations)
- vii. visitor bicycle stands

The details shall be accompanied by elevations and section drawings where indicated or subsequently requested by the Local Planning Authority. Section drawings shall be to a minimum scale of 1:5 together with full size cross section profiles. The development shall be implemented strictly in accordance with the details so approved and maintained as such thereafter.

Reason: To ensure a satisfactory form of development in accordance with Local Plan Policy CP7 relating to design.

- 27 No development on the building envelope or entrance car park and access points (Albert Road and New Barn Lane) shall take place until details of the specification and location of all hard surfacing materials (other than those related to the proposed landscaping scheme) have been submitted to and approved in writing by the Local Planning Authority. All new hard surfacing areas shall be formed from permeable materials or provision shall be made to direct run-off from the hard surface to a permeable or porous area (soakaway) within the site. The development shall be implemented strictly in accordance with the details so approved and maintained as such thereafter.

Reason: To ensure a satisfactory form of development and maximise the absorption of rainfall on site in accordance with Local Plan Policy CP1 relating to sustainable development and CP7 relating to design.

- 28 No development on the building envelope shall take place until a detailed scheme for boundary walls, fences or other means of enclosure shall be submitted to and approved

in writing by the Local Planning Authority and the boundary walls, fences or other means of enclosure shall be erected before the development hereby permitted is first occupied.

Reason: To ensure that the development is completed in a manner that is sympathetic to the site and its surroundings in accordance with Local Plan Policy CP7 relating to design.

- 29 The residential buildings hereby permitted (shown as C1, C2, C3, C4, C5, TH1, TH2 and TH4 on Drawing No 1793/P/101 G received 11th May 2015) shall only be occupied as student residential accommodation for the University of Gloucestershire and shall be used for no other purpose within Class C1 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) (or in any provision equivalent to that Class in any statutory instrument revoking and/or re-enacting that order with or without modification), or any change of use permitted by the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any statutory instrument revoking and/or re-enacting that Order with or without modification), including any use as independent residential dwellings.

Reason: The Local Planning Authority wishes to have the opportunity of exercising control over any subsequent use.

- 30 Prior to first occupation of any residential accommodation hereby approved, a scheme showing full details of any proposed signage, external lighting and CCTV installation shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be fully implemented in accordance with the approved details prior to first occupation of any residential accommodation hereby approved and thereafter maintained as such unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the development is completed in a manner that is sympathetic to the site and its surroundings in accordance with Local Plan Policy CP7 relating to design and CP4 relating to local amenity.

- 31 Prior to the completion of development, a scheme for the provision of public art shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme for public art shall be fully installed within six months of the first occupation of the residential accommodation hereby approved.

Reason: To allow provision of public art in accordance with Local Plan Policy CP7.

- 32 A schedule of measures to be taken to deter seagulls from nesting on the property shall be submitted to and approved in writing by the Local Planning Authority. The measures so approved shall be implemented prior to first occupation of any residential accommodation hereby approved and maintained on site to the satisfaction of the Local Planning Authority.

Reason: In order to protect the amenities of residents in accordance with Local Plan Policy CP4 relating to safe and sustainable living.

INFORMATIVES

- 1 In accordance with the requirements of The Town and Country Planning (Development Management Procedure) (England) (Amendment No. 2) Order 2012 and the provisions of the NPPF, the Local Planning Authority adopts a positive and proactive approach to dealing with planning applications and where possible, will seek solutions to any problems that arise when dealing with a planning application with the aim of fostering the delivery of sustainable development.

At the heart of this positive and proactive approach is the authority's pre-application advice service for all types of development. Further to this however, the authority publishes guidance on the Council's website on how to submit planning applications

and provides full and up-to-date information in relation to planning applications to enable the applicant, and other interested parties, to track progress.

In this instance, the authority sought a number of revisions to the proposed development in relation to design, amenity and highway safety.

Following these negotiations, the application now constitutes sustainable development and has therefore been approved in a timely manner.

- 2 Any works on or adjacent to the public highway may require a legally binding highway works agreement and the applicant is required to contact the Local Highway Authority before commencing works on the highway (devcoord@gloucestershire.gov.uk)
- 3 If the need arises to work on site outside of the agreed hours, the site operator should also seek an agreement under the Control of Pollution Act 1974 with Cheltenham Borough Council Public Protection team. An example of such a situation would be the delivery to site of equipment requiring a road closure.
- 4 Notwithstanding Condition 3 of 14/01928/FUL, the applicant is advised that no operatives vehicles involved by way of contractors, sub-contractors to the development under construction should be stored or parked in neighbouring streets. Sufficient space should be allocated on site, the details of which must be considered fully when applying to discharge Condition 3 of 14/01928/FUL.

APPLICATION NO: 14/01928/FUL	OFFICER: Mrs Lucy White
DATE REGISTERED: 23rd October 2014	DATE OF EXPIRY : 22nd January 2015
WARD: Pittville	PARISH: PREST
APPLICANT:	Uliving And University Of Gloucestershire
LOCATION:	Pittville Campus, Albert Road, Cheltenham
PROPOSAL:	Erection of a student village incorporating 577 new-build student bedrooms, the refurbishment of the existing media centre (which will include a reception/security desk, a gym, retail facilities, multi-faith area, refectory and bar, quiet study area, laundrette, ancillary office space), and the provision of a mixed use games area. In addition, the proposal involves the demolition of existing teaching facilities and the retention and refurbishment of 214 existing student rooms.

ADDITIONAL REPRESENTATIONS

Flat 2
 Malvern Hill House
 East Approach Drive
 Cheltenham
 Gloucestershire
 GL52 3JE

Comments: 9th July 2015

Pittville Campus Concerns - final summing up of objections

Before the Council Planning Meeting on 16 July, Pittville Campus Concerns wishes to re-stress the dangers of this application, all dismissed by the UoG as not its responsibility or not planning issues. We support the need for the UoG to provide additional student accommodation, but "400 not 800" is what would be needed to resolve the dangers of this application which:

- Crams 800 students, plus staff, guests and visitors onto a tiny site of 6.5 acres far away from teaching facilities and town centre. Nowhere else in the UK will have so many students on such a small site in such a residential area
- Will increase local population density to 11 times greater than rest of Pittville
- Has only 120 parking spaces for up to 1,000 site users. Students are not allowed to bring cars to site and will be forced to park them wherever they can in the area
- Has potential for much increase in local traffic and jamming at peak times
- Will put substantial additional pressure on utilities: eg local foul drainage, increasing flooding risk, plus much increased use of electricity, broadband and gas.
- Has an untested, hypothetical "800 student management plan" depending on 10 student volunteers, and a few managerial, security and support staff
- Is an "experiment", U-Living admits no experience in managing this type of site
- Will lead to substantial increase in "foot traffic" in main streets and Pittville Park, threatening the quality of a beautiful and unique Conservation Area
- Will increase noise and anti social behaviour perpetrated by minority of students at night, proposed transport to take students home from night clubs is inadequate
- No police resources available, student patrols not sustainable in long term.
- The buildings remain too high, too harsh, not in keeping with the area
- Is residential only, its private retail element might adversely affect local shop

This application as it stands will lead to a serious degradation of quality of life for local residents and contravenes Borough Council development policy. It does NOT "create an attractive

10th July 2015

environment" nor "reduce the need to travel" nor "make provision for parking" as stipulated by Policy CP1 "Effective protection of the environment".

With regard to Policy CP4 "Safe and Sustainable Living", this application does NOT refrain from causing unacceptable harm to the amenity of adjoining land users and the locality, it does NOT refrain from causing environmentally unacceptable levels of traffic, it does NOT refrain from giving rise to potential crime, or to the significant fear of crime and it could endanger public safety. It will also degrade Cheltenham's beautiful heritage.

All the problems described above would be resolved or at least reduced at a stroke by having "400 not 800" students or even 450-500 students, with the resultant reduction in buildings, population density, car parking, travel, and utilities use. This would be fair to the University and to Pittville residents. However the University, despite its efforts on paper on its "student management plan" has consistently ignored the residents root concern, ie the development has too many people in the wrong place.

Dr Diane Savory
Oxstalls Campus
Oxstalls Lane
Gloucester
GL2 9HW

Comments: 8th July 2015

We know that Gloucestershire is a prosperous economic area with huge latent potential. However, it needs help in unlocking that potential in order to achieve the type of economic growth that the whole country should aspire to - high skill, knowledge intensive, sustainable, with a high proportion of manufacturing and export industries, and offering an exceptional quality of working life.

The Gloucestershire Local Enterprise Partnership's (GFirst LEP) work with the University of Gloucestershire is playing a crucial role in helping drive economic growth in both Cheltenham and the wider county.

The University brings over £151 million of value to Gloucestershire every year and supports more than 2,160 jobs in the county. Its graduates add almost £200 million of value to the UK economy every year and the student community spends £28.3 million annually in Gloucestershire.

If we are to realise our plans for the county, it is crucial that our education institutions are supported to thrive and grow, so we can attract and retain talent to the county and realise the objectives GFirst LEP has set out in its Strategic Economic Plan for Gloucestershire.

Working with the University, we have already together established The Growth Hub at the Oxstalls Campus with plans to develop offices throughout the county. I believe that the success of the University's planning application for the Pittville Student Village is crucial to Gloucestershire's continued economic development.

In our Strategic Economic Plan for Gloucestershire, we have set the target of creating over 33,000 new jobs. We also know from the Gloucestershire Skills Statement that there will be shift away from lower-skilled employment and that many employers are reporting skills gaps. With an aging population, it is vital that the county can attract new talent and the University plays a crucial part in achieving this. More than a third of its graduates already choose to stay and make their career in the county.

Part of the University's ambition for growth involves attracting additional students in an increasingly competitive market. Redeveloping the Pittville Campus to create a 791-bed student

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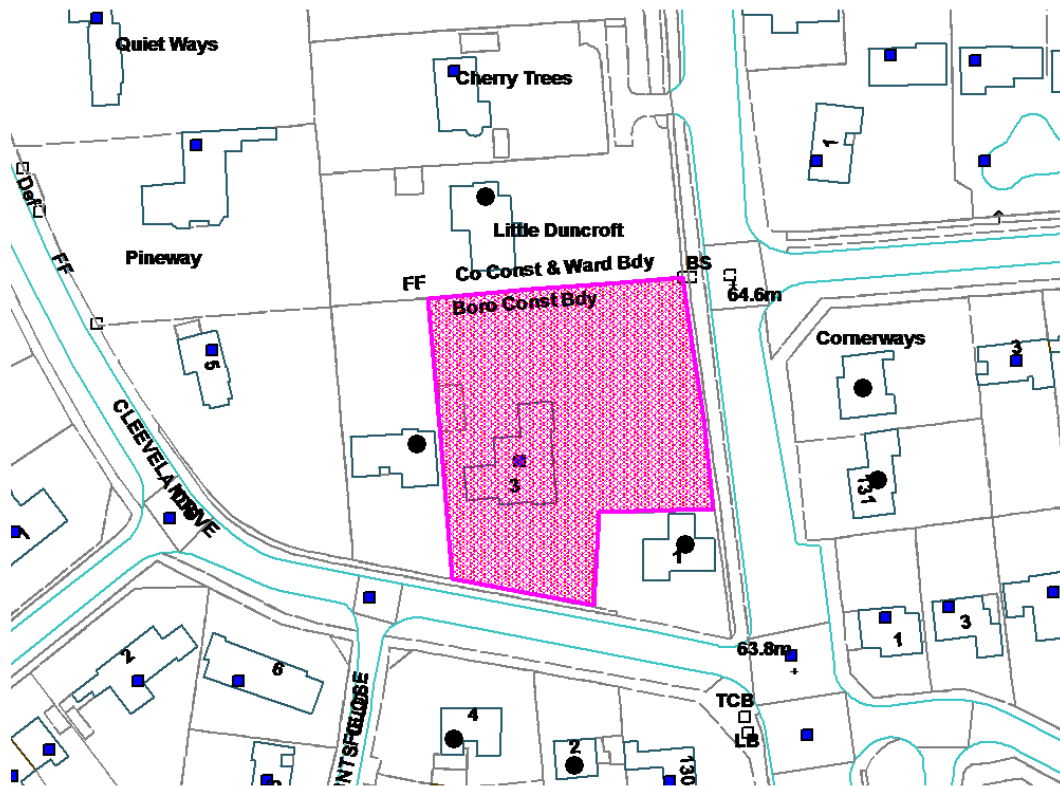
village will allow the university to strengthen and grow its position in the fiercely competitive higher education sector by providing the kind of high quality accommodation the market demands. Realisation of this project will release millions of pounds to enable the University to invest heavily in developing additional outstanding teaching facilities that is crucial if the University of Gloucestershire is to appeal to prospective students.

A highly skilled workforce for Gloucestershire is one of the key aims in GFirst LEP's Strategic Economic Plan, and so every effort made towards this will support the growth of the county's economy. We will continue to support the University of Gloucestershire's ambition to develop and expand, as a vital component in the economic growth of our county. Cheltenham must continue to support the University too, as failure to do so will not only severely compromise the growth of the university, but negatively impact the growth of the economy of Cheltenham and the wider county.

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APPLICATION NO: 15/00202/FUL	OFFICER: Miss Michelle Payne
DATE REGISTERED: 4th February 2015	DATE OF EXPIRY: 1st April 2015
WARD: Pittville	PARISH: None
APPLICANT:	William Morrison Estates
AGENT:	Evans Jones Ltd
LOCATION:	3 Cleevelands Drive Cheltenham Gloucestershire
PROPOSAL:	Demolition of existing dwelling and construction of single block containing 9 apartments, alteration to site access and associated hard and soft landscaping

RECOMMENDATION: Refuse



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1. DESCRIPTION OF SITE AND PROPOSAL

- 1.1 This application proposes the demolition of an existing dwelling, at 3 Cleavelands Drive, and its replacement with a block of 9no. apartments comprising 4no. 2 bed units and 5no. 2/3 bed units, with 18no. car parking spaces.
- 1.2 The existing property is two storeys and sits within a large plot on the northern side of Cleavelands Drive, close to the junction with Evesham Road; the site adjoins the Evesham Road to the east and is bounded by residential properties in Cleavelands Drive and Evesham Road. The existing vehicular access in Cleavelands Drive would be retained with an additional pedestrian access provided from Evesham Road.
- 1.3 Revised plans have been submitted during the course of the application in an attempt to overcome concerns relating to design and the overdevelopment of the site.
- 1.4 The application has been referred to the planning committee at the request of Cllrs Prince, Lillywhite and Babbage; the concerns raised relate to overdevelopment, not in keeping with surrounding properties, environmental impact of additional vehicles and impact on neighbouring amenity. Members will visit the site on planning view.
- 1.5 Planning permission was recently refused on this site by Officers in December 2014 for an alternative scheme which proposed two blocks of apartments, 1no. two storey building and 1no. three storey building, providing a total of 14no. apartments, with 20no. car parking spaces. The refusal reason read:

The proposal represents an unacceptable overdevelopment that demonstrates little awareness for the constraints of the site.

Architecturally uninspiring, the proposal is of a crude design that provides for a monotonous and unrelieved mass and bulk that will be an alien and incongruous addition to the locality.

The proposal will also have an unacceptable impact on neighbouring amenity. The scheme will give rise to unacceptable overlooking of adjacent properties by virtue of upper floor windows in close proximity to the site boundaries, but beyond that, the large mass of the buildings proposed will constitute an overbearing and oppressive form of development.

Furthermore, the proposal, and in particular Block 1, fails to pay due regard to the protected Horse Chestnut trees located on the southern boundary of the site. The proximity of block 1 to these trees, and the impact that the tree canopy will have in terms of shading, is likely to give rise to pressure to prune these trees unacceptably.

Accordingly, the proposal is contrary to policies CP4, CP7 and GE6 of the Cheltenham Borough Local Plan (Adopted 2006), advice contained within the Council's adopted SPD titled 'Development on garden land and infill sites in Cheltenham' (Adopted June 2009) and guidance set out within the NPPF, particularly in section 7 - Requiring good design.

2. CONSTRAINTS AND RELEVANT PLANNING HISTORY

Constraints:

Landfill Site boundary

Relevant Planning History:

14/01730/FUL

REFUSE

23rd December 2014

Demolition of existing dwelling and construction of 14 apartments arranged in two blocks, alteration to site access and associated hard and soft landscaping

3. POLICIES AND GUIDANCE

Adopted Local Plan Policies

CP 1 Sustainable development
CP 3 Sustainable environment
CP 4 Safe and sustainable living
CP 7 Design
GE 6 Trees and development
HS 1 Housing development
UI 2 Development and flooding
UI 3 Sustainable Drainage Systems
TP 1 Development and highway safety

Supplementary Planning Guidance/Documents

Development on garden land and infill sites in Cheltenham (2009)

National Guidance

National Planning Policy Framework

4. CONSULTATIONS

Environmental Health

23rd February 2015

I have reviewed the current application and have no objection in principal however I offer the following comments:

Noise & nuisance during construction and demolition

Recommended condition 1:

No construction work at the site is to take place outside the hours of 7:30am - 6:00pm Monday - Friday and 8:00am - 1:00pm Saturdays.

Reason: To protect the amenity of residents from the effects of noise, dust and other nuisances.

Recommended condition 2:

Prior to the commencement of development, the developer shall provide a plan for the control of noise, dust, vibration and any other nuisances from works of construction and demolition at the site. The plan shall also include controls on these nuisances from vehicles operating at and accessing the site from the highway. The development shall be implemented strictly in accordance with the approved details.

Reason: The site lies in close proximity to residential property which is may to suffer loss of amenity due to noise, dust and other nuisances during the demolition of the existing building and construction of the flats.

Tree Officer

24th February 2015

The Tree Section considers this application more sympathetic to trees than the previous application. Many previous tree related concerns have been addressed and as such the Tree Section does not object to this application provided specific measures outlined in the arb consultant report of Feb 14th 2015 are adhered to.

It is recommended that all foundations of buildings take account of the low to medium shrinkable soil as detailed in 5.6.2.

Similarly it is strongly recommended that a car park awning (for parking spaces under the canopy) is created (Para 5.6.2). This could be condition as a part of any planning permission. This will ease post development pressure on these TPO'd highway trees to be pruned because of leaf, twig, conker and bird guano potentially falling onto parked cars beneath.

Please could an underground utility plan showing the intended routes for such services be submitted and agreed prior to determination. These service runs must remain outside the Root Protection Areas of trees to be retained.

Please could a landscaping plan be submitted and agreed which will improve public visual amenity of the site as well as mitigate for the loss of all retained trees.

Please also condition:

TRE01B-Existing trees to be retained

TRE08B-Arb monitoring to include the installation of the minimal dig areas.

Cheltenham Civic Society

2nd March 2015

Although this represents more dense development than is the pattern in the immediate surroundings, we consider the need for more housing makes this necessary and appropriate. We think the design for a block of this size could have been more enterprising.

Architects Panel

13th March 2015

Having reviewed the previous scheme, we felt that the footprint and location of the proposed block was an improvement; however, there was some discussion as to whether a block of apartments was the correct approach and that the use of the site for large single dwellings might better complement the surrounding grain and typology.

In terms of elevational treatment, the scheme appears muddled and lacking clarity. The emphasis is neither horizontal nor vertical and the stepping parapet heights create somewhat dissonant proportions across the elevations. The overall appearance of the building is also slightly bulky. In that the plan form comprises four apartments, we wondered whether expressing these four corners might help address these issues. There also seemed to be an overlooking issue with regard to the balcony in the north-west corner. We would therefore like to see further refinement before we could support the proposal.

Architects Panel (revised comments)

30th March 2015

The panel has reviewed this scheme previously and revised drawings have been submitted in response to previous comments. There was some discussion as to whether the changes represent an improvement and the panel was split in this regard. Proportionally there are still awkward areas, in particular the space between the head of the first floor windows and the top of the parapet and the horizontal arrangement of vertical window elements in rectangular elevations. Overall, we still are unable to support this scheme and our comments relating to the principle of an apartment block as opposed to single dwellings still stand.

Architects Panel (revised comments)

11th June 2015

The panel has reviewed this scheme a number of times previously and revised elevations had been produced based on previous comments. The change involved the lowering of the highest parapet level and addition of glazed balustrades to the balconies; however, this solution did not appear to have been fully worked through with the top floor becoming more prominent and the proportions of the resulting elevations still being unsatisfactory. The panel therefore did not feel that this was an improvement over the previous scheme.

The panel had previously commented on the general approach to massing and aesthetic, and the perspective views, albeit of a previous scheme, demonstrate that the design does not sit well in its context. If the current approach is to be pursued, the design needs a more radical overhaul than the latest alterations provide.

Given the above, we would still be unable to support this proposal.

GCC Highways Planning Liaison Officer

27th February 2015

I refer to the above planning application received on 5th February 2015 with Plan Nos: PL001 - 006, 12341/01, 02, application form and supporting documentation. This application is a revised scheme to a previous application (14/01730/FUL) that was refused permission by the Local Planning Authority although not on Highway grounds.

This application is a reduction in the number of dwellings from 14 to a single block of 9 dwellings over 4 floors. The proposal will continue the use of the existing point of access from Cleavelands Drive approximately 55 m west of its junction with Evesham Road that provides acceptable levels of intervisibility. A secondary pedestrian access will be provided onto Evesham Road to the east of the site. The proposal will result in the slight intensification of the use of the point of access.

The junction of Cleavelands Drive and Evesham Road offers acceptable vision splays and records indicate a low level of personal injury collisions over the previous 5 years.

On-site parking is proposed at a ratio of 2 per dwelling with secure cycle and bin storage being provided against the western boundary of the site.

I recommend that no highway objection be raised subject to the following conditions being attached to any permission granted:-

1) The buildings hereby permitted shall not be occupied until the vehicular parking and turning facilities have been provided in accordance with the submitted plan PL003 (Proposed Plans) and those facilities shall be maintained available for those purposes thereafter.

Reason: To ensure that a safe, suitable and secure means of access for all people that minimises the conflict between traffic and cyclists and pedestrians is provided in accordance with the paragraph 39 of the National Planning Policy Framework.

2) Prior to the occupation of the development hereby permitted, the vehicular access shall be laid out and constructed in accordance with the submitted plan PL003 being a minimum width of 5.0 m with any gates situated at least 5.0 m back from the carriageway edge of the public road and hung so as not to open outwards towards the public highway, with the area of driveway within at least 5.0 m of the carriageway edge of the public road surfaced in bound material, the internal road to be at least 5.0 m wide and shall be maintained thereafter.

Reason: To reduce potential highway impact by ensuring that a safe and secure access is laid out and constructed that minimises the conflict between traffic and cyclists and pedestrians in accordance with paragraph 35 of the National Planning Policy Framework.

3) The vehicular access hereby permitted shall not be brought into use until the visibility splays are provided and maintained, extending from a point 2.4 m back along the centre of the access measured from the public road carriageway edge (the X point) to a point on the nearer carriageway edge of the public road 54 m distant in both directions (the Y points). The area between those splays and the carriageway shall be reduced in level and thereafter maintained so as to provide clear visibility between 1.05 m and 2.0 m at the X point and between 0.26 m and 2.0 m at the Y point above the adjacent carriageway level.

Reason: To reduce potential highway impact by ensuring that adequate visibility is provided and maintained and to ensure that a safe, suitable and secure means of access for all people that minimises the conflict between traffic and cyclists and pedestrians is provided in accordance with paragraph 35 of the National Planning Policy Framework.

4) The development hereby permitted shall not be occupied until the cycle storage facilities have been made available for use in accordance with the submitted plan PL003 (Proposed Plans) and those facilities shall be maintained for the duration of the development.

Reason: To ensure that adequate cycle parking is provided, to promote cycle use and to ensure that the opportunities for sustainable transport modes have been taken up in accordance with paragraph 32 of the National Planning Policy Framework.

5) The development hereby permitted shall not be occupied until the car parking associated with each building within the development has been provided in accordance with the submitted plan PL003, with each parking space being at least 2.4 m x 4.8 m with an aisle width of at least 6.0 m and shall be maintained available for that purpose thereafter.

Reason: To reduce potential highway impact by ensuring that vehicles do not have to park on the highway resulting in a severe impact contrary to paragraph 32 of the National Planning Policy Framework.

6) No development shall be commenced until details of the proposed arrangements for future management and maintenance of the proposed drive and parking area within the development have been submitted to and approved in writing by the local planning authority. The drive and parking area shall thereafter be maintained in accordance with the approved management and maintenance details until such time as either a dedication agreement has been entered into or a private management and maintenance company has been established.

Reason: To ensure that safe, suitable and secure access is achieved and maintained for all people that minimises the conflict between traffic and cyclists and pedestrians in accordance with the National Planning Policy Framework and to establish and maintain a strong sense of place to create attractive and comfortable places to live, work and visit as required by paragraph 58 of the Framework.

Landscape Architect

25th February 2015

There is little landscape detail shown on Drawing PL003 A 'Proposed Plans'. The following comments are therefore of a general nature, addressing landscape layout and issues which should be borne in mind when designing the landscape scheme.

Sustainable Urban Drainage (SUDS)

The Design & Access Statement states that the hard landscape areas will be formed in a permeable bound gravel finish with underground storage provided for surface water run-off.

In keeping with JCS Policy INF3: Flood Risk Management (Para iv), Cheltenham Borough Council encourages a soft landscape approach to SUDS for new development. As this approach could affect the footprint of the building and site layout generally, it should be investigated and the resulting scheme submitted to the LPA prior to determination.

In addition to surface water attenuation, a landscape approach to SUDS can provide the following benefits:

- Visual and practical amenity for residents
- Enhance the town's green infrastructure (see INF 4 Green Infrastructure (para 1.i, para 4))
- Contribute food and habitat for wildlife so aiding local biodiversity. (SD10: Biodiversity and Geodiversity (para iii))

Consideration should also be given to green roofs for the proposed apartment blocks. This would further reduce the adverse effect that an increased area of built form would have on surface water run-off.

Green Infrastructure

The garden of 3, Cleavelands Drive is a component of the local green infrastructure of Cheltenham. (See JCS Policy INF4: Green Infrastructure Para. 5.4.3). Private gardens form an important part of green infrastructure in general. INF4 states that existing green infrastructure will be protected in a manner that reflects its contribution to ecosystem services - which includes the contribution it makes to landscape/townscape quality. In this instance the garden is an established element of the local streetscape. Building on the garden would be in conflict with the aims of INF4. In addition Para 5.4.8 of INF4 states that incidental green infrastructure assets, such as private gardens, must not be allowed to be lost since they are an essential element of the wider green infrastructure network.

Should planning permission be granted for this application, a high quality landscape scheme will be required to mitigate for the increased area of built form. The landscape scheme should contribute to the green infrastructure of the locality in the following ways:

Local Character: The current house and garden add to the sense of spaciousness of this part of Cheltenham. They are in keeping with the character of the locality, in which private gardens are a significant element of the local streetscape. The new landscape scheme should seek to replicate this sense of spaciousness and make a positive contribution to the streetscene. (see JCS Policy SD5: Design Requirements paras. 1.i; Policy SD7: Landscape para. 4.7.2).

Amenity: The space and greenery contributed by the gardens of this residential area add to the visual amenity of the tree-lined streets. The proposal would remove garden land in favour of built form, so it is essential to set it within landscaped gardens which provide external space for residents and visual amenity for the locality. (see JCS Policy SD5: Design Requirements paras. 1.i & iii)).

The long-term maintenance of the landscape scheme should be considered from the outset.

Bin and Cycle Store

Good informal surveillance is required for the bin store and cycle store. It should be well lit. The bin store in particular should not be located where it could have an adverse effect on the amenity of neighbouring properties.

Conditions Required

Should planning permission be granted, please could the following conditions be applied:

- LAN02B Landscaping scheme (short version)
- LAN03B Landscaping - first planting season
- A long-term maintenance plan for the landscaped areas should be supplied.

5. PUBLICITY AND REPRESENTATIONS

5.1 On receipt of the original application, 51 letters of notification were sent out to neighbouring properties. Additional letters were sent on receipt of revised plans. Over the course of the application, a total of 100 objections have been received in response to the publicity, which have been circulated to Members in full.

5.2 In brief, the main objections relate to:

- Level of parking provision and highway safety concerns
- Size and scale of development
- Design is out-of-keeping
- Loss of privacy
- Drainage and flooding
- Not the site for apartments
- Precedent

6. OFFICER COMMENTS

Officer comments to follow

APPLICATION NO: 15/00202/FUL		OFFICER: Miss Michelle Payne	
DATE REGISTERED: 4th February 2015		DATE OF EXPIRY : 1st April 2015	
WARD: Pittville		PARISH: NONE	
APPLICANT:	William Morrison Estates		
LOCATION:	3 Cleevelands Drive, Cheltenham		
PROPOSAL:	Demolition of existing dwelling and construction of single block containing 9 apartments, alteration to site access and associated hard and soft landscaping		

REPRESENTATIONS

Number of contributors	100
Number of objections	100
Number of representations	0
Number of supporting	0

108 Cleevelands Avenue
Cheltenham
Gloucestershire
GL50 4PX

Comments: 22nd February 2015

I wish to object to this application due to concerns regarding:

- (1) inadequate parking provision on site;
- (2) size and scale of the development being out of keeping with the neighbouring properties and surrounding area;
- (3) increased light pollution;
- (4) on street parking on Cleevelands Drive close to junction with Evesham Road and the blind corner on Cleevelands Drive;
- (5) increased pressure on the current drainage / sewer services;
- (6) negative impact on the privacy etc. for neighbouring properties; and
- (7) increased traffic on Cleevelands Drive.

The flats have been designed in such away as once built more bedrooms can be added or even broken up into bed sits or student accommodation thus impacting even more on all of the above. The site would be better used for conventional housing to the same scale and aesthetics as the surrounding buildings with adequate parking and gardens.

112 Cleevelands Avenue
Cheltenham
Gloucestershire
GL50 4PX

Comments: 22nd February 2015

I object to planning permission being granted because of the increased amount of traffic that will be generated in Cleevelands Drive.

With just the one entry and exit into/out of the Cleevelands, getting out onto the Evesham road can be difficult at any time but when the races are on, this can be a nightmare. More on-street

parking in Cleevelands Drive near the junction with Evesham road could cause serious accidents to both road users and pedestrians alike.

120 Cleevelands Avenue
Cheltenham
Gloucestershire
GL50 4PX

Comments: 22nd February 2015

I object to the planning application because of the cars from the development parking on the entrance road to the estate. The Cleeveland development further down the right road have cars parked outside on the road, from this i guess the same will happen with this new development causing problems entering and existing Cleeveland Drive. On race days when the parking restrictions are not in place it is very difficult to gain access to the estate.

The Bothy
Cleevelands Avenue
Cheltenham
Gloucestershire
GL50 4PY

Comments: 22nd February 2015

We completely object to the conversion of a single house into flats/apartments. This is so out of keeping with the character of the area and will make Cleevelands Drive unsafe for drivers and pedestrians alike.

We have seen the consequences of the Town Houses being built further along Cleevelands Drive, where, despite car parking being provided, many cars park on the road making it extremely dangerous driving along this stretch from Cleevelands Avenue. To add further cars to the road, near a very busy junction with Evesham Road is totally irresponsible and will result in a major accident. It goes without saying that residents these days have a car each so 9 dwellings 2 cars each 18 cars not enough car parking = disaster is this what the council want?

During race meetings the parking on Cleevelands Drive is extremely dangerous and should not be allowed where will these additional cars park! It is irresponsible.

The area on Cleevelands Drive should be protected as a part of the culture and heritage of Cheltenham not ripped to shreds and replaced with flats which are out of character and not in keeping with the housing on either side on the road.

The infrastructure in this area is inadequate currently you cannot allow it to get any worse and become dangerous!

122 Cleevelands Avenue
Cheltenham
Gloucestershire
GL50 4PX

Comments: 24th February 2015

I am very disappointed that planning permission is still being sought to develop this plot. Regardless of whether there are 9 dwellings or 14, (as in the original plan which was turned down), there are still going to be the same issues, in particular with occupants parking their vehicles on the road regardless of the number of spaces made for them within the grounds. This is borne out by experiences with the newer flats that were completed 2 years ago near the other

entrance to Cleavelands Avenue. Initially people parked within the grounds of the flats but now many park on the road outside and cause problems for drivers turning out of Cleavelands Avenue onto Cleavelands Drive.

I would also like you to refer to the letter I wrote to complain about the original plan as I don't think enough has been changed to make the new scheme any more acceptable.

94 Cleavelands Avenue
Cheltenham
Gloucestershire
GL50 4PX

Comments: 25th February 2015

My husband and I strongly object to this development. Firstly the new build would not be in keeping with the area at all. My main concern however is the safety of access from the Evesham road and around the bend as you come into the road. The increased traffic and parking requirements for the site so close to the Evesham road will increase the likelihood of accidents along this stretch of road which I already have concerns about, not to mention the problems that construction traffic would bring during the build which from experience with the Chestnuts will take months.

There is inadequate parking for the Chestnuts which has caused an increase in parking on the street. This will only get worse with this development causing further road safety problems.

Comments: 10th June 2015

I raised an objection to this development last time the proposal was changed. My concerns previously remain the same despite the so called revision of the planning application by the builders.

The access to Cleavelands drive is at the top of the list for my concerns. There are around 220 households that use the only exit to our road. It is here that the will be most affected by heavy building vehicles blocking access and making the already dangerous blind bend on that road even more hazardous, after having to endure the build of a similar apartment block on that road a few years ago it will happen all over again. The extra parking required by the residents of these apartments will impinge on the already busy road, caused mainly by the lack of parking at the other apartment block on the road. Getting in and out of the exit onto the Evesham road will be more difficult and dangerous as heavy vehicles will be parked right opposite that exit for access to the site which will go on for many months.

The development is still not in keeping with the local area and will be a real eye sore for this lovely area that we have lived in for the past 8 years.

23 Cleavelands Avenue
Cheltenham
Gloucestershire
GL50 4PY

Comments: 28th February 2015

I object most strongly to the development at 3 Cleavelands Drive for the following reasons.

The existing dwelling fits in perfectly with its surroundings which a block of apartments would not.

Only a developer would suggest an inadequate number of parking spaces to support the apartments in the planning application. The situation further along the road at the Chestnuts is a good example of this.

Suggestions have been made for residents and visitors to park their cars in the 'Park and Ride' or the Pump Room car park. What a cheek! Presumably they have sought permission from the relevant parties for this to happen. Bear in mind also the Pump Room car park is locked at night.

Moving here 38 years ago there were no cars parked on pavements or blind bends, now it is the norm in both Cleavelands Drive and Avenue. This new development will not improve the situation and should not be allowed to go ahead for the sake of safety.

Comments: 16th June 2015

I wish to reconfirm my objections to the proposed development at No 3 Cleavelands Drive.

Parking in Cleavelands Drive is already a problem and further vehicles parked on the stretch between the Evesham Road and Cleavelands Avenue turning (blind bend) will inevitably result in an accident. I have already seen a number of near misses on this stretch due to speed on the bend.

We agree with our neighbours that this is the wrong type of development for this area. Developers create problems and walk away leaving residents to suffer the consequences. This development should not be allowed to go ahead.

21 Cleavelands Avenue
Cheltenham
Gloucestershire
GL50 4PY

Comments: 24th February 2015

As a resident of Cleavelands I wish to strongly register an objection to the proposed development at 3, Cleavelands Drive. This is following exactly the same pattern at happened further up the Drive at the Chestnuts. Original application for way more that the developer ever required was refused, revised plans for less accepted.

This is gross over development of the site. The existing property is in keeping with the area and has ample parking. Whatever happened to turning down garden grabbing developments? This is not just grabbing, it is obliterating any chance of a garden.

Parking will also be a huge problem with the sites proximity to Evesham Road. Overspill parking is already a major problem both on the Drive and Avenue with cars on blind bends and close to junctions. This development will only make matters dangerously worse.

I urge you to turn down this application.

4 Cleavelands Drive
Cheltenham
Gloucestershire
GL50 4PP

Comments: 21st February 2015

There appears to be a lack of attention to detail in the application, it is not clear why the quality of the submission is so poor. For example, the written application states 20 parking places, the drawing only shows 18. A drawing shows bound gravel for the hard landscaping, whereas the written submission (section 11.00) states block pavements. Some of the plans show the bungalow at 3a set further back than it actually is (reference google earth). Whilst these are not necessarily major issues, they are easily identified by someone with no building knowledge. My concern is

that there are more serious errors in the submission that would require a more detailed knowledge of building design to identify.

A change was made to the submission on 18 February, though not all of the relevant drawings/views etc were updated with this change (e.g. PL006).

8.00 An entrance is shown on Evesham Road, but it is not clear as the purpose of this. Currently there are no parking restrictions there, so visitors could park on Evesham road to access the property. On the face of it this would be a good thing as it would help slow down the traffic on Evesham Road, however, it is more than likely any vehicles would actually be parked over the pavement, rather than on the road, so endangering pedestrians lives walking past. There is a layby opposite the entrance, but it is doubtful any visitor would use that. Mention is also made of the park and ride as a parking facility. No one is going to use this when there are wide grass verges nearby that could be parked upon (section 5.00), or the pavement in Evesham Road.

The application is for 2 bedroom properties, whereas some of them appear to have 3 bathrooms, so in reality it is not 2 parking spaces per dwelling, but something less than 2.

The carriageway outside of the property is around 5.5m wide, so any parking will reduce the road to one car width. This happens on some racing days, but is only a few days a year, not the whole year.

The ceramic cladding is a greyish colour, and doesn't look in keeping with other buildings in the area, and on a building so out of scale with the neighbouring buildings it looks even worse.

Planning statement 5.5

There is limited parking outside the property due to the proximity of the junction with Evesham Road, and a blind bend entering the estate. The road outside serves as the only vehicular access into the estate, and cars permanently parked there will cause an obstruction. There is no provision for visitor parking on the site.

Other concerns:

The construction now involves a much larger amount of excavation than the previous application, so requiring bigger and more vehicles. This will damage the pavements (which are quite well used by pedestrians), and no doubt stray onto the grass verges opposite the site. The planned entrance has been moved to avoid tree roots, but large heavy contractor vehicles will be a risk to the tree roots when they access the site.

There is no mention of parking for tradesmen during construction, again this will lead to dangerous parking on the road, or use of the verges (as happened further along the Cleavelands Drive, and even opposite the proposed development). There is a layby on Evesham road, but it is unlikely that will be used when pavement parking is so close.

As the application states that the park and ride is suitable as visitor parking I request that if the building goes ahead a condition is attached that ALL vehicles not parked within the site boundary are parked at the park and ride, after all the developers claim it is a reasonable place to park, so should be happy to accept such a condition.

Comments: 24th June 2015

I would like to object to it on the basis of traffic issues.

I don't believe that just because the highways department didn't object it means there is no problem. I doubt they are around the area on the 12 race days the area isn't cordoned off. The traffic parks all over the place, but at least generally between 9-6.

If the flats are approved it is likely the traffic will be either blocking the pavement or parked along the road in the evenings. This of course makes a bigger hazard, which then leads to yellow lines which then won't be enforced.

22 Cleevelands Drive
Cheltenham
Gloucestershire
GL50 4QB

Comments: 20th February 2015

I note with regret that CBC seems to intend the continued alteration of the residential nature of Cleevelands Drive by approving another dense development of the Chestnuts type.

My strong objection remains parking and traffic flows. Given that two or more car ownership by households is common, the provision of parking on site is inadequate since there will also be vehicles associated with visitors. CBC clearly got this issue wrong on the Chestnuts site where there is permanent on-street parking by up to seven vehicles, a nuisance to other traffic. If the same mistake is made with the new development a line of on-street parked vehicles close to junctions and a bend will constitute a major traffic hazard.

Comments: 15th June 2015

We object to the proposed development on two grounds in particular.

1. Its nature is not in keeping with the existing character of the area, which is one almost entirely of single detached dwellings.
2. It will cause predictable traffic dangers. It is adjacent to three T junctions and a blind bend. Residents' access, particularly leaving the site, will be hazardous. The development will inevitably cause on-street parking at this point, as is permanently the case (often with a long line of cars) outside the Chestnuts. In combination with the existing highway features, such parking is certain to cause a major problem.

114 Cleevelands Avenue
Cheltenham
Gloucestershire
GL50 4PX

Comments: 22nd February 2015

As has happened with the previous development in Cleevelands Drive, where a single property was replaced with multiple dwellings (i.e. gated plot with townhouses), I believe the residents of these proposed flats, even when given allocated parking, would still park on Cleevelands Drive. This will cause an obstruction to traffic.

And as this development is so close to the junction with Evesham Road, this would cause considerable problems with access for residents of the Cleevelands Estate. As the Cleevelands only has one point of access in and out (to the Evesham Road), anything that will effect this would cause serious issues.

Also I believe that that part of Cleevelands Drive's aesthetic, of single properties on larger plots, would be substantially effected for the worse by this high-density development.

62 Cleevelands Drive
Cheltenham
Gloucestershire
GL50 4QB

Comments: 22nd February 2015

I wish to object to this application due to concerns regarding:

- (1) already not sufficient parking In area;
- (2) would be an eyesore size not in keeping with the neighbourhood
- (3) increased pollution
- (4) make blind corner more dangerous
- (5) impact privacy on neighbours

Comments: 13th June 2015

I would like to lodge my strong objection to this development which would be totally out of character with the neighbouring properties and surrounding area. It would also cause significant light nuisance, noise pollution and increase the problems with the street parking and already dangerous traffic flow on and around the blind corner.

The Cygnets
87 Cleevelands Avenue
Cheltenham
Gloucestershire
GL50 4QA

Comments: 1st March 2015

We write to object to the above development on the following grounds:-

- The inappropriate style and scale of the development
- The creation of a precedent which would lead to further such developments in the immediate area
- The disruption to traffic flows

We have extracted elements of the applicant's Planning Statement (emboldened and italicised below) and then countered with our comments on the various assertions made.

We trust that your Officers will diligently assess the validity of our contentions and weigh them properly when deliberating on the application.

Please note: Each numbered reference below has been directly copied from the applicant's Planning Statement. Following each extract is our detailed analysis which informs our bulleted objection above.

Planning Statement extract

2.5 Cleevelands Drive itself comprises an eclectic mix of different property styles ranging from contemporary three storey townhouses at the Chestnuts, larger detached two storey housing, through to a number of 1960's bungalows. The subject property upon the application site is a circa 1950's rendered property under steeply pitching pitched plain tiled roof covering. The corner house (Cleeve Lodge) is an attractive turn of the century two storey dwelling finished in facing brickwork with decorative sculpted fascias.

Our comment

Whilst the total mix of housing fronting onto Cleevelands Drive may be fairly described as 'eclectic' as a whole, the original 1950s/1960s 'larger detached two-storey housing' forms the majority, defines the area's overall ambience and is pleasingly sympathetic to the Drive's wide, tree-lined nature. Such housing extends along both sides from the junction with Evesham Road and originally terminated just beyond the northern branch of Cleevelands Avenue. The inclusion of the 9 three-storey townhouses at The Chestnuts (2011-12), plus the adjacent 4 three-storey townhouses built as part of The Cleevemont development (ca. 1970s) are not representative of the area's overall architecture and should not be relied upon as precedent for more such residential development. Cleeve Lodge does indeed possess some attractive architectural features, as do many of the other properties in the category.

Planning Statement

2.6 From Evesham Road the application site is largely concealed to view by the well-established tree and hedge growth along the highway verge.

Our Comment

Notwithstanding the fact that the proposed development will be 'concealed to view' from certain viewpoints, it has the typically formulaic appearance of much apartment housing built since 2000 and it is unsympathetic to the local architectural environment (with the notable exception of The Chestnuts, with which it shares some standardised 'contemporary' traits)

Planning Statement

4.3 Where the Planning Authority cannot demonstrate a five-year supply of deliverable housing sites paragraph 49 confirms that: - Housing applications should be considered in the context of the presumption in favour of sustainable development.

4.4 At the present time the Council currently has an undersupply of housing land and thus do not have a five year supply. Saved Local Plan policies, which seek to restrict housing development should thus be regarded as out of date.

Our Comment

We do not doubt that this site is capable of sustainable development. However, the scale of this application is inappropriate on at least two grounds.

The first of these involves precedent. Some 8 years ago, we believe there was a proposal to develop the eastern side of Cleevelands Drive from the site of The (original) Chestnuts down to the Evesham Road and involving some 90 dwellings. We understand that this proposal did not proceed to a formal application. The (new) Chestnuts development was originally refused on many grounds that could seemingly be applied to this proposal (see CBC ref 06/01867/FUL), but was subsequently allowed without, apparently, many specific changes answering the Council's original objections.

When the (new) Chestnuts development was granted permission, a subsequent 'domino effect' proposal was for ca. 15 apartments to be built of the combined sites of Broadmayne (CBC ref 08/00422/FUL), Quietways and Pineways. We do not intend to engorge the size of this objection by including the all the reasons the Officer put forward as they still stand on your records. A single quote from the then-current PPS1 condition (sub-section ii) will suffice. It stated that any sustainable development should 'protect and enhance natural and historic environments and the quality and character of existing communities'. We maintain that the scale and design of this proposal does not fulfil that requirement and, further, we assert that all the objections made to this historic application apply equally to this proposal.

The 'danger' of precedent may be readily appreciated in the light of the foregoing attempts over recent years to develop the eastern side of Cleevelands Drive. Should this application succeed, the way would be cleared to perhaps another 50 apartments of similar 'contemporary' style

unsympathetically fronting Cleavelands Drive and forming a busy, ungainly and damaging change to the environment's ambience.

The second point is that of density. As stated above, we believe the application site suitable for sustainable development, but at a much lower level. Were between 3 and 4 single-family, 2-storey homes to be placed on the 0.26 ha site, a density of 16 dph would be more in line with the western side of the Drive (at 13 dph as currently developed). There would, in our opinion, be a much higher level of demand for such homes; indeed, The (new) Chestnuts apartments took an unusually long time to sell ' in excess of 18 months. This application would result in a 36 dph density. With reference to the Precedent element of our objection, we note that the entire eastern side of the Drive covers ca. 1 ha and has 16 dwellings, 9 of which comprise The (new) Chestnuts development. Were all of the remaining 5 large sites to be developed at the same density as this proposal there would be the potential for a dph of between 40 and 50 which is similar to that of The Cleevemont site, with its 'relatively high' density of 46 dph, Lowering the density as we have proposed above might not require the demolition of No 3; 3 of the 4 1960s 2-storey detached on the western side of the Drive between Evesham Road and Huntscote Drive have been refurbished in recent years and were quick to sell thereafter with their up-to-date yet sympathetic looks.

Planning Statement

5.4 The site access arrangement, on site vehicle and cycle parking arrangements (for the refused scheme) were the subject to discussion between the applicant highway engineers and the county council as highway authority. The highway authority subsequently withdrew their original objection to the scheme. This revised proposal seeks a lower density of 9 apartments in lieu of 14, with the same access position (as previous refused scheme) and on-site parking ratio of 2 spaces per unit in comparison to 1.4 for the previous scheme. I thus do not expect a highway object to this revised proposal. The highway report has not been updated as highway grounds were not cited as a reason for refusal upon the previously refused scheme.

5.5 Furthermore, on street parking within Cleavelands Drive is not restricted and with the majority of properties having plenty of on-site parking there is ample parking available in the area to serve the development's needs without causing highway danger or obstruction.

Our Comment

The high-density proposed for this site will have a negative impact on traffic flow in spite of the Highway Authority's reported lack of concern. The Planning Statement assertion that 'on-street parking is not restricted ["with] ample parking in the area to serve the development's needs' would seem to ignore the reality of residents' parking habits of the similar development at The (new) Chestnuts. Between 3 and 4 of their vehicles are routinely parked on the highway, creating a chicane in the Drive near its northern junction with Cleavelands Avenue. This is however less of a problem than that which would occur at this site with its close proximity to Evesham Road. There are frequently several vehicles waiting to exit onto Evesham Road, such vehicles often being inhibited from moving out due to incoming traffic, especially from the north. We have frequently experienced this phenomenon ourselves when turning into the Drive between breaks in the trunk road's busy flow only to be faced with one or more oncoming vehicles on the wrong side of the road having been forced there by the 'unrestricted parking' outside the application site. We contend that this would create a hazard and inconvenience to current residents of The Cleavelands as a whole. We further wonder whether the Highway Authority have taken into account that The Cleavelands is on the Driving Standards Agency's standard route list and copes with an average of up to 10 learner drivers per hour entering and exiting onto the Evesham Road.

Planning Statement

6.8 Cheltenham is particularly constrained with the vast majority of the town being subject to special controls including the Central Conservation Area. Conversely

the urban fringe is equally constrained through the Green Belt and ANOB designations which surround the town.

6.9 At the same time Cheltenham remains a prosperous and pleasant place to reside, however, to maintain that status growth and redevelopment require that additional land for housing is provided.

Our Comment

An article in The Gloucestershire Echo on July 08, 2013 related that 'There are enough brownfield sites in Cheltenham to satisfy the town's housing need for four years, statistics show. There are more than 40 hectares of previously developed land which has been abandoned or is unused in the town, enough to build almost 1,700 homes, according to figures from the borough council.' We are of the strong opinion that no permission should be granted for undeveloped or greenfield sites until all existing brownfield sites have been used, notwithstanding developers' inherent tendency to 'go for the easy option' at the risk of rendering Cheltenham a less-pleasant place to reside.

Planning Statement

6.10 Having regard specifically to the Local Plan and SPD, I conclude that the development is respectful of existing development forms and patterns and affords a higher density development whilst meeting the objectives of ensuring that scale, height and massing of the development are appropriate to the site and wider environs.

6.11 Similar proposals have been permitted at the junction of Evesham Road and West Approach Drive and the Pond House to the north end of Pittville Crescent at its junction with Albert Road. Both these aforementioned sites are located within the Central Conservation Area

Our Comment

We cannot agree with the applicant's conclusion that 'the development is respectful of existing development forms and patterns'. He goes on to exemplify 'similar' developments at The Pond House, Pittville Crescent and at Marle Rise, West Approach Drive. We strongly claim that there is no similarity between the context of these developments and that of Cleavelands Drive. Both Pittville Crescent and the West Approach Drive/Evesham Road locale comprise large multi-storey properties with many originating from the development of the Pittville Residential estate in the second decade of the 19th century. Whether old or new, and with only few exceptions, they share similarities of scale, presence and architectural finish and detail. Both the design and scale of the proposed apartments are completely unsuitable for this site.

Comments: 11th June 2015

We wish to object to the above development on the following grounds:-

1. Its inappropriate style and scale
2. The creation of a precedent which would lead to further such developments in the immediate area
3. The disruption to traffic flows

We request that you read the following detailed information that underlies the bulleted objections above:-

1. The previous (2011, The Chestnuts) development further to the north on Cleavelands Drive is of a similar 'contemporary' (and we feel formulaic) design. It at least had some sympathy with the existing buildings on its northern side and thus merely continued an already incongruous scale and style to the Cleavelands estate. This development will stick out like the proverbial sore thumb between the elegant 'Gate House' to its east and the bungalow to its west.

2. There have been multiple applications to demolish and develop the northern/eastern side of Cleavelands Drive in the past decade. In respect of an application in 2008 for Broadmayne some 100m away (08/0422/FUL), this was the first conclusion of the Planning Officer's lengthy report to the Committee in objection:

"[that] The area of land under consideration - Zone A- [the eastern side of Cleavelands Drive] has a character which is strategically important to the town in contributing to the verdant, semi-rural approach from the north. It is also unique in its immediate neighbourhood, a link with the historic landscape of the area, a green lung and valuable resource for biodiversity. It is currently subject to pressures to demolish existing buildings and redevelop at considerably greater density. There are concerns that any consequent loss of vegetation and a more formalised treatment of street scene and the place generally, will adversely affect the character of the area."

Following this report, CBC changed its policy on the development of gardens from regarding them as Brownfield sites to Greenfield. In so doing it virtually admitted that the permission already given to The Chestnuts had been in error and that further such development should be discouraged, town-wide.

Five years later in 'The Cheltenham Plan - Draft Vision & Objectives' document of December that year, the third Theme was that Cheltenham should be "A place where the quality and sustainability of our cultural assets and natural and built environment are valued and recognised locally, nationally and internationally".

Selectively, the objectives linked to the Themes were [to...] "Recognise the local distinctiveness of Cheltenham's various neighbourhoods, promoting their integration and regeneration where appropriate", "Ensure that new communities are integrated with neighbouring communities to promote cohesion and reduce social isolation", "Conserve and enhance Cheltenham's architectural, townscape and landscape heritage, particularly within the town's conservation areas", "Support provision, maintenance and continued investment in a high quality public and private realm, including formal and informal green spaces and private gardens that contribute to local amenity and wildlife biodiversity", "Manage and reduce the risk of flooding within the borough".

We maintain that, were permission for this proposed development to be given, it would represent a complete U-turn for CBC from the well-thought-through policies of 2008 as well as being an abdication of the spirit of the 2013 Draft Vision.

3. Some 200 households share a single access into and out of The Cleavelands Estate. There are already issues with on-street parking outside The Chestnuts and there is no reason to believe that the same phenomenon would not occur outside this proposed development.

However, The Chestnuts hiatus occurs well away from a road junction, on a straight stretch of the road and at a point where the carriageway is some 0.6m wider than at the site of No.3.

The application site is only approximately 20 metres away from the junction with Cleavelands Drive with the A435 trunk road, only approximately 20 metres away from a blind bend further up the Drive, and at a pinch-point in the carriageway.

Traffic problems were foreseen, ignored and yet have occurred with The Chestnuts. Should this application be successful, they will occur here too, and increase over time with the additional developments that must follow as detailed in our point 2 above.

The fact that there is no longer a 'Road Safety Committee' is no reason to ignore the 'facts on the ground' when considering the application.

Oaklands House
18B Cleevelands Drive
Cheltenham
Gloucestershire
GL50 4QF

Comments: 16th February 2015

I object to the planning application, reference number 15/00202/FUL

The proposed development is yet another cell block design, which is totally out of keeping with the immediate neighbouring houses. Is it the Council's intention to approve the construction of this bizarre style of apartment block on every plot that becomes available to the east side of Cleevelands Drive, as properties with large gardens are sold? Will we eventually see a continuous line of these apartments from The Chestnuts to the Evesham Road?

Block style buildings with flat roofs are high maintenance. This can be seen in Albert Road, where relatively new apartments have been smothered in scaffolding for several weeks.

There is a tendency for new apartments to be purchased as second homes, which does little to alleviate the current housing shortage.

I do not object to the site at 3 Cleevelands Drive being developed. Traditional looking family homes have been built in Hill Court Road. Why cannot something similar be done in Cleevelands Drive?

Comments: 2nd March 2015

The revised plans do nothing to enhance the appearance of the block design. The proposed new building is totally out of keeping with the immediate neighbouring properties.

Comments: 1st June 2015

I object to the planning application 15/00202/FUL to build apartments at 3 Cleevelands Drive. It is not in keeping with the character of the immediate neighbouring properties. I do not wish to see every house and bungalow to the east of Cleevelands Drive replaced with Mediterranean style apartment blocks. If the house at Cleevelands Drive has to be demolished then I would like it to be replaced with quality family homes with pitched roofs.

20 Cleevelands Avenue
Cheltenham
Gloucestershire
GL50 4PS

Comments: 29th May 2015

I object to the revised plans. There are too many apartments planned for the site and the proposed building is too big and does not fit into the area.

My main concern on a day to day basis is the on street parking that will result if the building goes ahead. I was angered to read the comments made in the Revised planning statement report. It says "6.6 Furthermore, on street parking within Cleevelands Drive is not restricted and with the majority of properties having ample on-site parking." The current properties on this stretch of Cleevelands Drive all have well in excess of the proposed parking allocation for the new apartments, so residents in the Cleevelands estate can currently safely enter and exit the Evesham Road. Even when someone pulls in to post a letter on this small stretch of road in Cleevelands Drive there is a danger to other road users. The proposed new apartments would undoubtedly generate a need for parking on a daily basis that would spill out onto Cleevelands Drive causing a hazard to the existing residents of the estate.

16 Cleevelands Avenue
Cheltenham
Gloucestershire
GL50 4PS

Comments: 23rd February 2015

I object most strongly to this application as the planned building is totally out of character with the surrounding area of the Cleevelands. The existing development of the Chestnuts is an eye sore which we do not want repeated. I have always been told that 2 wrongs do not make a right. If this continues we will have square boxes all along the north side of Cleevelands Drive.

The revised proposed entrance and increase of traffic will still increase the risk of accidents this near to a junction with a major road.

6 The Cleevelands
Cleevelands Drive
Cheltenham
Gloucestershire
GL50 4QF

Comments: 23rd February 2015

Letter attached.

Comments: 10th June 2015

Letter attached.

54 Cleevelands Avenue
Cheltenham
Gloucestershire
GL50 4PS

Comments: 16th February 2015

I object to the planning application, reference number 15/00202/FUL

The proposed development is the same poor design as the previously submitted one, which is totally out of keeping with the immediate neighbouring houses. It seems to be the Council's intention to approve the construction of this style of apartment block on every plot that becomes available in this area. Why can't more traditional family homes be built on this plot? From the plans it is difficult to see where the entrance is. There is a dangerous bend next to this plot. More traffic may result in more accidents.

Comments: 10th June 2015

The three story building will overlook the other properties. The basement rooms will not have sufficient light. Visitors to the flats will have park on Cleevelands Drive on a very dangerous bend. The development is not in keeping with the houses around it.

24 Cleevelands Drive
Cheltenham
Gloucestershire
GL50 4QB

Comments: 4th March 2015

As a resident of Cleevelands Drive I strongly object to the new proposed development of the 3 storey block of 9 flats at 3 Cleevelands Drive.

Page 240

The size and density is still overbearing and not in keeping of the character of this pleasant residential area.

We have all experienced the on-road parking since the Chestnuts development was built making the road a single lane and making it dangerous.

Most households have more than one vehicle and the proposed provision of parking on the site is totally inadequate. There will be more on-road parking near to the Evesham Road and will cause difficulty to negotiate entering and leaving Cleavelands Drive. The road will become even more dangerous.

Please do not allow the proposal to go ahead and spoil the character of this beautiful and peaceful area.

Comments: 15th June 2015

With reference to the proposed planning application I strongly object on the following points:

1. The proposed scheme of 9 flats is too large.
2. The scheme is out of character with the surrounding houses - as is the Chestnuts!. The roof line appears to be higher than the surrounding properties which is not sympathetic to the area.
3. The access to the proposed development on Cleavelands Drive will create an even more dangerous corner with Evesham Road than at present. It is near a blind bend and there are already problems caused by this and the occasional parked cars.
4. More on street parking will occur as we have already seen since The Chestnuts has been built. The road is too narrow and there have been many near misses trying to overtake these parked vehicles.
5. This is the only access for Cleavelands Estate residents to the Evesham Road. There are also a number of driving schools that use the junction of Cleavelands Drive and Cleavelands Avenue for practice, making more vehicles trying to exist onto Evesham Road.
6. Flats are inappropriate in this established area of mature houses. A smaller number of individual houses would be better.

Cleeveway Cottage
Cleavelands Drive
Cheltenham
Gloucestershire
GL50 4QD

Comments: 25th February 2015

The revised planning proposals for the development of 3 Cleavelands Drive do not take into account or resolve the key issues and problems associated with

- a. the visual impact
- b. the potential traffic problems
- c. the privacy of current residents

Concern about these problems have already been set out in detail and submitted by other residents of Cleavelands Drive and Cleavelands Avenue and I fully support them.

I am registering my objection to the development and request that planning permission is refused.

Greenways
5 Cleevelands Drive
Cheltenham
Gloucestershire
GL50 4QD

Comments: 18th February 2015

Further to the application for planning permission of a further 9 flats and 18 parking spaces and the demolition of the existing house at 3 Cleevelands Drive Ref: 15/00202/FUL. I would like to express my concerns and reason for objection to this planning application.

The proposed development will not be in keeping with the Cleevelands Estate. The Cleevelands Estate in my opinion has had enough new development over recent years that we have now reached saturation point with regard to the increased number of dwellings.

Cleevelands Drive is already experiencing problems with increased sewage systems, increased noise and disturbance levels, increased traffic and road safety issues. In particular I would wish to make a point of the road safety issue and request that the county highways make a full and thorough assessment while considering this application.

To build a new development comprising a three storey block of 9 apartments with an extra 18 plus cars would cause a catastrophic impact on our road safety in an already very busy residential area.

8 Cleevelands Drive
Cheltenham
Gloucestershire
GL50 4QF

Comments: 20th February 2015

I have studied the plans for this proposed development and I strongly object to the proposal. The adverse impacts of this proposal significantly and demonstrably outweigh the benefits.

The plans as submitted represent overdevelopment of the site. The development is not of an appropriate character and in my view does not accord with issued guidelines relating to garden development. It is contrary to and detrimental to the character of the immediate area. In particular, as with the previous submission, it does not take into account the style of the majority of properties in this quiet residential area. It is inappropriate to quote the previous development of a site such as The Chestnuts, which may have been accepted as a one off, but clearly unacceptable as a template for all future development on Cleevelands Drive. For these reasons the application should be rejected.

The planned development is invasive in scale, in height and massing, and therefore has an unacceptable impact on neighbouring properties. A block of apartments as submitted will be extremely detrimental to properties around the site. Neighbouring properties will be negatively impacted, and as a community and as a borough we should not allow this to happen. For this reason the application should be rejected.

The particular constraints of this site have not been taken into account. Another eight dwellings with typically two cars each adds to the already difficult traffic access to Cleevelands Drive at peak times. There remains also an increased risk of accidents due to parking obstruction around the proposed site access on the corner, as has happened around the access to The Chestnuts. For this reason the application should be rejected.

I understand the need for additional housing in our town and would support the addition of two or three homes in character with the area. I hope my strong objections to this inappropriate development will be considered seriously by the planning authority.

Comments: 6th June 2015

I object to the planning application 15/00202/FUL, now in its third submission. Please see my comments registered in February which are just as relevant to this revised plan.

I am very disappointed that the central objection, that of replacement of a single family home by a three storey block of nine apartments, is not being heeded. Successive plans are making amendments to mitigate some detailed issues raised, but the CHARACTER and the SCALE of the proposed development in this particular area is not appropriate. The prospect of this development going ahead is causing concern and distress to many local residents - see the number of objections raised - and has the very worrying danger of creating precedence for future change of use of larger single dwelling residential plots. I would not object to plans for site development of a small number of individual residential properties in a design consistent with surrounding housing.

69 Cleevelands Avenue
Cheltenham
Gloucestershire
GL50 4QA

Comments: 21st February 2015

I wish to object to this application due to concerns regarding:

- (1) inadequate parking provision on site;
- (2) size and scale of the development being out of keeping with the neighbouring properties and surrounding area;
- (3) increased light pollution;
- (4) on street parking on Cleevelands Drive close to junction with Evesham Road and the blind corner on Cleevelands Drive;
- (5) increased pressure on the current drainage / sewer services;
- (6) negative impact on the privacy etc. for neighbouring properties; and
- (7) increased traffic on Cleevelands Drive.

Comments: 29th May 2015

I objected to the original application and as has been mentioned by many of the other comments here I see no evidence in this revised application of any of my concerns having been addressed.

I continue to have considerable concerns regarding the following points:

- (1) inadequate parking provision on site;
- (2) size and scale of the development being out of keeping with the neighbouring properties and surrounding area;
- (3) increased light pollution;
- (4) on street parking on Cleevelands Drive close to junction with Evesham Road and the blind corner on Cleevelands Drive;
- (5) increased pressure on the current drainage / sewer services;
- (6) negative impact on the privacy etc. for neighbouring properties; and
- (7) increased traffic on Cleevelands Drive.

10 Cleevelands Drive
Cheltenham
Gloucestershire
GL50 4QF

Comments: 23rd February 2015

I would like to register our strong objection to this proposal following close examination of the application. It is important that our local Planning Team appreciate the impacts to the local area and that the increased risks are recognised and avoided, as well as ensuring the preservation the unique character and environment of the Cleevelands Drive area. My objections are detailed below and I would be most grateful if you could ensure my strong views are made clear to the planning committee.

1. Exacerbation of existing traffic and road safety concerns at the corner of Cleevelands Drive and the Evesham Road

The junction of Cleevelands Drive with the Evesham Road is the sole vehicle access for over 200 houses. At peak times this busy junction already causes congestion but more importantly further development will increase the existing road safety issues. We exit via this road several times every day and regularly experience and witness issues with oncoming Evesham Road traffic. Despite the speed limit oncoming vehicles make it a challenge to exit the road safely at busy times. Increased congestion will inevitably result in more risks being taken by vehicles exiting onto the Evesham Road traffic. There have been a number of incidents and near misses at this junction over the last few years, despite the official records. As recently as this summer glass at least 2 minor collisions have occurred to our knowledge. Any major increase in the number of vehicles using this junction regularly will undoubtedly significantly increase road safety risks as well as inconvenience existing residents.

2. Significant increase in street parking in Cleevelands Drive and neighbouring streets

The planned allowance for off-street parking is inadequate. The parking space ratio will clearly be insufficient for 9 two and three bed apartments, let alone including a provision for visitors and trade services. The development of 'The Chesnuts' has already had a detrimental effect on the semi-rural Cleevelands area, traffic and on street parking issues. It is inevitable that more cars will be parked on Cleevelands Drive itself and nearby streets, close to the proposed entrance to the site. The proposed entrance is on a short stretch of road mid-way between the junction with the Evesham Road and a sharp blind bend in the road. This corner already causes regular problems and has been the scene of a number of near misses. With even a few cars regularly parked on this stretch, road safety would be severely compromised and increase risks for vehicles coming around the blind bend to exit Cleevelands Drive, as well as the inevitable degradation of the grass verge as vehicles attempt to reduce risk by parking with wheels on the curb.

This situation already arises occasionally during most Cheltenham Racing days and other events such as the Cheltenham half marathon when people use Cleevelands Drive for convenient parking. This cannot be allowed to happen permanently to the detriment of road safety and local residents.

3. Worsening of existing surface water drainage and run-off issues

Cleevelands Drive already suffers regularly in times of heavy rain. Cleevelands Drive sits on Marle Hill, this combined with the local subsoil results in regular flooding across the area in adverse weather. In fact the area directly across from the proposed development is flooded as I write due to recent rain, affecting the southbound Evesham Road. Any major development such as this will increase the flood risk in the area as more run-off area is asphalted and developed.

A number of residents are also concerned about added pressure of the existing main drain system. Some residents of Cleavelands Drive including myself have already experienced issues with drains in the area in recent times, particularly since the development of 'The Chestnuts' development further along the road.

4. Intensifying the impact of previous development and degradation of the character and environment of the Cleavelands Drive area

Destruction of arguably the most pretty and imposing property in Cleavelands Drive will have a further significant negative effect on the area and will inevitably affect the desirability of existing properties. Development of 'The Chestnuts' has already had a detrimental effect on the semi-rural Cleavelands area and the residential mix. Please ensure that such 'garden grabbing' development cannot be allowed to happen under our local Cheltenham Planning Policy in what is a treasured Cheltenham conservation area, greatly valued by existing residents.

5. Inappropriate Development Appearance and Design

The proposed development is inappropriate for Cleavelands Drive area both in appearance and the modern design. The proposed property appearance is not in keeping with surrounding predominantly attractive 1950's low density semi-rural, one and two storey properties. The proposed development is bounded by bungalows and 2 storey dwellings and will encroach on these properties privacy, and will arguably introduce a legal nuisance through loss of light and increased noise pollution from significantly increased vehicle and resident activity on their boundaries.

6. Dangerous Site Access

In addition to the parking issues detailed above, the planned site access is inappropriate for the proposed development. The bend in the road, combined with the close proximity to the Evesham Road junction will increase road safety risks. Access via the Evesham Road would alleviate this risk but would not address issue 1 above.

7. Dangerous precedent for future development of the Cleavelands Drive area

Finally, extending issue 4 above, we are gravely concerned about the precedent such a proposed development will have on the area in the coming years. There are several large plots along Cleavelands Drive which if allowed to be developed based on the precedent set by 'The Chestnuts' and this new development, will be bought by 'garden grabbing' developers. This will lead to further significant degradation of the character and semi-rural nature of Cleavelands Drive and will completely destroy the environment the existing residents enjoy.

In summary, this type of over development and urbanisation of our treasured leafy Cheltenham suburbs must be stopped for the reasons detailed above. As residents we rely and trust in our local Planning Team to hear our concerns and make the right decision on our behalf.

Quiet Ways
9 Cleavelands Drive
Cheltenham
Gloucestershire
GL50 4QD

Comments: 17th February 2015
Letter attached.

Comments: 16th June 2015

Comments regarding Planning Application for the Demolition of 3 Cleavelands Drive and construction of a single block of 9 Apartments with alteration to site access and associated hard and soft landscaping. Revised information. Application 15/00202/FUL

For the avoidance of doubt the resident OBJECTS to the application as amended by the revised submitted information for the reasons stated below.

On the 17th February 2015 I forwarded comments regarding the information submitted with the application covering such issues as:

1. General Character of surrounding environment and contextual setting of the proposed development, content of the Planning Statement,
2. Massing of the development.
3. Visual Impact
4. Traffic
5. Design Standards required, development type, car parking layout, access and egress, refuse collection, cycle storage, aesthetics / elevational treatment, design layouts and amenity.
6. Sustainability
7. Landscape and ecology
8. Foul and surface water drainage
9. Management of the development

Having reviewed the latest submission, and with very few exceptions, all of my previous comments apply equally to the revised information as they did to the original. I would also like to add the following

1. General.

The submitted documents fail to establish the true character of the site / development or there contextual setting within the Cleavelands Estate. This is a fundamental issue highlighted by the Architects Panel Comment 13th Mar 2015 ' whether a block of apartments was the correct approach and that the use of the site for large single dwellings might better complement the surrounding grain and typology'.

I would also refer to the 'Character Analysis ' Cleavelands Drive' prepared in May 2008 as part of the determination of Application 08/00422/FUL. The Analysis provides a very clear and definitive understanding of the character of the Cleavelands Estate highlighting the constituent parts which are considered important both in the wider context of the surrounding area but also regarding individual plots. The Analysis makes reference to various Parliamentary Planning Policies which at the time were the relevant guidelines within the process of determining applications ,and, whilst it is appreciated these no longer have that status the vast majority of the points raised and the character criteria identified remain relevant to this day

2. Design / design changes.

The Design and Access Statement Addendum 11th May 2015 notes in detail the minor revisions to the architectural design of the proposed development. Whilst these can be clearly seen this really is just faffing about at the edges. How many attempts are needed before an acceptable scheme materialises? The real design issues are character, context and suitability all of which the application fails to recognise or analyse, in short it's the wrong scheme for the site.

The penultimate paragraph of the DAS Addendum is I would suggest completely irrelevant as there are many alternative schemes all of which are viable and far more suited to the site.

3. Sustainability.

The Planning Statement makes constant reference to the site and the development as being sustainable yet fails via recognised good practice and generally accepted definitions to establish that either the site or the proposed development is actually sustainable. I fail to see how the presumption within the NPPF regarding sustainable development can be cited as a reason for granting consent if sustainability of both the site and the development has not demonstrated.

4. Planning Statement.

Para 2.2 Simply referencing a sites location and noting transportation modes does not result in a site being highly sustainable.

Para 2.5 I refer to the 'Character Analysis 'Cleavelands Drive' document noted earlier which far better analyses the true character and contextual setting of the site and surrounding area.

Para 2.6 A large proportion of the tree and hedge growth fronting the Evesham road is deciduous in nature and as a result provides vistas into the various plots of the Cleavelands Estates during many months of the year.

Para 2.7 Firstly see the comment above at 2.6. Secondly, the hedge screening which currently exists is of poor general quality and low level, it will not provide adequate screening to primary living spaces locations at 1st and 2nd floor levels.

Para 3.1 If the statement made were correct then we would not be looking at a variation of the first proposals. Such relevant planning issues as scale, prominence, impact on landscape setting, biodiversity, urban grain, respect existing development patterns etc. etc. should be taken account of all comments which have been made within the many objections.

Para 3.2 -

Parking - As each application should be viewed on it's own merits why hasn't a revised traffic assessment been undertaken for the latest scheme particularly as the residents comments made are based on detailed local knowledge? The same applies to Traffic, Road Safety, and Access.

Design / Character / Not in Keeping. Whilst this may be a subjective judgement, the judgement should be made against criteria assessed and analysed as part of the Character Assessment for the site and surrounding area, see earlier comments.

Drainage / Flooding. The site has a underlying strata of clay which will almost certainly result in any SUDs scheme locally flooding, particularly as the run off from a larger building will be greater than that experienced on the current site. Site investigation and porosity testing should be undertaken to demonstrate suitability of SUDs and hydrology design criteria set prior to determination of the application. Have the Environment Agency and local Drainage Authority been notified of the proposed scheme?

Pollution / Noise These are material considerations in the determination of the application as they both impact Amenity enjoyed by surrounding residents. It is not only about waste, it's about increases in the threshold regarding light and noise pollution together with the frequency within the 24 hour day these increases will be suffered by local residents.

Garden Grabbing The proposed scheme appears to contradict the considerations for garden development contained within the SPD and repeated by EJ under paragraph 7.6

Privacy Whilst the scheme may have been adjusted to address separation distances, the fact still remains that the proposed scheme places primary living spaces (lounges, dining areas, kitchens, terraces etc.) at first and second floor levels detrimentally impacting the amenity of local residents all of whom currently only experience secondary spaces (bedrooms, bathrooms etc.) at 1st floor level

Precedent Comment regarding individual merits noted, appears contradictory when applicant relies on precedent (developments at West Approach Drive and Pittville Crescent) to support proposed scheme!

Family Homes Instead Suggested by many objectors and noted by the Architects Panel. Family homes do not have to take the form of town houses.

Page 247

Loss of Trees and Open Space The proposed scheme by its very size and mass impacts the open vistas across the Cleavelands from many location points. Again this is in conflict with the character of the surrounding area. See document referenced above.

Sustainability. The application has failed to demonstrate the sustainability of either the site or the development in line with generally accepted definitions and recognised good practice.

Para 3.4 As each scheme should be considered on its own merits then the latest version should I suggest be reviewed again by Highways.

Para 3.5 The comments regarding settled communities and every promoted contemporary scheme in Cheltenham are irrelevant, each scheme on its merits within an identified context. The note regarding start afresh and re design from first principles is difficult to understand as the current amended proposals are just a variation on the theme of both the original and the recently refused scheme.

Para 5.2 See earlier comments regarding sustainability and the fact this has not been demonstrated in line with recognised definitions and general good practice.

Section 6 The revised statement fails to identify the true character of the Cleavelands, as noted earlier and as such the proposed scheme is out of character when judged against criteria such as those identified within the document Character Analysis Cleavelands Drive.

Para 6.5 The comment regarding parking ratios aligns with that of the Chestnuts where unfortunately parking issues regularly occur particularly with regard to visitors. This will lead to traffic and safety problems and the scheme should again be referred to Highways for comment.

Para 6.6 The comment made is irrelevant. The unrestricted nature of parking on Cleavelands Drive is a benefit currently enjoyed by all local residents and the wider community, why should residents and the wider community be disadvantaged by overflow car parking materialising from this scheme?

Para 7.7 and 7.10 and 7.12 See earlier comments regarding Character / Context. I fail to see how the proposed scheme, the site and the surrounding area of the Cleavelands can be reconciled with the criteria identified within the SPD regarding considerations for garden schemes!

Para 7.15 and 7 17 See earlier comments regarding sustainability.

Para 9.1 to 9.3 I strongly disagree with the comments made. I believe there will be parking and safety issues on Cleavelands Drive associated with proposals if granted. I do not believe the proposals are in keeping with the character of the Cleavelands as noted numerous times previously and neither the site nor the development has been suitably assessed in terms of sustainability.

For all of the above reasons I strongly believe permission to redevelop as proposed should be refused.

39 Cleavelands Drive
Cheltenham
Gloucestershire
GL50 4QD

Comments: 4th March 2015

My wife and I wish to register our objections to this second proposal and fervently believe that it should be refused for the following reasons:

1) UNACCEPTABLE IMPACT OF THE PROPOSED DEVELOPMENT ON THE LOCAL AREA

This revised application for 9 apartments does not appear to be dissimilar in building capacity to that of the first application. In fact some of the internal rooms appear larger than before.

The monolithic style block is entirely contrary to the character of the immediate area and appears a classic case of profiteering and garden-grabbing, detrimental to the local environment, which is contrary to the National Planning Policy framework.

It still conflicts with the requirements of local planning policy and would change the quiet residential and semi-rural nature of the road which was predominantly designed for low density one and two storey properties.

The size and positioning of the development creates a harmful impact on the adjacent dwellings (two of which are bungalows) in terms of loss of privacy and light. The addition of 9 dwellings will significantly increase the number of people and vehicle movements and, as a result, local residents will experience an unacceptable increase in the ambient noise level. This would be overbearing and out of character with the current residential mix.

Viewed from Evesham Road and Cleavelands Drive, the building will appear dominant and inappropriate. The mature trees in Cleavelands Drive will not diminish the visual impact nor will the hedgerow and trees on the Evesham Road boundary.

The consultee comments, made by the Cheltenham Civic Society on 2nd March appear confusing, when compared to some of its own objectives.

When commenting on the Pittville Student Village proposal recently, it stated:

Pittville is a vitally important part of the town and any development in this area must be sympathetic to its character and of real architectural quality. What is needed so near the Pittville Park should have a Park-like or garden city feel to it.

According to a recent local newspaper article, the Civic Pride Initiative is built around 7 main objectives intended to support sustainable development by:

Supporting the objectives of urban and rural renaissance, by improving the character of townscape and landscape; promoting good design; creating and reinforcing local distinctiveness, respecting built heritage and fostering peoples attachment to places; promoting accessibility by making places that connect with each other and are easy to move through, putting people before traffic and integrating land uses and transport.

Cleavelands Drive is not a million miles away from Pittville Park. In fact many would agree that it is actually no further than the proposed Student Village.

Should not Cleavelands Drive, therefore, also have the right to expect the same degree of sympathetic treatment ,when it comes to character and real architectural quality, as is being shown to the proposed Student Village?

2) INCREASED TRAFFIC AND PARKING ISSUES

The only route available for traffic to enter or exit the Cleavelands area (consisting of Cleavelands Drive, Cleavelands Avenue, Cleavelands Close, Huntsfield Close and Cleavelands Courtyard) is via a T junction adjacent to the busy Evesham Road.

In addition to visitor and trade vehicles, the drivers from over 200 dwellings in this area (with an average of over 2 vehicles per household) are required to travel past the site of the proposed development in order to leave or return to the estate.

Traffic pressure near this junction often causes backing up of vehicles along Cleavelands Drive in an area which is already aggravated by the blind bend in close proximity to the Proposed Site and the T junction.

There is presently an overspill of vehicular parking onto the road, and sometimes pavement, outside the recent Chestnuts Development in Cleavelands Drive and it follows that there will be an even greater quantity of displaced vehicles from the proposed development, due to the limited number of off-street parking spaces being provided.

With another possible 30+ new apartment residents, and therefore many more vehicles entering and exiting their properties from Cleavelands Drive, near a blind bend and a busy T junction, the probability of vehicular and pedestrian accidents is increased and congestion may increase towards saturation point.

3) DRAINAGE AND FLOODING

The existing property discharges foul and surface water to a combined sewer located within Cleavelands Drive. However, there are already serious issues with the existing sewerage system along this road and the proposed development of another 9 apartments will place increased pressure on it due to the considerable increase in inhabitants.

Further coverage of open land, by the erection of the apartments, will limit the natural soak-away effect of the immediate area, increasing surface water and raising the risk of potentially more flooding in the vicinity.

We trust that you will examine and investigate all objections and subsequently refuse this second application.

Comments: 17th June 2015

My wife and I wish to register our objections to this second proposal, having found nothing encouraging or constructive in the recent revisions put forward by the developer.

We find that much of the recent Planning Statement by Ernest Jones appears to be bias and ambiguous in its attempt to try and justify this unwelcome and incongruous application. Terms used, such as "Matter of subjective Judgement", express nothing positive and I trust that the Planners will see straight through this.

We fervently believe that this second application should be refused for the following reasons:

1) UNACCEPTABLE IMPACT OF THE PROPOSED DEVELOPMENT ON THE LOCAL AREA

This revised application for 9 apartments does not appear to be dissimilar in building capacity to that of the first application. In fact some of the internal rooms appear larger than before.

The monolithic style block is entirely contrary to the character of the immediate area and appears a classic case of profiteering and garden-grabbing, detrimental to the local environment, which is contrary to the National Planning Policy framework.

It still conflicts with the requirements of local planning policy and would change the quiet residential and semi-rural nature of the road which was predominantly designed for low density one and two storey properties.

The size and positioning of the development creates a harmful impact on the adjacent dwellings (two of which are bungalows) in terms of loss of privacy and light. The addition of 9 dwellings will significantly increase the number of people and vehicle movements and, as a result, local residents will experience an unacceptable increase in the ambient noise level. This would be overbearing and out of character with the current residential mix.

Viewed from Evesham Road and Cleavelands Drive, the building will appear dominant and inappropriate. The mature trees in Cleavelands Drive will not diminish the visual impact nor will the hedgerow and trees on the Evesham Road boundary.

The consultee comments, made by the Cheltenham Civic Society on 2nd March appear confusing, when compared to some of its own objectives.

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In addition to visitor and trade vehicles, the drivers from over 200 dwellings in this area (with an average of over 2 vehicles per household) are required to travel past the site of the proposed development in order to leave or return to the estate.

Traffic pressure near this junction often causes backing up of vehicles along Cleevelands Drive in an area which is already aggravated by the blind bend in close proximity to the Proposed Site and the T junction.

There is presently an overspill of vehicular parking onto the road , and sometimes pavement, outside the recent Chestnuts Development in Cleevelands Drive and it follows that there will be an even greater quantity of displaced vehicles from the proposed development, due to the limited number of off-street parking spaces being provided.

With another possible 30+ new apartment residents, and therefore many more vehicles entering and exiting their properties from Cleevelands Drive, near a blind bend and a busy T junction, the probability of vehicular and pedestrian accidents is increased and congestion may increase towards saturation point.

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The existing property discharges foul and surface water to a combined sewer located within Cleevelands Drive. However, there are already serious issues with the existing sewerage system along this road and the proposed development of another 9 apartments will place increased pressure on it due to the considerable increase in inhabitants.

Further coverage of open land, by the erection of the apartments, will limit the natural soak-away effect of the immediate area, increasing surface water and raising the risk of potentially more flooding in the vicinity.

We trust that you will examine and investigate all objections and subsequently refuse this second application.

4 Cleevelands Close
Cheltenham
Gloucestershire
GL50 4PZ

Comments: 22nd February 2015

As a family living in Cleevelands Close we moved to the area for its attractive range of houses, tree lined roads and spacious feel.

The range of different period houses makes it a characterful area and we would aspire to live in a lovely property like number 3 Cleveland s drive.

We see it as a total disregard for the surroundings that another property would be demolished for the financial gain of an individual that would impact on all the community in such a large way.

Demolishing another detached house and cramming in as many flats as possible is something that is being made all too common. Not only does this effect the look and feel of an area but it also risks the safety of other residents.

Cleveland s drive has already had a block of new build flats/terraced houses built in place of a detached residence and this is definitely not something that can be an argument to help this current proposal. It certainly is not a good representation as to how successful it can be and be used to back up the proposed development. The design isn t in keeping with the area and the parking situation causes safety issues.

The parking is a continuing problem, spilling out onto Cleveland s drive causing obstruction and dangerous conditions for other residents that are forced into oncoming traffic, this would be something that would be even more dangerous by the entrance to Cleveland s drive. Motorists have to accelerate off Evesham road to safely avoid the busy traffic that is coming towards them. This means they are already entering Cleveland s drive at speeds that make it dangerous when other motorists are on the wrong side of the road driving round parked cars on Cleveland s Drive. This is a problem that happens on race days but would become a daily problem and a risk to public safety when residents of the 9 flats which would have at least two cars per flat park on the road.

Even if enough spaces are provided for eighteen cars, there will always be visitors parking in the road causing the same problem.

I totally object to this proposal and think that an example should be set that we need to keep character in our towns and stop packing people in like sardines.

The highways impact is far too high and the visual impact would change the whole feel to the area and the entrance to the road.

32 Cleevelands Drive
Cheltenham
Gloucestershire
GL50 4QB

Comments: 25th February 2015

Nothing has changes my mind in this new application from the last time. My first thoughts are for the over spill of vehicles from this development coming on to Cleevelands Drive and causing

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chaos at the entrance of Cleaveland Drive and Evesham Road. We have also experienced problems in the last 2 years with traffic parked on the road from "THE CHESTNUT" development. There is no reason I can see to demolish a beautiful looking house and replace it with a unsightly box type building which is not in keeping with the surrounding area

Comments: 17th June 2015

Having studied the revisions for the second application we cannot see anything that would alter our previous opinion.

We still strongly object to this amended planning application for all the reasons that have been raised before, as follows:

The number of apartments may have been reduced, but, reducing the proposed dwellings to nine still does not address any of the issues raised previously.

Our main concern is the safety of other road users, including cyclists and pedestrians in Cleavelands Drive and Cleavelands Avenue due to the development being only a few paces away from the blind bend on Cleavelands Drive, and also the close proximity to the junction with Evesham Road and the impact parked cars and increased traffic will have on safety issues on the very busy Evesham Road, when exiting or entering Cleavelands Drive.

Additional pressure on existing drainage problems in this area also remain a concern, together with the visual impact of such a development that would be totally out of character in this tree-lined area where most properties are bungalows or two storey buildings. It would have an overbearing impact and mean loss of privacy for neighbours.

As it is inevitable that residents/visitors would park in Cleavelands Drive, we would ask that the planning committee or a representative would familiarise themselves with the area, particularly at busy times, to see how these parked cars would make Cleavelands Drive very dangerous as vehicles are then forced to approach the blind bend, or the junction, on the wrong side of the road.

We also think the lack of attention to detail as a whole in this application is a concern, illustrated by the Architect's errors, using the wrong street names on their drawings and specification (eg Cleavelands Road and Cleeve View Road).

We think it would be extremely irresponsible and negligent to allow this application for this development to proceed.

We hope that this application will be refused.

4 Cleavelands Drive
Cheltenham
Gloucestershire
GL50 4PP

Comments: 18th February 2015

Letter attached.

1 The Cleavelands Courtyard
Cleavelands Drive
Cheltenham
Gloucestershire
GL50 4QF

Comments: 3rd March 2015
Letter attached.

Comments: 15th June 2015
Letter attached.

16 Cleavelands Drive
Cheltenham
Gloucestershire
GL50 4QF

Comments: 5th March 2015

I would like to add my objection to this development. The proposal is out of character for the area and poses a serious traffic risk (which has not been fully recognised by the Highways Authority).

The design and scale of the proposed development is overbearing and of poor quality and will lead to the degradation of the character of this distinctive area of Pittville.

Approval for this development will provide a dangerous precedent for the future of this area.

Comments: 11th June 2015

I write in connection with the above planning application. I have examined the plans and I know the site well. I wish to object strongly to the development of these apartments in this location.

Cleavelands Drive, and the wider Pittville, is an area where development proposals should be considered very carefully: infilling ("Garden Grabbing") would ruin the essential character of the area and this development would be overbearing at a particular 'bottleneck' at the only access for all residents in Cleavelands Avenue and Cleavelands Drive. The traffic implications at the Evesham Road junction have not been fully considered and if this development goes ahead a serious accident at this junction is inevitable. The protection of Pittville's visual and historic style is essential to maintain this part of Cheltenham's character : the National Planning Policy Framework states that permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions. This development fails to enhance the area, rather it's design is dull and uninspiring and totally out of keeping with the area.

The proposed siting of the development is particularly ill-considered: the site entrance is close to the Evesham Road junction as to be a danger to all those who daily use the sole access to their properties. The site is overbearingly close to existing residences causing loss of visual aspect and privacy and increasing noise. The design is unimaginative out of keeping with the nearby buildings .

Furthermore, there is no need for this kind of open market housing in the area. Cheltenham has allocated housing development land to meet the requirements of its Local Plan's policy. Cheltenham has sufficient apartments existing and in development and the need is more for larger houses (which would also be in keeping with the immediate area). The only identified need is for affordable housing for residents who work locally and this development does nothing to satisfy this need.

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Approving this proposal would set a dangerous precedent for Cleavelands Drive (and other nearby residential streets) . For example, numbers 5 and 9 Cleavelands Drive have sufficient space for similar developments ; but do the Planning Authority really wish to alter the nature of the area to the extent of changing it into a road of only apartment blocks?
Please register my objection.

48 Cleavelands Drive
Cheltenham
Gloucestershire
GL50 4QB

Comments: 24th February 2015

We object to this development as it does not conform to your planning policies as listed below:

POLICY CP 4 SAFE AND SUSTAINABLE LIVING. Development will be permitted only where it would not cause unacceptable harm to the amenity of adjoining land users and the locality.

Parking at the junction of Cleavelands Drive and Evesham Road will be dangerous, necessitating one-way traffic and causing bottlenecks turning off the main road. Vehicles outside the recent development at The Chestnuts further along Cleavelands Drive illustrates that the new residents and their visitors will inevitably park in the road.

POLICY CP 7 DESIGN. Development will only be permitted where it: (a) is of a high standard of architectural design; and (b) complements and respects neighbouring development and the character of the locality and/or landscape.

The properties in this area are of conventional design, standing in substantial grounds. This development will have a detrimental impact and is not sympathetic to the buildings and land surrounding it.

POLICY GE 2 PRIVATE GREEN SPACE. The development of private green areas, open spaces and gardens which make a significant townscape and environmental contribution to the town will not be permitted.

This development will significantly alter the appearance of the area from semi-rural to urban and will seriously damage the environmental contribution which is made by the existing property.

POLICY GE 3 DEVELOPMENT WITHIN EXTENSIVE GROUNDS. The Council will have regard to the height and location of existing buildings within or adjacent to the site and to the main features of the site.

The design of the building is out-of-keeping with the area, particularly at the entrance to Cleavelands Drive where it will dominate other properties. Wildlife habitats will be disturbed and will never return.

Please consider these objections when making your decision.

Cherry Trees
Evesham Road
Cheltenham
Gloucestershire
GL52 3JN

Comments: 30th May 2015

My wife and I are retired and have, earlier this year, purchased a two bed roomed bungalow adjacent to the site in question.

We had no idea that we would be faced with a substantial development proposal overlooking our property and totally out of character with the neighbourhood. It is designed to take advantage of a perfectly satisfactory detached property with a large garden the whole of which would be swallowed up by the creation of a development designed to purely to maximize profit rather than make any attempt to fit in with the character of the neighbourhood.

Apart from being out of character with its neighbours, many of which are bungalows which it would tower over, the development is far too large for the plot.

I also share the concerns of the other numerous objectors regarding more technical aspects of this large scale development. e.g. traffic, drainage etc.

I sincerely trust that this proposal will be rejected rather than be in danger of setting a totally undesirable precedent for this residential area of Pittville

This area of Pittville consists of individual residential properties of similar size to ours

12 Cleavelands Drive
Cheltenham
Gloucestershire
GL50 4QF

Comments: 19th February 2015

We object to these proposals on the following grounds.

Given the nature of the area, this design of high density apartments appears as an incongruous addition to the locality and totally out of character with the existing traditional one- and two-storey detached properties which surround it.

The three storey office block-type design is intrusive and overbearing, and an oppressive form of development, contrary to the Cheltenham Borough Plan. It will overlook neighbouring properties, compromise their privacy and be detrimental to the quality of their environment.

Views of the development from both Cleavelands Drive and Evesham road would be prominent and appear totally out of character and undesirable.

In spite of some additional parking within the plot, there are still serious road safety issues due to the inevitable on road parking and increased traffic it will generate. The location of the development close to a sharp bend in Cleavelands Drive and the junction with Evesham Road would lead to a significant increase in the potential danger of road accidents.

There is serious concern for the precedent that permission for such a development would create for future similar applications on other large plots within this area, and the consequent demolition of existing characterful houses and loss of attractive gardens.

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Our view is that a development of this nature does not protect and enhance the natural and historic environment and the quality and character of existing communities. Furthermore it would be detrimental to the semi-rural approach to Cheltenham. We hope therefore that the planning department will have the foresight to refuse this application.

Comments: 15th June 2015

Further to my comments on the earlier (Feb. 2015) revised plans, I wish to register my objections to the latest proposed revisions relating to the development of 3 Cleevelands Drive

General Appearance and Character

The existing property on the site is an attractive, well maintained house and garden which characterises this semi-rural leafy area on the edge of historic Pittville. Its replacement by a large three-storey, bland apartment block would completely alter the street scene at the approach to the Cleevelands area. The side elevation as viewed from Cleevelands Drive is particularly dull and uninspiring. Adjacent properties, two of which are bungalows, would suffer loss of privacy being overlooked by the living areas on the upper floors of this overbearing building. This latest revision with a slightly reduced footprint, does not adequately address these problems.

The type of development proposed is not in keeping with the existing character of the area and does not [quote] "protect and enhance natural and historic environments and the quality and character of existing communities".

I find myself in agreement with the Architects Panel (13 March 2015) that, [quote] "the use of the site for large single dwellings might better complement the surrounding grain and typology"

In the revised Planning Statement by Evans Jones, their response to earlier public objections to the appearance, character, design, size and visual impact of the proposed development, is to dismiss all these comments as merely a "matter of subjective judgement". Indeed this is the judgement of a large number of residents affected by the proposal and it is to be hoped that the Planning Dept. takes account of it in their decision making.

Traffic and Parking

There is still the issue of potential on- street parking and the consequent increased hazard to traffic generated by the proposed development. The cars from some 200 plus properties on the Cleevelands Estate have to negotiate the narrow road and blind bend adjacent to the development in order to enter and exit from Evesham road. On street parking could potentially result in a single lane situation on a blind bend with inevitable consequences.

Potential for Increased Flooding

At present, heavy rainfall often results in a large area of standing water on the road between Nos. 3 and 5 Cleevelands Drive and on towards Evesham Road. This situation is likely to be exacerbated by the loss of garden and the increase in hard standing resulting from this development.

Relevant Historical Precedent

In 2008 proposals were submitted for the demolition of a number of single dwellings in Cleevelands Drive and their replacement by a multiple high density situation (08/00422/FUL and 08/00752/FUL) These proposals were rejected by the planning committee.

At the time a report was submitted by an urban design manager , Mr Wilf Tomaney, which was intended [quote], to give contextual analysis of the area in order to inform consideration of the type of development which is likely to be acceptable. In it he identified an area called zone A containing 11 single properties on larger plots than the rest of the area. It was concluded that this area, including 3 Cleevelands Drive [quote]. has a character that is important in its context and

that this character should be preserved, pressures to demolish and redevelop at considerably greater density. will adversely affect the character of the area.

Important reasons given at the time by the Planning Dept. for the refusal to allow the proposed development (in agreement with Mr Tomaney's report) still apply to this and any future proposals of this kind. i.e. that the proposed development [quote] , will alter the established character of the area to a degree which is considered harmful and fails to enhance the best of the built environment of the town, contrary to the provisions of policies of the Cheltenham Local Plan.

Density of Housing

The type of dwellings in the immediate vicinity of the proposed development are one- and two-storey detached houses on individual plots. The development of similar single dwellings on this site, rather than a large 3-storey block of flats would more closely reflect the style and housing density of those properties on the South West side of Cleevelands Drive, (which is approximately 13 dph) and would help maintain the existing character of the area.

Should this latest application be successful, it could create a precedent for similar unsuitable developments in this area in the future. I hope that the Planning Dept. will take into account the very strongly held opinions of local residents against the proposal, and exercise good judgement and foresight in refusing permission.

20 Cleevelands Drive
Cheltenham
Gloucestershire
GL50 4QB

Comments: 26th February 2015

I would like to object to the above application.

According to government guidelines, consideration for garden development schemes should include:

- Scale
- Prominence
- Appearance
- Respect for existing development patterns and age/style of other buildings.

The Evans/Jones proposal states that the SPD 'seeks to ensure that where such development is proposed it is appropriate in terms of the established character of an area'. A three-storey block of flats of a modern design is not in keeping with the predominantly two-storey buildings or with the established character of the area.

It would be detrimental to the semi-rural approach to Cheltenham from the north, which sets the scene with the park and beautiful Regency buildings. Apparently, the objectives of the Council are to 'recognise the local distinctiveness of Cheltenham's various neighbourhoods' and 'conserve and enhance Cheltenham's architectural, townscape and landscape heritage'. In fact, it is marketed as such and if permission is given for a block of flats to be constructed on the site of every house that comes on the market the Council cannot be seen to be adhering to this policy.

There has already been a similar development in Cleevelands Drive - The Chestnuts, comprising of 9 units built after the demolition of a house. It would be inappropriate to quote that as a precedent, as it clearly shows that there is enough development on this estate and that we have reached saturation point. An application for 2/3 houses would be more appropriate.

Also, government guidelines state that consideration should be given to:
Safe means of access

Suitability of access and parking

As to 'suitability of access', the planned development is near to the junction with Evesham Road and not far from a blind bend and junction with Cleavelands Avenue. This is the only means of access for the whole of the Cleavelands estate (at least a couple of hundred properties). It is hard to agree that 'the development can be safely accessed from the highway network without causing danger to other road users'.

The Evans/Jones proposal states that 'the majority of properties have plenty of on-site parking and there is ample parking available in the area to serve the development needs without causing highway danger or obstruction'. This may be the case but already at any given time there are numerous cars parked on the street and it is reduced to one lane, particularly for a stretch outside The Chestnuts - a similar development - which has generated considerable kerb-side parking since its construction. If this application goes ahead the road could be reduced to one lane around the blind bend and up to the junction with Evesham Road. The proposal is for 2 parking spaces per unit but, of course, visitors and delivery/trades vehicles will add to the need.

For these reasons I hope that you will refuse this application.

Comments: 6th June 2015

I would like to object to the above application.

According to government guidelines, consideration for garden development schemes should include:

- Scale
- Prominence
- Appearance
- Respect for existing development patterns and age/style of other buildings.

A three-storey block of flats of a modern design is not in keeping with the predominantly two-storey buildings or with the established character of the area.

It would be detrimental to the semi-rural approach to Cheltenham from the north, which sets the scene with the park and beautiful Regency buildings. Apparently, the objectives of the Council are to 'recognise the local distinctiveness of Cheltenham's various neighbourhoods' and 'conserve and enhance Cheltenham's architectural, townscape and landscape heritage'. In fact, it is marketed as such and if permission is given for a block of flats to be constructed on the site of every house that comes on the market the Council cannot be seen to be adhering to this policy.

There has already been a similar development in Cleavelands Drive - The Chestnuts, comprising of 9 units built after the demolition of a house. It would be inappropriate to quote that as a precedent, as it clearly shows that there is enough development on this estate and that we have reached saturation point. An application for 2/3 houses would be more appropriate.

Also, government guidelines state that consideration should be given to:

Safe means of access

Suitability of access and parking

As to 'suitability of access', the planned development is near to the junction with Evesham Road and not far from a blind bend and junction with Cleavelands Avenue. This is the only means of access for the whole of the Cleavelands estate (at least a couple of hundred properties). It is hard to agree that 'the development can be safely accessed from the highway network without causing danger to other road users'.

At any given time there are numerous cars parked on the street and it is reduced to one lane, particularly for a stretch outside The Chestnuts - a similar development - which has generated

considerable kerb-side parking since its construction. If this application goes ahead the road could be reduced to one lane around the blind bend and up to the junction with Evesham Road. The proposal is for 2 parking spaces per unit but, of course, visitors and delivery/trades vehicles will add to the need.

For these reasons I hope that you will refuse this application

71 Cleavelands Avenue
Cheltenham
Gloucestershire
GL50 4QA

Comments: 15th June 2015

We strongly object to this development. If allowed it will be totally out of character with the neighbouring properties and surrounding area, and will cause significant local street parking problems and an increasingly hazardous traffic flow on and around the blind corner.

32 Cleavelands Avenue
Cheltenham
Gloucestershire
GL50 4PS

Comments: 27th February 2015

We strongly object to this amended planning application for all the reasons that have been raised before.

The number of apartments may have been reduced, but, reducing the proposed dwellings to nine still does not address any of the issues raised previously.

Our main concern is the safety of other road users, including cyclists and pedestrians in Cleavelands Drive and Cleavelands Avenue due to the development being only a few paces away from the blind bend on Cleavelands Drive, and also the close proximity to the junction with Evesham Road and the impact parked cars and increased traffic will have on safety issues on the very busy Evesham Road, when exiting or entering Cleavelands Drive.

Additional pressure on existing drainage problems in this area also remain a concern, together with the visual impact of such a development that would be totally out of character in this tree-lined area where most properties are bungalows or two storey buildings. It would have an overbearing impact and mean loss of privacy for neighbours.

As it is inevitable that residents/visitors would park in Cleavelands Drive, we would ask that the planning committee or a representative would familiarise themselves with the area, particularly at busy times, to see how these parked cars would make Cleavelands Drive very dangerous as vehicles are then forced to approach the blind bend, or the junction, on the wrong side of the road.

We also think the lack of attention to detail as a whole in this application is a concern, illustrated by the Architect's errors, using the wrong street names on their drawings and specification (eg Cleavelands Road and Cleeve View Road).

We think it would be extremely irresponsible and negligent to allow this application for this development to proceed.

Comments: 17th June 2015

We strongly object once again to the revised plans that have been submitted.

Our main concern continues to be the safety of road users, including cyclists and pedestrians in Cleavelands Drive and Evesham Road.

There is only one road in and out of the Cleavelands estate which already has to cope with more traffic than it was originally designed for. Not only will this proposed development, that wants to replace one dwelling with 9 dwelling units, cause an increase in traffic, but parked cars will be inevitable. Most new residents will have to drive as this is outside town, so due to overflow parking as 18 spaces is not likely to be enough as most of these apartments could easily have in excess of two vehicles each, or residents may prefer to park in the road, and together with visitors cars and delivery vehicles, parked cars will cause considerable danger. As pointed out previously, and also raised by many other residents, the entrance for the proposed development is only a few paces away from both the blind bend on Cleavelands Drive and also the junction with Cleavelands Avenue, and its close proximity to the junction with Evesham Road is also worrying and potentially dangerous.

Line of Sight is an issue. Sight lines will be restricted. Parked cars along Cleavelands Drive will put residents at risk when leaving, and entering the Evesham Road, and the blind bend together with parked cars will also affect safe entrance to and from the proposed development and also to and from Cleavelands Avenue and driving along Cleavelands Drive will be dangerous when driving around a parked car and being forced to approach the blind bend on the wrong side of the road, all putting local residents at risk.

As the Highways Planning liaison officer only seems to refer to the junction of Evesham Road and Cleavelands Drive it is hard to see how Highways can have surveyed this area. They have not noted the hazards caused by vehicles parked by the blind bend near the entrance to Cleavelands Avenue or the chaos/danger/near misses one vehicle can cause when parked just inside Cleavelands Drive (maybe someone just posting a letter) where vehicles are trying to turn left but the road is blocked by a parked car, and another car is waiting at the junction to exit and join Evesham Road. It is scary to see fast moving traffic which often exceeds the 30 mile speed limit on Evesham Road coming up behind you, hoping they will slow down in time. Highways say records indicate a low level of personal injury collisions over the last five years, but surely it is the additional risk this development will present along Cleavelands Drive that now needs to be carefully considered and assessed, not historical statistical data? It is also concerning that Highways state that the proposal will result in the slight intensification of the use of point of access, how can this only result in slight intensification?

I do not think yellow lines will help, the problem will simply be moved along Cleavelands Drive and Cleavelands Avenue.

We also think this proposed development is totally out of keeping with other properties in the area, due to its crude, overbearing, oppressive design. It is architecturally uninspiring and unsympathetic to neighbouring properties. Evans Jones (Surveyors & Planning Consultants) say that design is a matter of subjective judgement but the character of this development is not in keeping with other properties in the area which are mainly 1950s/1960s detached two storey houses and bungalows. The new Chestnuts development (and its problems with parked cars) is not representative of properties in the area. Evans Jones claims similar proposals have been permitted in Pittville, however the developments he refers to are in areas where the scale of the new buildings are similar to existing large older multi storey properties. This proposal is not respectful of other properties in the area, the development would not make a positive contribution to local character and distinctiveness, or enhance the local environment. The design, density, size and overdevelopment of this site will be overwhelming. It will overlook neighbouring properties and invade their privacy, also causing an increase in light and noise pollution.

Evans Jones states that the framework confirms that the Local Authority should consider the case for setting out policies to resist inappropriate development of residential gardens, for example where development would cause harm to the local area. Evans Jones also states that the SPD

(Supplementary Planning Document) seeks to ensure that where garden development is proposed, it is appropriate in terms of the established character of the area, which clearly this is not. Why are brownfield sites not being used?

Evans Jones say the existing property at 3 Cleevelands Drive is 'unremarkable', is this planning jargon, or do they truly believe the property is not an extremely desirable and attractive property? Most would disagree that it is 'unremarkable' as this is a stunning, impressive property that is full of character and certainly NOT unremarkable, but again as Evans Jones stated 'design is a matter of subjective judgement.'

Adverse effects on local environment such as existing drainage, flooding and sewage problems remain a concern and it seems odd that an Ecology Report has not been requested. Evans Jones appear to very dismissive of residents' views on existing problems. They have not put forward solutions of how they plan to address these issues, and say that they are technical matters that are easily addressed. Surely if these problems were easy to fix, they would have been addressed by now and the overdevelopment of the site being proposed will only exacerbate existing problems. I hope Evans Jones proposed solutions will be properly investigated and scrutinised. They also state that parking on Cleevelands Drive is unrestricted, not acknowledging safety concerns already raised by residents. They mention that Evesham Road is tree-lined boulevard, but say Cleevelands Drive is of slightly different character of properties behind conventional low hedges, trees and grassed frontages, are they suggesting Cleevelands Drive and Avenue are not tree-lined? I also find it odd that Evans Jones start their report on site location and description by saying the application site occupies a corner plot, when the corner property is Cleeve Lodge.

Finally, surely there should be a duty of care towards neighbours and local residents and note should be taken of their shared views, experiences and concerns? GCC Highways should be requested to do a thorough site visit and properly consider all the risks residents face daily which will be much worse if this development goes ahead with the extra pressure having the potential to cause more accidents, for reasons discussed above. In my opinion it remains negligent if residents' concerns regarding parking/traffic and safety issues are ignored and hopefully this application will be turned down and the developer will find a more appropriate site to develop. In conclusion as per the National Planning Policy Framework (NPPF), 'as adverse impacts would demonstrably outweigh the benefits' this application should be turned down.

OBJECTS

35 Cleevelands Drive
Cheltenham
Gloucestershire
GL50 4QD

Comments: 3rd March 2015

I write to object most strongly to the second planning application submitted, bearing in mind that the main reason given for the refusal of the first application states:

The proposal represents an unacceptable overdevelopment that demonstrates little awareness for the constraints of the site. Architecturally uninspiring, the proposal is of a crude design and provides for a monotonous and unrelieved mass and bulk that will be an alien and incongruous addition to the locality. The proposal will also have an unacceptable impact on neighbouring amenity. The scheme will give rise to unacceptable overlooking of adjacent properties by virtue of upper floor windows in close proximity to the site boundaries, but beyond that, the large mass of the buildings proposed will constitute an overbearing and oppressive form of development.

I see no real improvement in this second application for the following reasons:

1. The size and density of this proposed 9 apartment development is still overbearing for the present site and is completely out of character for this pleasant leafy residential area.
2. Its three and two storey unattractive blocks still dominate over the adjacent properties, reducing their natural light and privacy.
3. Removing the present garden without enhancing the area, indeed most probably degrading it, is against the National Planning Policy. This type of opportunistic garden grabbing is contrary to local planning policy.
4. As we have all sadly experienced since the Chestnuts development there will inevitably be an overflow from flat owners' vehicles and visitors' vehicles onto the nearby road and pavement area. It is more than likely, in the case of this proposal that such vehicles will naturally spread to the area of road in close proximity to two junctions and a blind bend. This will create a stronger possibility of congestion and accidents.
5. The road in this immediate area is always prone to excess surface water and even flooding. This new development, in its present form, is bound to put more pressure on the already struggling drainage system.
6. Should this application be permitted it would open the flood gates to opportunistic developers and we could soon find many properties on the south side of the road, being torn down to make way for rows of high apartment blocks.

Comments: 12th June 2015

I see no real improvement in the revised second application and still object most strongly for the reasons I stated in March.

I also believe that the majority of the following extracts taken from the case officer's report of a past refused application, in the same nearby area, which involved the demolition of existing buildings and redevelopment at considerable greater density, are applicable to this current application, as follows:

The character of the site and locality between Cleavelands Drive and Evesham Road is defined by large houses on large plots with unobtrusive private drives and with the mature street and garden trees and landscaping predominating over the houses, which are recessive in the streetscape.

This character is strategically important to the town in contributing to the sylvan, semi-rural approach from the north; it is also unique in its immediate neighbourhood, a link with the historic landscape of the area, a green lung and a valuable biodiversity resource.

The intensification of development on the site in the manner proposed, with frontage development at three storey height across virtually the whole of the frontage; the widened, engineered access drive; and new housing and car parking within the rear garden area all contribute to a change in the character of the site and locality which, in this case and in consideration of further potential development along the eastern side of Cleavelands Drive, will alter the established character of the area to a degree which is considered harmful.

The proposed development therefore fails to reflect the existing landscape, streetscape and the character of the locality and thereby fails to enhance the best of the built environment of the town contrary to the provisions of policies CP3(c), GE2 and (d) and CP7(b) and (c) of the Cheltenham Local Plan.

Conclusions

1. The area of land under consideration has a character which is important to the town strategically in contributing to the verdant, semi-rural approach from the north. It is also

unique in its immediate neighbourhood, a link with the historic landscape of the area, a green lung and probable resource for biodiversity. It is currently subject to pressures to demolish existing buildings and redevelop at considerable greater density. There are concerns that any consequent loss of vegetation and a more formalised treatment of street scene and the place generally will adversely impact on character.

2. Government policy, whilst encouraging efficient reuse of previously developed land, also refers to a need to respond to context in designing new development - protecting and enhancing natural and historic environments and the quality and character of existing communities.
3. It is considered that the area of concern has a character that is important in its context and that this character should be preserved. This is not to argue that no redevelopment is acceptable. However, if redevelopment is to take place it should relate to the character of the land as existing and seek to enhance that.

The essential elements of this are

- i. Retain the semi-rural approach to the town on the Evesham Road
- ii. Respect the differences in the character of the varying areas identified in this paper, particularly noting the existing strong demarcation south Cleevemont
- iii. Retain the character of "buildings in the landscape" - this will impact on a range of landscape design and building design issues. The latter will include building height, layout, materials, plan form, mass, typology etc., but will not drive style.
- iv. Retain existing hedges and tree groups to give structure to the development layout
- v. Enhance the existing landscape features (hedges, parkland trees, orchard planting etc), retain as a priority in any design and mitigate any loss
- vi. Maintain the biodiversity of the area through the planting regime
- vii. Maintain informal character of boundary, garden treatments, highway/access design."

1 Hillcourt Road
Cheltenham
Gloucestershire
GL52 3JJ

Comments: 15th June 2015

Concerning the revised application, we wish to add these comments to those contained in our letter of 25 February (dated 2 March on the documents list):

The revised plans show little change to the design of a three-storey office-block-type building, which is totally out of keeping in terms of bulk, height and construction with the homes it borders and faces. It will still overlook adjacent properties.

In the design statement, Evans Jones responds to all the objections raised during the consultation process. On the matters of design and visual impact, they say that the views are subjective. We trust that they are not referring here to the consultee comment of the Architects Panel, which has once again (response of 11 June refers) said that it cannot support the application.

Our attention has been drawn to Planning Officer's objection to the 2008 application for the development of the bungalow Broadmayne (08/0422/FUL) 100m away and hope that continued reference will be made to this.

During the Cheltenham Festival in March, access to Cleavelands Drive was blocked to prevent parking by racegoers which would effectively turn the road into a single thoroughfare. If this was

necessary at that time, Highways should recognise that a similar problem would arise if visitors and tradespersons parked on the road because of insufficient onsite parking.

If the waste bin and cycle storage area is moved to allow two more parking places on the boundary with 3A Cleavelands Drive, there will be even more exhaust fumes entering this property's windows as the cars manoeuvre.

131 Evesham Road
Cheltenham
Gloucestershire
GL52 3AQ

Comments: 17th February 2015
Letter attached.

Comments: 3rd March 2015
Letter attached.

Comments: 17th June 2015
Letter attached.

Cornerways
Hillcourt Road
Cheltenham
Gloucestershire
GL52 3JJ

Comments: 2nd March 2015
Letter attached.

2 Cleavelands Drive
Cheltenham
Gloucestershire
GL50 4PP

Comments: 4th March 2015

We agree with the overwhelming number of local residents in objecting to the revised plans proposed for the demolition of number 3 Cleavelands drive and 9 apartments being built on the site.

1. We feel the size, scale, and style of the proposed plans, especially the number of storeys and roofline to not be in keeping with other properties in the immediate area.
2. There is clearly insufficient parking planned for, which would inevitably result in large numbers of cars being parked on the roadside. This would only result in increased danger when exiting from Cleavelands drive onto Evesham road around the blind bend.
3. We also feel that allowing anything like this development sets a dangerous precedent in the immediate area for any plot to be converted into flats.
4. The plans show the basement and top floors to have a large 'study' as part of the layout. This is clearly the developers attempting to hide a third bedroom in three of the nine flats. This smacks of deceit surrounding the number of potential residents and the negative impact upon local drainage/sewerage services.

5. Finally, we object to the loss of privacy for those properties neighbouring the plot.

Comments: 17th June 2015

We strongly object once again to the proposed development - why would we not, it has not discernibly changed since the previous set of plans.

Our objections are on the following grounds:

1. Insufficient parking resulting in a dangerous junction

Whilst 2 parking spaces have been allocated per flat, this is not sufficient and there is no allowance for visitor parking which will certainly lead to car parking on Cleevelands Drive, directly outside the development, thereby making the junction with Evesham Road both congested and dangerous. This junction is arguably already unable to cope with the 200+ houses that it serves.

2. Not in keeping with the immediate area.

No other house in the immediate area has 3 stories. Evans Jones argue that similar flat blocks exist, but considering the immediate area of the proposed development, this is not the case.

No other house in the immediate area is built in this industrial style with a flat roof. The proposed development would be an eyesore in an area of traditional houses and bungalows

3. Invasion of privacy from the third storey penthouse

Due to no other house having the same or similar elevation, the occupants would be able to look down directly into surrounding gardens and properties thereby invading the privacy of existing residents.

4. Only 2 objections addressed since previous plans

Page 5 of Evans Jones' Planning Statement highlights that between this version of plans and the previous version, only 2 objections have been addressed. Most worryingly, the objections that were most frequently raised have not been addressed. How can changes to cycle storage and refuse be sufficient to merit another round of consideration?

Pineway
7 Cleevelands Drive
Cheltenham
Gloucestershire
GL50 4QD

Comments: 3rd March 2015

Letter attached.

Cleevelands House
130 Evesham Road
Cheltenham
Gloucestershire
GL52 3AE

Comments: 27th February 2015

We strongly object to the proposed development of the 3 storey block of nine apartments at 3 Cleevelands Drive (The Drive House)

This is a large, very attractive family home that most residents consider enhances the area. Many houses on Cleevelands Drive have been and are currently being refurbished and improved as has our own property.

Our strong objections are the inadequate parking allowance, increased traffic flow, the access and egress to and from Evesham Road and the aesthetic look of the proposed building.

Most households have more than 1 vehicle which is now the norm and the proposed provision of parking on this site is totally inadequate, plus there will also be visitor's vehicles.

There doesn't appear to be any provision for visitor parking on the site so cars will inevitably park outside making it extremely dangerous driving along this stretch of the road.

The road is the only vehicle access into the Cleavelands Drive for over 200 homes and cars permanently parked there will cause an obstruction.

This stretch of Cleavelands Drive is the only access in and out of this estate and when this is congested by parked cars it will become very dangerous.

During race week is a prime example of the danger created with the extra cars parked along the road. If this application is passed it will be like this permanently. DANGEROUS !

The suggestion that residents and their visitors to the proposed site could park at the Race Course Park and Ride or at the Pump Rooms car park is a ludicrous suggestion. How would this be monitored or policed ?.

The proposed development is the same poor design as the previously submitted one, which is totally out of keeping with the immediate neighbouring houses. The three storey office block-type design is grotesque, intrusive and overbearing.

It will overlook the neighbouring properties, compromise their privacy and be detrimental to the quality of their environment. It will dominate and destroy all privacy in the gardens of the occupiers.

We strongly urge you to refuse this application.

Comments: 3rd March 2015

We strongly object to the proposed development of the 3 storey block of nine apartments at 3 Cleavelands Drive (The Drive House)

This is a large, very attractive family home that most residents consider enhances the area. Many houses on Cleavelands Drive have been and are currently being refurbished and improved as has our own property.

Our strong objections are the inadequate parking allowance, increased traffic flow, the access and egress to and from Evesham Road and the aesthetic look of the proposed building.

Most households have more than 1 vehicle which is now the norm and the proposed provision of parking on this site is totally inadequate, plus there will also be visitor's vehicles. There doesn't appear to be any provision for visitor parking on the site so cars will inevitably park outside making it extremely dangerous driving along this stretch of the road. The road is the only vehicle access into the Cleavelands Drive for over 200 homes and cars permanently parked there will cause an obstruction.

This stretch of Cleavelands Drive is the only access in and out of this estate and when this is congested by parked cars it will become very dangerous. During race week is a prime example of the danger created with the extra cars parked along the road. If this application is passed it will be like this permanently. DANGEROUS ! The suggestion that residents and their visitors to the proposed site could park at the Race Course Park and Ride or at the Pump Rooms car park is a ludicrous suggestion. How would this be monitored or policed ?.

The proposed development is the same poor design as the previously submitted one, which is totally out of keeping with the immediate neighbouring houses. The three storey office block-type design is grotesque, intrusive and overbearing.

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It will overlook the neighbouring properties, compromise their privacy and be detrimental to the quality of their environment. It will dominate and destroy all privacy in the gardens of the occupiers.

We strongly urge you to refuse this application.

Comments: 3rd March 2015

I am concerned that my letter of objection to this planning application dated 27th February 2015 wasn't published.

I re-sent the letter today 3rd March 2015 but again it hasn't been published.

I know that the closing date for objections is tomorrow 4th March 2015.

I do hope that omitting my concerns won't compromise the outcome of this application, which I strongly oppose ?

Comments: 16th June 2015

We strongly object once again to the 3rd amendment to the planning application for all the reasons that have been raised before. There are no significant changes that warrant acceptance to pass this application. It's still an eye sore and not remotely in keeping with any other buildings at the eastern end of Cleavelands Drive.....

Objection submitted March 2015

We strongly object to the proposed development of the 3 storey block of nine apartments at 3 Cleavelands Drive (The Drive House)

This is a large, very attractive family home that most residents consider enhances the area. Many houses on Cleavelands Drive have been and are currently being refurbished and improved as has our own property.

Our strong objections are the inadequate parking allowance, increased traffic flow, the access and egress to and from Evesham Road and the aesthetic look of the proposed building.

Most households have more than 1 vehicle which is now the norm and the proposed provision of parking on this site is totally inadequate, plus there will also be visitor's vehicles.

There doesn't appear to be any provision for visitor parking on the site so cars will inevitably park outside making it extremely dangerous driving along this stretch of the road.

The road is the only vehicle access into the Cleavelands Drive for over 200 homes and cars permanently parked there will cause an obstruction.

This stretch of Cleavelands Drive is the only access in and out of this estate and when this is congested by parked cars it will become very dangerous.

During race week is a prime example of the danger created with the extra cars parked along the road. If this application is passed it will be like this permanently. DANGEROUS !

The suggestion that residents and their visitors to the proposed site could park at the Race Course Park and Ride or at the Pump Rooms car park is a ludicrous suggestion. How would this be monitored or policed ?.

The proposed development is the same poor design as the previously submitted one, which is totally out of keeping with the immediate neighbouring houses. The three storey office block-type design is grotesque, intrusive and overbearing.

It will overlook the neighbouring properties, compromise their privacy and be detrimental to the quality of their environment. It will dominate and destroy all privacy in the gardens of the occupiers.

We strongly urge you to refuse this application.

Little Duncroft
Evesham Road
Cheltenham
Gloucestershire
GL52 3JN

Comments: 12th February 2015
Letter attached.

Comments: 28th May 2015
Letter attached.

Comments: 16th June 2015
Letter attached.

Greenways
5 Cleavelands Drive
Cheltenham
Gloucestershire
GL50 4QD

Comments: 19th February 2015
I am writing to raise my objections to this application on the following grounds;

I believe this to be a cynical attempt by avaricious investors to make as much money as possible with no regards to the area what so ever.

The existing property 'Drive House' is to be demolished. This is a large, attractive family home that benefits the area. Many houses on Cleavelands Drive have been and are currently being refurbished and improved. They have all benefitted this lovely family road. If Drive House were to be refurbished I believe that it's garden would be big enough to build two large, 2 storey family homes.

The application is for a 4 storey building, 3 of which are above ground level. This block of flats will directly overlook and adjoin 2 existing bungalows and an attractive, small lodge house. These properties will be dwarfed, loose privacy and sunlight. The proposed block will be completely incongruous. Our own property will have 12 windows that will be overlooked by the third story and all our garden privacy will be lost.

The parking allocation has improved since the last application however it is suggested that visitors and any extra cars of residents will willingly park at 'The Park and Ride or The Pump Rooms. I find this very hard to believe. Why would you choose to pay and then walk to the property when you can simply dump your car on the road causing more strain on an already over used junction.

This is the one entry point to the whole estate and it is already over stressed and dangerous. During the races it is very dangerous with the extra cars parked along the road.

Drainage is already a problem in The Cleavelands. During heavy rainfall the water cascades down the road. Parts of my garden and that of my neighbour already experience some flooding during medium levels of rainfall.

The road is at maximum levels of development and the existing drains are often at saturation point. The soil is heavily clay based and the leaves/pine needles block the drains. Further development can only make matters worse.

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The design submitted is too high and too large. Admittedly there are many designs and styles of homes along this road but to date none of them resemble a factory sized toilet block. May we keep it that way?

Comments: 10th June 2015

I am writing further to the revised plans being submitted on this proposed development.

Unfortunately I still have all of my previous concerns;

- 1] Traffic issues entering and departing Cleevelands Drive
- 2] Overspill parking onto and near junction
- 3] Flooding
- 4] Inappropriate and poor quality design and style
- 5] Proposed building too large and too high
- 6] Severe loss of privacy to my garden and 12 windows
- 7] Pulling down an attractive building that benefits the road needlessly
- 8] Building a multi storey building next to a bungalow

The Ruffets
3A Cleevelands Drive
Cheltenham
Gloucestershire
GL50 4QD

Comments: 21st February 2015

I object to this proposed development because:-

It will dominate aggressively the neighbouring properties on either side (one of which is mine) and destroy all privacy in the gardens of the occupiers. Please note that one of the drawings locates my building incorrectly. My property is situated much nearer to the road with my back garden significantly larger than the front. The loss of privacy from the proposed building is, therefore, a lot greater than it would appear from the drawing. Might other drawings be checked, please, for accuracy?

The building is too large and out of scale with other properties in this part of Cleevelands Drive.

The design is aesthetically displeasing and clashes with nearby buildings.

The building and car parking will cover so much of the plot that there will be little pleasure garden left for adults to sit and children to play.

The flow of traffic to and from the Evesham Road will be impaired further, particularly if visitors park in the road.

To maintain the character of the area I consider that any development should be built mainly on the site of the existing house, restricted to two storeys and be of a design which harmonises with other properties.

Comments: 10th June 2015

I object to the revised plans for the proposed development because they are as unsuitable as the previous applications in that:-

#The building will dominate aggressively the adjacent properties (one of which is mine) and destroy all privacy in the gardens.

The building is too large and out of scale with other properties in this part of Cleevelands Drive.

The design is aesthetically drab and unpleasing and does not fit in with nearby buildings

#The flow of traffic to and from the Evesham road will be impaired further, particularly when visitors park in the road

Cleeve Lodge
1 Cleevelands Drive
Cheltenham
Gloucestershire
GL50 4QD

Comments: 2nd March 2015
Letter attached.

Comments: 16th June 2015
Letter attached.

18 Cleevelands Avenue
Cheltenham
Gloucestershire
GL50 4PS

Comments: 26th February 2015

We object that the current revised plans seem to address very little, if any, of the previous serious concerns.

Namely:

1. The flooding and draining issues are well known at the junction of Evesham Road/Walnut Close and the addition of these 9 apartments will only make the situation far worse.
2. The most dangerous situation by far is the excessive addition of so many cars which will be parked in such a narrow section of road. The knowledge gained of similar situations at The Chestnut development has been all too evident to the local community.
3. Why on earth should such a beautiful home be demolished for the sake of land grabbing developers whose prime concern is a handsome profit with little or no concern for the local environment.
4. Parking during races (when allowed) will be a nightmare as all and sundry choose to clog up this very narrow section of road. This is always very dangerous and extremely inconvenient to the locals trying to get on to Evesham Road.

49 Cleevelands Drive
Cheltenham
Gloucestershire
GL50 4QD

Comments: 16th June 2015

In respect of the proposal for the demolition of No.3 Cleevelands Drive and the construction of nine apartments my objections are as for the earlier application for 14 apartments, firstly the change in the nature of the area, secondly the issue of parking with the virtual reduction of Cleevelands Drive to a single track road as has happened outside The Chestnuts where despite provided parking there are usually 4 or 5 cars parked on the road. This would be particularly dangerous as No 3 is so close to the Evesham road junction. This would be further exacerbated by parking for race meetings and events at the race course.

A more appropriate development would be two or three family homes with sufficient parking.

14 Cleevelands Drive
Cheltenham
Gloucestershire
GL50 4QF

Comments: 17th February 2015

I object to the revised plans for this proposed development on the following grounds:

The development overlooks neighbouring properties reducing their residents right to privacy.

The layout and density of the proposal remains overbearing and totally out of character with the area.

The previous planning decision was refused : although the original density has been reduced, none of the other factors contributing to refusal have changed.(see my previous objection)

Government policy remains that 'garden grabbing' should be resisted.

Most importantly, the new plans do nothing to address the issue of parking and traffic safety. The proximity of the development to the Evesham Road will inevitably lead to on street parking of residents, visitors and contractors : this will be extremely dangerous for ingress and egress from Cleevelands Drive. I have recently been involved in a near miss at the junction which illustrate precisely the risk of on street parking in this area. I had concerns that the Highways Department had not properly researched the impact of the original proposal before giving their recommendations and these concerns remain.

As indicated clearly in my original objection, this development risks setting a precedent for future garden grabbing in this quiet residential area that would completely change the inherent character of the area. Cheltenham is proud (and indeed markets itself) of the quality of the residential areas in Pittville: this proposal goes against everything the town stands for.

Comments: 15th June 2015

From 14 Cleevelands Drive.

Please note my strong objection to this proposal. I have made my position clear in two previous submissions which I would ask to be considered also relevant for this revised scheme.

I would add to my previous comments the following observations on the supporting document of David Jones (Evans Jones):

Mr Jones is presumptuous, arrogant and dismissive in many of his observations. He dismisses the well-founded objections by local residents as based on "unfortunate misconceptions"; this comment is neither helpful nor borne out by the well informed quality of the submissions. He also dismisses "precedent" as 'not a relevant planning consideration' which is not the case. (He then tries to use precedent as an argument himself). Neither the original nor the re-submitted plans 'enhance the local character of the area' or are likely to be a 'credit to the town' as he argues.

He identifies the main issues as follows:

PARKING & TRAFFIC: The scheme has apparently been subject to a Highway Authority inspection and subsequent approval. I cannot comment on the diligence to which this objection was subjected, but the conclusion is contrary to the long experience and judgement of many local residents. We warn of serious consequences and risk of accidents on the blind bend north west of the proposed site access and, and more seriously, risk of collision with fast moving traffic on the Evesham Road on ingress and egress to Cleevelands Drive if this proposal is approved.

DESIGN / CHARACTER: David Jones wrongly dismisses concerns on the design 'being not in keeping with the local character' as "a matter of subjective judgement". The is both arrogant and incorrect. The FACTS support an objective view that a block (or 2 blocks) of modern, flat roofed apartments differ substantially from the (mostly) detached ,pitched roofed, individually designed residences in the immediate area. I would, however, agree that my view that the proposed design is bland, lacks imagination and has none of the merits of modern high quality architecture and rather resembles a prison block is purely a subjective judgement.

DESIGN/ OVERDEVELOPMENT/ VISUAL IMPACT: Again , David Jones dismisses these objections as subjective. And again a clear objective argument can be made that this design and density is so inconsistent with other development locally as to be visually damaging on the local character.

DRAINAGE/FLOODING: This may be a technical issue, but recent problems with with Cleevelands Drive sewerage and flooding in heavy rain at the junction indicates that this remains an important consideration not to be so lightly dismissed.

POLLUTION /NOISE: dismissed as not a material consideration which clearly goes against the view of those who are likely to be most affected.

GARDEN GRABBING; David Jones dismisses this as not cited in the pre app as an issue. However, the SPD specifically requires it to be an issue. The SPD encourages applicants to ensure their Design and Access statements comprehensively address issues such as analysis of the character of the locality and an explanation of how the scheme has been designed to respond to that character, and how the proposal complements, enhances and respects the character of the street. No such explanation has been put forward by the applicants or their agents. It is also required that consideration is given as to whether the development is likely to cause unacceptable harm to the amenity of local residents: the evidence of the of the many objections in this case clearly indicates that this condition has not been met.

I strongly reject David Jones' arguments and would urge that Planning Authorities reject this proposal.

7 The Cleevelands
Cleevelands Drive
Cheltenham
Gloucestershire
GL50 4QF

Comments: 27th February 2015

I wish to object to the proposal to build flats on this site. I'm sure you will have received many objections as to the unsuitability of the site for a variety of reasons including increased traffic on a very awkward bend.

Quite apart from the clear practical objections to 9 flats on the site of number 3, I wish to object to the potential visual and aesthetic degradation of the area by the removal of the existing house.

No. 3 is an icon of the area and deserves to be awarded a listed or similar status. Every time I pass No. 3 a little surge of pride passes through me. I'm sure most residents will relate to this feeling and wish for a lovely house to be preserved.

Please reject this application.

Comments: 6th June 2015

Number 3 Cleevelands Drive is an iconic building setting the tone of this road. To replace number 3 would alter the pleasant character of the road negatively.

It is a lovely house and should be preserved and if possible listed.

Please do not allow a block of flats to replace this delightful house.

40 Cleevelands Drive
Cheltenham
Gloucestershire
GL50 4QB

Comments: 2nd March 2015

Here we all are again - for a second round. Hopefully there will NOT be a third!

I objected to the first proposal of the construction of the fourteen flats, I object to this "revised" proposal of nine flats and I will keep objecting to any future proposals of similar development plans. I gave my reasons as to why I object in the initial development plan, my opinion remains unchanged.

I have thoroughly read all of the comments in this forum and I completely agree with the rest of the comments from the community. The Cleevelands area does NOT have the infrastructure to support such a development.

As I stated in my previous objection, these plans would affect the area in a very negative way.

- Increased traffic**
- Increased pollution
- Overcrowding
- Increased strain on refuse/recycling collection services
- Increased strain on postal/courier services
- Increased strain on emergency services
- Further drainage problems
- Damage to the aesthetics of the area

**To expand on the first point regarding the increase in traffic.

--The numerous blind corners in this area are dangerous enough as it is. With an increased population of cars on our roads this could potentially mean an increase in very serious accidents.

As many other residents have stated very clearly, there are many people that walk/cycle in and out of this area everyday. These same people will be at further risk due to increased traffic.

For the reasons stated above 40 Cleevelands Drive vehemently objects to these new proposals.

24 Cleevelands Avenue
Cheltenham
Gloucestershire
GL50 4PS

Comments: 3rd March 2015

I objected to the original application with 20 parking spaces on the grounds that this would be inadequate for the number of flats and their visitors and the inevitable overspill on to Cleevelands Drive. I do not see that 18 parking spaces and 9 flats changes the situation very much. These will

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still be expensive flats with 2, 3 or 4 occupants potentially, most of whom could have cars. There will be consequent congestion at the junction with Evesham Road, the only exit from a sizeable estate. Road safety issues will be increased along the relatively short stretch of Cleavelands Drive which also has the junction with Huntsfield Close and the blind bend at the junction with Cleavelands Avenue.

It's 10.30 am and I've just had a look at current parking on Cleavelands Drive. 1 car stopped at the beginning of the blind bend outside 6 Cleavelands Drive but the driver moved up and reversed into Cleavelands Avenue, parking very close to the junction, unsafely in my opinion. On the stretch above Cleavelands Avenue there were 3 vans, 1 pulled up onto the pavement and 3 cars parked on the drive all within sight of the Cleavelands Avenue junction.

I also paced out the available straight stretches of kerb and assuming drivers don't park too close to junctions and across driveways there is approximately 15m on the Huntsfield Close side and maybe 25 where vehicles might safely be parked. Drivers wishing to use the post box on Evesham Road often park on this stretch. Of course, only one side of the road would be available at any point, as the road width would not allow cars opposite each other.

Safety for cars and cyclists (my husband is one) would be further compromised.

65 Cleavelands Avenue
Cheltenham
Gloucestershire
GL50 4PY

Comments: 22nd February 2015

Reviewing the revised application I am writing to object on a number of points:

The ratio of car parking spaces being too low (no consideration for realistic number of occupants owning a car visitors / deliveries). Local experience from the Chestnuts development leads me to expect over spill parking on to Cleavelands Drive. This section of Cleavelands drive is the only access for this estate and when this section of road is congested by parked cars (even just one) becomes very dangerous for a number of reasons. Cars unable to exit from the fast moving Evesham Road, the visibility along Cleavelands Drive is poor due to a bend in the road making negotiating this section of road difficult. There are a number of junctions in a short space and the carriageway is not wide enough to allow for parking and two way traffic flow.

I believe this proposed building will detract from the area by increasing the density of housing beyond what is suitable for this area and will impact the character and amenity of this area.

Statements concerning environmental considerations appear to be little more than lip service to win points towards planning approval and seem to be unsupported by clear information in the statements. I believe the environmental considerations will be limited to those required in the building regulations.

Comments: 23rd February 2015

I would like to see a planning requirement that the cost of road improvements to Cleavelands Drive - for example double yellow lines and a now waiting restriction are attached to any approval as a condition to at least mitigate the loss of amenity, traffic impact and congestion this development will cause.

Chestnut Cottage
Cleevelands Drive
Cheltenham
Gloucestershire
GL50 4QD

Comments: 2nd March 2015

I feel i must strongly object to the proposed development at 3 Cleevelands Drive.

Firstly I think the one development we have already seen in our road has proved that no matter how well the parking is planned we will always end up with a line of cars on the road. This is mostly inconvenient when two cars attempt to pass through the narrow area created by on the road parking but also makes it more difficult to cross the road.

If the same situation should occur outside the proposed development of number 3, it creates a much more dangerous environment. My wife and i frequently walk my son (7) to the park down the road and around that corner. As we often see on race days, if the parking is not controlled, cars park along that straight and even around the corner. This creates a need to travel around a blind bend, and if heading down the hill, forces the driver to the wrong side of the road. Even if the cars are parked on the straight section it forces the car heading to the junction to commit to the wrong side all the way to the T junction. Cars coming in have no where to stop and may be forced to wait in the main road until the committed car is through. There will be an accident. And it will mean my son will be expected to cross the road walking out between parked cars. Hugely concerned.

Even if you control the parking using yellow lines additional cars will amplify the problem in other areas of the road.

Cars travel way too fast in our road as it is and having them do that and avoid parked cars is asking for trouble.

Secondly i think one development that's not in keeping with the road is quite enough. We don't need another.

Comments: 17th June 2015

Letter attached.

36 Windsor Street
Cheltenham
Gloucestershire
GL52 2DE

Comments: 24th February 2015

My mother lives at 2 Cleevelands Close and uses the Drive. We agree with all the objections, specifically;-

1. The large 3 storey bulk of the proposed building is out of keeping in the area, too dense and overdeveloping the site.
2. The increase in traffic would be detrimental to residents and dangerous so close to the corner of Evesham Rd and two other minor junctions.
3. The emergency services would find it difficult to negotiate parked cars in a narrow road near a bend and there is NO other access to the Avenue, Cleevelands Close etc
4. The inevitable extra on-street parking (as outside the Chestnuts) would be hazardous for local traffic to negotiate and for (particularly older) local pedestrians crossing. The existing blind spots outside the Chestnuts make it hazardous enough.

5. The tired appearance of the relatively new Chestnuts' render make this an inappropriate finish along a road of mainly traditional brick buildings. Set in mature trees the render will rapidly deteriorate in appearance.

Please don't ruin the area any more.

Comments: 15th June 2015

I am writing again on behalf of my mother of 2 Cleavelands Close, GL50 4PZ to object to the proposed development at 3 Cleavelands Drive.

We object on the following points:

1. The proposed scheme of 9 flats is too large.
2. The scale and bulk of the building -which looks like one glass box on top of another- is out of character with the surrounding houses (as is the Chestnuts!). The roof line appears to be higher than the surrounding properties which is not sympathetic to the area.
3. The render finish is likely to discolour with time, particularly when it is near established trees. Most houses in the area have only small areas of render, and most are traditionally brick built which is in keeping with the estate. The newer buildings nearest to the racecourse were built in brick with some space around them and have "settled in" to the estate very well. This proposal does not!
4. Flats are inappropriate in this established area of mature houses. A smaller number of individual houses would be better.
5. The overlooking concerns raised by nearby residents are worrying- this would cause distress to longstanding residents as well as devaluing their properties. It would set a worrying precedent.
6. The access to the proposed development on Cleavelands Drive will create an even more dangerous corner with Evesham Road than at present. It is near a blind bend and there are already problems caused by this and the occasional parked cars.
7. On street parking will occur, as it has since The Chestnuts development has been built. We are concerned that emergency vehicles may find it more difficult to access the further reaches of the estate eg Cleavelands Close.
8. This is the only access for Cleavelands estate residents to Evesham Road. There are a number of driving schools which use the junctions at Cleavelands Drive/Avenue for practice, so the existing traffic is not just generated by residents and services.
9. The increased traffic and on street parking will create safety hazards for the older people living on the estate. The estate properties are established and many are occupied by older people. They use the Evesham Road junction to cross the road to get the bus into town. We believe that insufficient attention has been paid to the road safety hazards of a development at this location and would like this investigated whatever happens to this proposal.
10. Other flats in the area are either in refurbished older style properties- like those on Evesham Road- or set away from other properties - as the well managed block at Cleevemont, in its own spacious grounds, shows. The proposed development is a world away from these, which fit in very well to the local area.

The Chestnuts scheme has been detrimental to the area and it would be most unfortunate if lessons cannot be learned from that development. We hope that common sense will prevail.

15 Cleavelands Avenue
Cheltenham
Gloucestershire
GL50 4PY

Comments: 25th February 2015

Letter attached.

Comments: 16th June 2015

Letter attached.

10 Cleevelands Close
Cheltenham
Gloucestershire
GL50 4PZ

Comments: 25th February 2015

Letter attached.

Comments: 15th June 2015

Letter attached.

72 Cleevelands Avenue
Cheltenham
Gloucestershire
GL50 4PS

Comments: 2nd March 2015

Letter attached.

Comments: 10th June 2015

I write to renew my objection to the proposed revised development referred to above.

The intrusion of this, and any other, development will tend to destroy the character of this neighbourhood.

In particular I refer to the parking problem: it is already the case that when one, two or three vehicles are parked along the first fifty yards of Cleevelands Drive a traffic hazard is created. Sightline becomes acute for vehicles entering Cleevelands Drive, exiting Cleevelands Avenue and rounding the bend of Cleevelands Drive intending to enter Evesham Road. To add a further nine dwellings (? up to eighteen extra vehicles) will make this a permanent hazard. That the developers suggest parking in the Racecourse Park and Ride is utterly ludicrous and merely exposes the weakness of their case.

I trust common sense will prevail and this proposed development will be rejected.

47 Cleevelands Drive
Cheltenham
Gloucestershire
GL50 4QD

Comments: 2nd March 2015

Letter attached.

Comments: 15th June 2015

Letter attached.

23 Cleavelands Drive
Cheltenham
Gloucestershire
GL50 4QD

Comments: 4th March 2015

I wish to lodge my objection to the proposed development on the following grounds:

- 1) Potential congestion and traffic hazard
 - a. The location of the site on a blind bend, which already causes difficulty for drivers, and close to two junctions on the opposite side of the bend will significantly increase hazard in this area of Cleavelands Drive.
 - b. Additional traffic flow and consequent queuing will increase the difficulty of turning into and out of Cleavelands Drive and potentially create additional queuing on Evesham Rd (especially of traffic proceeding South and turning right into Cleavelands Drive). This will thus increase hazard and congestion on Evesham Road, and hazard at that junction at which visibility is already inadequate.
 - c. It is to be anticipated that this development, if permitted, would promote on-road parking. Given the location on the bend and adjacent to two other junctions this will further promote congestion and hazard for drivers turning into and out of the proposed property as well as for the adjacent junctions. As evidence I would cite the consequences of the building of the Chestnuts. On road parking outside that development, close to my driveway and the northerly junction with Cleavelands Avenue has rendered it hazardous for me to safely pull out of my driveway due to both congestion there and impeded visibility. The conformation at the 3 Cleavelands Drive site is more difficult.
- 2) The desirable amenity and residential nature of Cleavelands Drive is a consequence of its eclectic mix of housing stock, the mixed demographic and the quality of the environment due to trees, domestic gardens and relatively low traffic density. All of these generate a desirable quality of tranquillity. The effect this development will have on the latter is implicit in point 1 above. Other points are addressed here
 - a. If permitted, it will adversely affect the eclectic nature of the housing stock by removing one of the more elegant and larger houses and replacing it with a non-descript modern apartment development.
 - b. It may well significantly modify the demographic of the area and may well adversely affect tranquillity.
 - c. The parking and traffic created will be environmentally detrimental;
 - d. The lost garden area hedges, trees will be replaced with a barren array of tarmac and parking spaces. I would also ask whether an adequate appraisal as been made of the potential consequences of increased surface water run off onto the road and adjacent properties, and the consequences, given the increase in paving. As a matter of principle this is environmentally prejudicial.
- 3) I would also wish to argue that the development is inappropriate on the grounds that Cheltenham already has an excessive stock of apartments both for rent and for purchase. This is therefore a superfluous scheme and it's local impact cannot be justified given that circumstance.

Comments: 4th March 2015

Additional submission - I wish to object to having received a message stating that my previous comment has been truncated. All my points are of significance. I wish to have the opportunity to submit my comments in full, other wise the Planning Committee lays itself open to appeal on the grounds that all comments have not been fully considered. Please contact me to arrange e-mail submission of your website is unable to cope with the full comments.

Comments: 16th June 2015

I remain an objector to this proposal.

The grounds for my continued objection are :

- 1) that the latest revisions do not substantially change the overall design of the building which remains inappropriate to the environ of Cleavelands Drive;
- 2) the use of the Chestnuts as a justification is an unfortunate one. I am a neighbour of that property which already considerably degrades the quality of the area and creates significant parking and turning difficulties for adjacent residents';
- 3) the proposal requires the demolition of a dwelling which contributes substantially to the overall character of Cleavelands Drive and replaces it with an inferior building; 3) the progressive increase in traffic using the turn to Evesham Road will be exacerbated, increasing the hazard at this junction;
- 4) the likelihood of overspill on-road parking remains high and this property is at a location where the parking of a single car can already render the rounding of the adjacent blind bend or junctions dangerous; I remain of the view that Cheltenham is oversupplied with this type of accommodation; no evidence has been presented to refute this proposition;
- 5) as a Chartered Biologist of 39 years, I remain unconvinced that the increase in paving and reduction in drainage is either environmentally justified or ecologically sound; convincing properly-argued and evidenced comment to refute this has not been presented to refute this.

6 The Chestnuts
Cleavelands Drive
Cheltenham
Gloucestershire
GL50 4QG

Comments: 23rd February 2015

I strongly object to the proposed development of a 3 storey block of nine apartments at 3 Cleavelands Drive. I myself live in a new development in Cleavelands Drive consisting of nine properties known as the Chestnuts. Each of these properties has parking for 1 vehicle which has proved to be totally inadequate, because realistically some residents have 3 and 4 cars. This results in all manner of problems which at present is managed by the courtesy of neighbours and visitors alike. To give you some idea of the urgency for parking in this area a single visitor parking spot on this development has been offered for sale to any of the residents for £7,000 as yet it remains unsold. The outcome of this proposed new development will inevitably be a very similar situation, however in this case the proximity to the Main Evesham Road will be an very dangerous situation for drivers and pedestrians. The proposal that future residents could park at the Park and Ride is quite honestly 'pie in the sky' quite apart from the fact that it's almost impossible to find a parking space there at present, if it is to be used for future building developments then indeed it not being used for the purpose it was intended for, which is a benefit to all who live and work in Cheltenham, not to mention shops and businesses.

14 Norttenham Close
Bishops Cleeve
Cheltenham
Gloucestershire
GL52 7YG

Comments: 24th February 2015

As per my previous comments on behalf of my mother and father who live in Cleevelands Drive, we object to the demolition of the beautiful existing dwelling and the erection of the 9 apartments.

As said before, this is not in keeping with the local area and will cause severe parking problems at the access/exit routes to the main Evesham Road.

I would suggest planners observe the congestion over the forthcoming race festival to establish just how much the area is already put under pressure without adding to it. It is not only the parking which will cause chaos but the environmental impact this unwanted building project will impose. Cleevelands Drive residents do not want this developments and we are all very clear about that. Please see fit to reject the appeal.

28 Cleevelands Drive
Cheltenham
Gloucestershire
GL50 4QB

Comments: 24th February 2015

I wish to object to this application due to concerns regarding:

Inadequate parking provisions, which would lead to an increase of off road parking, close to both the busy road junction with Evesham road and the blind corner on Cleevelands Drive.

Recent similar development at "Chestnuts", Cleevelands Drive highlights the problem with parking, making the road a single lane in that area.

It is also not in keeping with the aspects of adjoining properties and neighbourhood.

33 Cleevelands Drive
Cheltenham
Gloucestershire
GL50 4QD

Comments: 4th March 2015

My husband and I wish to formally object to the proposal of demolishing 3 Cleevelands Drive and building in its place a block of 9 apartments for the following reasons:

1. Inappropriate Development Appearance and Design.
2. Escalation of the impact of previous development and degradation of the character and environment of the Cleevelands area.
3. Worrying precedent for future development of the Cleevelands area.
4. Significant increase in street parking in Cleevelands Drive and neighbouring streets.
5. Dangerous Site Access.
6. Considerable increase in street parking on the roads and pavements in Cleevelands Drive and neighbouring streets.
7. Increase of existing traffic and road safety concerns at the corner of Cleevelands Drive and the Evesham Road.

We see this proposal for what it really is - garden grabbing and profit making at the expense of all local residents.

Comments: 16th June 2015

My husband and I have studied the recent revisions to the above application but cannot find any significant improvements which might allay our concerns.

We formally object to the proposal of demolishing 3 Cleavelands Drive and building in its place a block of 9 apartments for the following reasons:

1. Inappropriate Development Appearance and Design.
2. Escalation of the impact of previous development and degradation of the character and environment of the Cleavelands area.
3. Worrying precedent for future development of the Cleavelands area.
4. Significant increase in street parking in Cleavelands Drive and neighbouring streets.
5. Dangerous Site Access.
6. Considerable increase in street parking on the roads and pavements in Cleavelands Drive and neighbouring streets.
7. Increase of existing traffic and road safety concerns at the corner of Cleavelands Drive and the Evesham Road.

We see this proposal for what it really is - garden grabbing and profit making at the expense of all local residents.

37 Cleavelands Drive
Cheltenham
Gloucestershire
GL50 4QD

Comments: 4th March 2015

As a resident of Cleavelands I wish to strongly object to the proposed development at 3, Cleavelands Drive which appears tantamount to garden grabbing for pure profiteering.

At the time of writing I notice that there are numerous objections from nearly 60 residences in the immediate area, which shows the overwhelming amount of public feeling towards this application. This second application follows exactly the same example that happened further up the Drive at the Chestnuts. The original application for way more than the developer required was refused but revised plans for less were accepted when the developer was shown to compromise.

The main reasons for my objection are listed below:

- a) Appearance, size and scale of the development being out of keeping with the neighbouring properties and surrounding area.
- b) Possibility of increasing the number of dwellings within the property, once it is built.
- c) Negative impact on the privacy etc. for neighbouring properties.
- d) Increased light and noise pollution.
- e) Inadequate parking provision on site.
- f) Inevitable street parking on Cleavelands Drive close to the blind corner on Cleavelands Drive and to the junction with Evesham Road.
- g) Increased traffic on Cleavelands Drive by the blind corner which is already a danger area.
- h) Increased pressure on the current drainage / sewer services.

I do hope the Planning Committee will see that a development of this size and nature has no place in the Cleavelands area. If the present dwelling has to be demolished, I am sure that a better solution would be to build two or three individual houses in its place.

57 Cleevelands Avenue
Cheltenham
Gloucestershire
GL50 4PY

Comments: 23rd February 2015

The existing house is attractive and in keeping with the other houses in the area; a block of flats is totally out character. With 9 new homes the extra traffic created from residents and their visitors will cause more traffic flow problems onto and off the Evesham Road and the extra cars that will inevitably park on the road outside the property will add to the problems. To demolish this house and build flats would be monstrous mistake and should not be allowed.

Comments: 14th June 2015

I strongly object to this planning application.

A block of flats would be totally out of character with this road.

Neighbouring homes would be overlooked.

The inevitable extra number of cars parked on the road would be an added hazard near the busy main road junction.

The exit/entry to Cleevelands Drive is already a problem at busy times and more cars will only add to this.

The existing house is attractive and in keeping with the neighbourhood, with a lovely large garden and make a lovely home as it is.

5 Cleevelands Avenue
Cheltenham
Gloucestershire
GL50 4PY

Comments: 23rd February 2015

The proposed development of 9 apartments is out character with the area and another blot on the landscape, plus car parking will be a nightmare, most families have 2 or 3 cars and what about visitors parking spaces ?.

Comments: 15th June 2015

Even with the changes to the application should be stopped, its out of character with the surroundings [blot on the landscape]. 9 apartments needs off road parking for all residents and visitors ? its an accident waiting to happen cars will be parked all over Cleevelands Drive and Avenue.

36 Cleevelands Drive
Cheltenham
Gloucestershire
GL50 4QB

Comments: 15th June 2015

Thank you for your letter of 27th May 2015 concerning the revised plans for the above proposed development.

Having studied the revision to the 2nd Application, my wife and I and find nothing new that will alter our previous view that the application for this proposed development should be refused.

I reiterate our comments, made last March, as follows:

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We vehemently object to the second proposal put forward by the developer for the demolition of the house at 3 Cleavelands Drive to make way for a block of 9 apartments.

Our main reasons are as follows:

- 1) The proposal is much too large for the site by means of its height and density.
- 2) The proposed design is overbearing and completely out of character for the area.
- 3) It will dominate the surrounding properties.
- 4) There will be a substantial loss of privacy for the two buildings either side.
- 5) There will be an increase in noise and light pollution.
- 6) Very little garden amenity will be left in existence.
- 7) Although there are 18 designated car parking spaces on site, it is suggested that any overflow including visitors could take place on the roadside.
- 8) A blind bend before the exit onto the Evesham Road already proves to be dangerous.
- 9) There is already a drainage problem in the immediate area which would be increased.

We hope that the relevant officers will refuse this application in its present form.

Comments: 4th March 2015

We vehemently object to the second proposal put forward by the developer for the demolition of the house at 3 Cleavelands Drive to make way for a block of 9 apartments.

Our main reasons are as follows:

- 1) The proposal is much too large for the site by means of its height and density.
- 2) The proposed design is overbearing and completely out of character for the area.
- 3) It will dominate the surrounding properties.
- 4) There will be a substantial loss of privacy for the two buildings either side.
- 5) There will be an increase in noise and light pollution.
- 6) Very little garden amenity will be left in existence.
- 7) Although there are 18 designated car parking spaces on site, it is suggested that any overflow including visitors could take place on the roadside.
- 8) A blind bend before the exit onto the Evesham Road already proves to be dangerous.
- 9) There is already a drainage problem in the immediate area which would be increased.

We hope that the relevant officers will refuse this application in its present form.

50 Cleavelands Avenue
Cheltenham
Gloucestershire
GL50 4PS

Comments: 24th February 2015

We strongly object to the building of the proposed flats on the site of 3 Cleavelands Drive.

The existing property is beautiful and in keeping with the area, and there are similar properties on either side which I am sure the proposed development will devalue.

The parking will be a nightmare on top of such a busy junction which can already be difficult to negotiate if there are just a few cars parked outside the existing houses.

The main Evesham Road is extremely busy and it will be very difficult to turn into Cleavelands Drive if there are cars parked so close to the junction, this is made even more difficult at Race meeting times.

Page 284

This is a quiet residential area which has already been spoilt by allowing the flats further up Cleevelands Drive, parking is a huge issue there already.

I am sure none of the people proposing these plans would like it if it was built next their house. Please do not allow this proposal to go ahead.

3 The Gardens
Evesham Road
Cheltenham

Comments: 17th June 2015
Letter attached.

83 Cleevelands Avenue
Cheltenham
Gloucestershire
GL50 4QA

Comments: 17th June 2015
Letter attached.

11 Cleevelands Avenue
Cheltenham
Gloucestershire
GL50 4PY

Comments: 17th June 2015
Letter attached.

The Cleevelands Courtyard
Cleevelands Drive
Cheltenham
Gloucestershire
GL50 4QF

Comments: 11th June 2015

When Planning allowed the building of 8 flats opposite the Cleevelands two years ago they said that there were enough parking places within the development however you now find 6 or 7 cars parking in the road reducing the street to one way traffic and often blocking the entrance to the Courtyard.

If development takes place at 3 Cleevelands Drive you will cause a traffic hazard blocking access to the Cleevelands area traffic coming north on the Evesham road turning into Cleevelands Drive will find a car coming towards them on their side of the road and a collision will take place.

If this happens I would suggest that the residents living in the Cleevelands area consult a solicitor as to whether the Planning office is culpable.

5 The Cleevelands
Cleevelands Drive
Cheltenham
Gloucestershire
GL50 4QF

Comments: 11th June 2015

I understand that there has been a 2nd application to develop 9 apartments in a block at No. 3 Cleevelands Drive.

I am very much against this plan. Architecturally and environmentally It would be quite out of keeping for the area and the road, since the road currently consists largely of single detached family houses. It would add substantially to the travel difficulties and noise in the road, and the junction between Cleevelands Drive and Evesham Road would become much more heavily used and become dangerous. The proposed development would add considerably to parking in Cleevelands Drive, and would seriously impair the amenity value in the area. It would also set a precedent for other planning applications of a similar type in the road and the area, which I would also be very strongly against.

I ask you please to reject the developer's plan to undertake this development.

79 Cleevelands Avenue
Cheltenham
Gloucestershire
GL50 4QA

Comments: 16th June 2015

We object to the proposed development of 3 Cleevelands Drive due to the following reasons:-

1. The proposed development of a 3 storey building is not in keeping with the area. Cleevelands Drive has numerous individual character houses and is predominately a family area.
2. The development of 9 apartments will change the demographics of the area from a family and retirement estate.
3. There are approximately 200 properties on this estate serviced with just one access/entry road onto the Evesham Road. The construction vehicles engaged with this development will cause major disruption to access on and off the estate.
4. If this development goes ahead the parking of owners vehicles will undoubtedly lead to more cars parking along Cleevelands Drive, This causes obstruction and visibility issues and will almost certainly lead to an increase in accidents to both vehicles and pedestrians alike.
5. Cleevelands Drive is a beautiful old Black and White property and in our opinion to replace it with a 3 storey block of apartments is just not in keeping with the area.

6 Cleevelands Close
Cheltenham
Gloucestershire
GL50 4PZ

Comments: 12th June 2015

If this development goes ahead it will most certainly detrimental to the residents on the estate and will create even more danger on Cleevelands Drive than exists already.

Page 286

At the moment all the local driving schools use Cleavelands Drive for practising 'reversing round corners' which is very dangerous given the bends on the road.

Since the development of The Chestnuts just along Cleavelands Drive on the same side, there have been constant problems as residents park on the road, making it impossible for other residents to get out of the estate.

If this development goes ahead, the residents and visitors are bound to also park on the road which is just by a 'blind' bend. This will inevitably result in accidents and possible loss of life.

55A Cleavelands Avenue
Cheltenham
Gloucestershire
GL50 4PY

Comments: 14th June 2015

We wish to register an strong objection to this development mainly on the grounds of the inevitable increase in traffic and parking problems which are spelt out in detail in many other objectors comments.

A further objection is that the resubmitted design for 9 apartments still looks unsympathetic and out of keeping with nearby properties; it adds nothing to the visual amenity of the locality.

43 Cleavelands Drive
Cheltenham
Gloucestershire
GL50 4QD

Comments: 18th June 2015

I would like to state my objection to the development of the proposed 9 apartments at number 3 and the main objection apart from lowering the value of the existing residential properties, it's the entrance onto the main Evesham road, which is already dangerous at many times during the day, even making a lot of cars having to go up to the racecourse roundabout in order to get into the town centre.

Broadmayne
11 Cleavelands Drive
Cheltenham
Gloucestershire
GL50 4QD

Comments: 10th June 2015

Car parking on the roadside is a problem which will become much worse. It has become quite difficult to pass parked vehicles where the "Chestnuts" has been built on and this will become much worse owing to the "blind bend" close to the proposed new development.

Visual impact will further devalue the whole district and the noise and disturbance will have an impact on all residents.

I do most strongly object to the whole scheme.

66 Cleevelands Drive
Cheltenham
Gloucestershire
GL50 4QB

Comments: 14th June 2015

We would like to register a strong objection to the proposed development at 3 Cleevelands Drive. Our main objection relates to what would be an increased use at this address by some 18 vehicles, egressing onto what is already a dangerous bend on a busy road. There are a great number of cars in the Cleevelands area and this increase is not welcome. With visitors being likely to overspill onto the pavement (did someone really suggest visitors would use the park and ride!?), it would markedly increase the chances of an accident.

We are also of the opinion that it would be a grave error to remove a characterful house from the entrance to Cleevelands Drive. The development would not sit well with the surrounding houses, and would undoubtedly have a more profoundly negative impact on those living in the immediate vicinity.

In short, this development is not needed, and will have an adverse effect to those who live in this area.

1 Huntsfield Close
Cheltenham
Gloucestershire
GL50 4PR

Comments: 10th June 2015

In my opinion it is a terrible shame that Cheltenham town planners are considering the demolition of a stunning craft movement house. Replacing it with yet another block of non descript contemporary flats is very sad.

In terms of congestion Cleevelands Drive exit is already at maximum capacity during rush hour. Throughout the weekend visitors cars are often parked on the main road of Cleevelands Drive and adjacent roads. If the proposed development is passed then the situation will deteriorate further. Do we really need that to happen, just so a developer and a house owner can make a tidy profit?

66 Cleevelands Avenue
Cheltenham
Gloucestershire
GL50 4PS

Comments: 13th June 2015

Having looked at the plans for the proposed development, we feel that we must object for two reasons:

1. The size and style of the proposed building will be completely out of character with the surrounding properties.
2. The inevitable on-road parking of vehicles near to the junction of Cleevelands Drive and the Evesham Road will make an already dangerous situation at this blind junction considerably worse.

96 Cleevelands Avenue
Cheltenham
Gloucestershire
GL50 4PX

Comments: 15th June 2015

With reference to the proposed planning application, replacing the above with 9 apartments. I have lived in Cleevelands Drive for thirty years and fully support the residents of Cleevelands Drive in objecting to the planning application

We only have one access onto the Evesham Road and this would cause many problems, especially at peak times. Also the house that is to be demolished all though not listed, is a very attractive building and all too many lovely properties in Cheltenham have already been demolished (when in our view should not have)

26 Cleevelands Avenue
Cheltenham
Gloucestershire
GL50 4PS

Comments: 15th June 2015

I have studied the plans in relation to the above, but been unable to get a response from your web page.

My thoughts are that any development in this area should be in keeping with the established surroundings

If more properties are introduced then parking restrictions MUST be made to prevent on road parking.

You only have to pass the recent apartments on what was "The Chestnuts" in Cleevelands Drive to see that the number of vehicles that are on the road in front of them has significantly increased since that development.

Experience of times when there were "No waiting" signs for Cheltenham Races in the road from the first junction of Cleevelands Avenue to Evesham Road reflect on any such building when emergency vehicles would not have been able to get access. It therefore seems essential to prohibit all parking from the day that any development might be approved to prevent builders, residents etc from parking in that area by the introduction of double yellow lines which must be strictly enforced.

5 The Chestnuts
Cleevelands Drive
Cheltenham
Gloucestershire
GL50 4QG

Comments: 10th June 2015

We agree with the strong objections raised by our neighbours around safety, parking, and traffic volume. These issues, together with the scary precedent of further high density development, will seriously, negatively and irreversibly impact this lovely area.

41 Cleavelands Drive
Cheltenham
Gloucestershire
GL50 4QD

Comments: 17th June 2015

I would like to object to the above planning application for the following reasons:

I believe the proposed development would cause road safety issues along Cleavelands Drive, especially as the development is so near to the junction with the Evesham Road and the blind corner. Vastly increased parking along the road would be inevitable. This would cause problems for Cleavelands residents both trying to enter and exit Cleavelands Drive. This is especially so as this junction is the only way in and out of the estate. This would only be compounded on race days and while the development was under construction.

I believe that there would be a great deal of noise and disruption while the development was being built, once again made worse by the proximity to the Evesham Road junction and the blind corner.

I am also concerned about the additional risks of flooding to the area, or disruption to local services during construction.

I do not believe that the proposed development would be in keeping with the character of the area, which is mainly detached and semi detached housing. The style and number of the apartments proposed is unsympathetic to the area.

4 Huntsfield Close
Cheltenham
Gloucestershire
GL50 4PR

Comments: 17th June 2015

We wish to register our objection to the above proposed development.

1. This will add to the traffic problems already experienced by Cleavelands residents. It only takes one badly parked vehicle near the Evesham Road junction to cause delays and raise the risk of accidents.
2. The Lodge and Bungalows backing on to the proposed new development will be overlooked to an unacceptable degree and the Lodge itself will be surrounded on all 4 sides by tarmac.
3. We already experience problems with drainage which is not up to the required standard to cope with the buildings already here - during the recent heavy rain the drainage system was backed up for 2-3 hours and 9 additional apartments will only exacerbate the problem.

To summarise: privacy, traffic, drainage and appearance are our reasons for objecting to the development.

30 Cleavelands Drive
Cheltenham
Gloucestershire
GL50 4QB

Comments: 16th June 2015

My partner and I object to the proposed demolition of No 3 and replacing it with 9 apartments for the following reasons:

1. Significant increase in street parking in Cleavelands Drive - there already cars that park on the road by the Chestnuts despite them having allocated parking.
2. Increase of existing traffic and road safety concerns at the junction of Cleavelands Drive and Evesham Road
3. Drainage and flooding problems are already present

40 Cleavelands Avenue
Cheltenham
Gloucestershire
GL50 4PS

Comments: 16th June 2015

Letter attached.

18 Cleavelands Avenue
Cheltenham
Gloucestershire
GL50 4PS

Comments: 16th June 2015

We object that the current revised plans seem to address very little, if any, of the previous serious concerns.

Namely:

1. The flooding and draining issues are well known at the junction of Evesham Road/Walnut Close and the addition of these nine apartments will only make the situation far worse.
2. The most dangerous situation by far is the excessive addition of so many cars which will be parked in such a narrow section of road. The knowledge gained of similar situations at The Chestnut development has been all too evident to the local community.
3. Why on earth should such a beautiful home be demolished for the sake of land grabbing developers whose prime concern is a handsome profit with little or no concern for the local environment.
4. Parking during races (when allowed) will be a nightmare as all and sundry choose to clog up this very narrow section of road. This is always very dangerous and extremely inconvenient to the locals trying to get on to Evesham Road.
5. Now it is confirmed that the development in New Barn Lane is to proceed, the strain on local services such as road usage, schools, shops, GP Surgery etc. will be further exacerbated by the proposed addition of these nine apartments.

47 Cleevelands Avenue
Cheltenham
Gloucestershire
GL50 4PY

Comments: 12th June 2015

We strongly object to this planning application due to the character and size of the proposed development; the impact on local highways and services; the visual impact; loss of privacy and noise; disturbance and impact on the local amenity. On road parking will inevitably become an issue and with only one exit onto Evesham road for the whole of the Cleevelands Estate would create major problems trying to exit the Estate.

Cleeveway Cottage
Cleevelands Drive
Cheltenham
Gloucestershire
GL50 4QD

Comments: 10th June 2015

Having viewed the latest proposals for No 3 Cleevelands Drive there have been no significant changes which merits approval of the proposed re-development. The key issues have not been addressed and the impact on the area will result in an unacceptable level of noise, on street parking and loss of privacy. The scale of the development is far too large and out of keeping with the surrounding properties. This development should not be approved.

6 Cleevelands Drive
Cheltenham
Gloucestershire
GL50 4PP

Comments: 15th June 2015

Letter attached.

2 Cleevelands Avenue
Cheltenham
Gloucestershire
GL50 4PS

Comments: 15th June 2015

Letter attached.

26 Cleevelands Drive
Cheltenham
Gloucestershire
GL50 4QB

Comments: 15th June 2015

Letter attached.

32 Cleevelands Avenue
Cheltenham
Gloucestershire
GL50 4PS

Comments: 17th June 2015

I am a resident of 32 Cleevelands Avenue and have lived there all my life.

I was disgusted with the first planning application and continue to be appalled by it.

I think it would be reckless to allow this development to happen, I very regularly walk around the avenue, drive and around the area so I am very experienced in seeing what goes on in the local area.

The road is already dangerous with the way people drive and the pure amount of traffic that is constant particularly outside 3 Cleevelands Avenue.

I think the development the Chestnuts has made things worse and should not have been allowed to be developed as there are constantly cars parked outside in the road now and more traffic.

The position of 3 Cleevelands Avenue is right on a bend and is already in a dangerous position - no amount of planning can change the position due to where it is on the road and the plot of land itself.

If this was allowed I think the council, planners and developers would be liable as it is dangerous and an accident would happen.

Now when crossing the road you have to take extreme care and never cross on that corner as it is dangerous, there is a constant flow of traffic and cars do drive fast around there.

I hope that you listen to our concerns as surely safety should come first and is paramount in everything.

My major concern is obviously the danger that you would be adding to by allowing this application to go through but I do have other concerns which are it's a residential area with some beautiful properties yet I have no doubt that once again the developer would build an ugly unsightly building not in keeping with the rest of the area. Noise levels could potentially be a problem as could drainage.

37 Cleevelands Drive
Cheltenham
Gloucestershire
GL50 4QD

Comments: 12th June 2015

Having studied the revised application, I see no significant change to the original and confirm my strong objection to the entire proposal, as before.

The proposed development at 3, Cleevelands Drive appears tantamount to garden grabbing for pure profiteering.

At the time of writing I notice that there are numerous objections from nearly 80 residences in the immediate area, which shows the overwhelming amount of public feeling towards this application.

Page 293

This application follows exactly the same example at happened further up the Drive at the Chestnuts. The original application for way more that the developer required was refused but revised plans for less were accepted when the developer was shown to compromise.

The main reasons for my objection are listed below:

- a) Appearance, size and scale of the development being out of keeping with the neighbouring properties and surrounding area.
- b) Possibility of increasing the number of dwellings within the property, once it is built.
- c) Negative impact on the privacy etc. for neighbouring properties.
- d) Increased light and noise pollution.
- e) Inadequate parking provision on site.
- f) Inevitable street parking on Cleavelands Drive close to the blind corner on Cleavelands Drive and to the junction with Evesham Road.
- g) Increased traffic on Cleavelands Drive by the blind corner which is already a danger area.
- h) Increased pressure on the current drainage / sewer services.

I do hope the Planning Committee will see that a development of this size and nature has no place in the Cleavelands area. If the present dwelling has to be demolished, I am sure that a better solution would be to build two or three individual houses in its place.

38 Cleavelands Drive
Cheltenham
Gloucestershire
GL50 4QB

Comments: 12th June 2015

I strongly object to this planning application, on the following grounds

It will cause problems , entering and leaving Cleveland's drive onto the very busy Evesham road . Parking in and around this junction ,will cause havoc to all residents living in the surrounding area with the added residents from new builds as we have witnessed from the addition of flats further along Cleveland's drive

And lastly please give some consideration to residents, residing next to these proposed flats

POSTAL
Page 294
M 23 FEB 2015 O
SERVICE

6, The Cleevelands,
Cleevelands Drive,
Cheltenham,
Gloucestershire. GL50 4QF.

BUILT
Recd 23 FEB 2015
ENVIRONMENT

19th FEBRUARY 2015.

ATTENTION OF MISS MICHELLE PAYNE – PLANNING OFFICER.

CHELTENHAM BOROUGH COUNCIL.

Dear Sirs,

PROPOSED DEVELOPMENT OF '3 CLEEVELANDS DRIVE' INTO NINE APARTMENTS.

(REF. 15/00202/FUL)

SUMMARY.

A copy of our letter dated 8th October 2014 opposing the earlier development (REF. 14/01730/FUL.) is attached and is an important part of this current submission.

The developer's revision from 14 apartments to 9 is noted. In the right location in Cheltenham we would have no particular objection to the modern apartment design presented by the developer.

HOWEVER, AS WITH THE EARLIER PROPOSAL WE WILL STRONGLY OPPOSE THIS CURRENT DEVELOPMENT ON EXACTLY SAME THE GROUNDS OF 'ROAD SAFETY CONSIDERATIONS' and 'STREET CHARACTER/GARDEN GRABBING'.

COMMENTS.

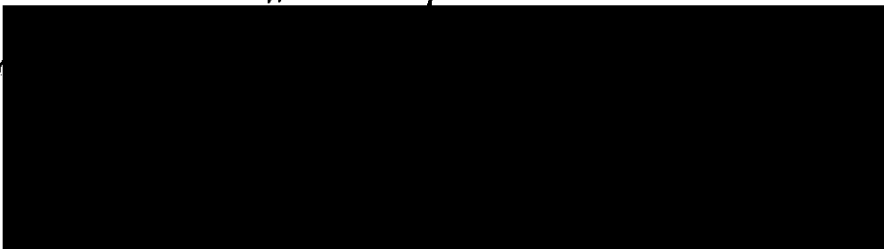
To move from the existing `one dwelling` to `nine dwellings` will clearly create a significant increase in the number of traffic movements `in and out` of this site which is very close to one of Cheltenham`s main arterial roads (only 50 metres to Evesham Road). Also, there are 2 further road junctions (Huntsfield Close and Cleavelands Avenue) -plus a blind bend all three features being less than 100 metres from the site entrance!

In addition, it is absolutely guaranteed that there will be resident/visitor parking along the front of the proposed development creating a serious hazard to traffic going to and coming from the main Evesham Road. (We have experienced this type of road parking in the relatively new development (The Chestnuts) opposite our address, despite there being supposedly `adequate parking`!)

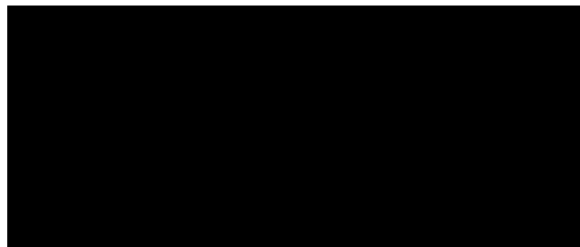
The `Planning Statement` from Evans Jones does not address the potential traffic problems and dangers in any meaningful way at all and only makes cursory and dismissive references in sections 5.1 and 5.5. The statement made in section 8.1 is simply going to be proved wrong and it beggars belief, if true, that the highway authority is supporting the developer`s `so called strategy` -which in this proposal amounts to doing nothing!

In our opinion, the `Planning Statement` came across as both manipulative and patronising towards The Council and indeed uncaring towards the interests of the many local residents who are opposed to the development and therefore this application should be promptly rejected by the Planning Department.

Yours Faithfully,



6, The Cleevelands,
Cleevelands Drive,
Cheltenham,
Gloucestershire. GL50 4QF.



8TH OCTOBER 2014.

ATTENTION OF Mr. CRAIG HEMPHILL - PLANNING OFFICER.

Dear Sirs,

PROPOSED DEVELOPMENT OF `3 CLEEVELANDS DRIVE` INTO 14 APARTMENTS.

(REF. 14/01730/FUL)

SUMMARY.

An initial impression of the developer's proposals would suggest that, of its type, this modern apartment development has been well designed and professionally presented.

However, we will oppose the development on the grounds of `ROAD SAFETY CONSIDERATIONS` (not even mentioned in the proposal) and `STREET CHARACTER/GARDEN GRABBING` as outlined below.

ROAD SAFETY CONSIDERATIONS.

Because of the closed loop road situation, all vehicles from the 215 or so dwellings in Cleevelands Drive, Cleevelands Avenue, Huntsfield Close, Cleevelands Close, have to funnel through the end section of Cleevelands Drive before joining the busy A 435 Evesham Road. The entrance/exit to the newly proposed `14 apartments development` is firstly very close

to the main road junction itself (approx.50 metres) and secondly Cleavelands Avenue/Huntsfield Close junctions onto Cleavelands Drive are very close too.

In addition and very significantly, there is a virtual `blind bend` on Cleavelands Drive, close to the new proposed development, where Cleavelands Avenue joins it and cars are often (inconsiderately) parked either side of the bend causing regular `near misses`. An added danger will be at Cheltenham Race Meeting times when the final end section of Cleavelands Drive, -literally right up to Evesham Road, is extensively used for `road parking`. Another entrance/exit to 14 additional dwellings can only serve to exacerbate the situation because of resident `road parking` - (often brought about by an insufficient number of parking spaces on a new development demanded by the council at the planning stage!).

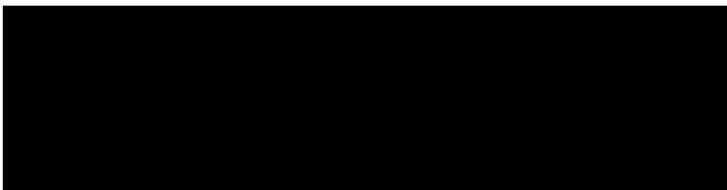
STREET CHARACTER/GARDEN GRABBING.

The developer is correct in saying that Cleavelands Drive is `a mixture of buildings from different periods` and illustrates the point well with a series of photographs

In Cleavelands Drive there are only 2 modern town house /apartment style developments, the remainder being detached houses/bungalows. Certainly The Chestnuts apartment development in Cleavelands Drive was achieved with a `GARDEN GRABBING STYLE` redevelopment operation. As far as the proposed new development is concerned, we were under the impression that Cheltenham Council, if not Government Planners, were to avoid this development approach because of the excessive problems it can cause?

If this planning application is passed, it will for sure, encourage other similar `Cleavelands Drive` redevelopments in the future leading to a significant degrading of the current `building style mix` to one dominated by modern apartment buildings.

Yours Faithfully,



ENVIRONMENT
10 JUN 2015
ENVIRONMENT

6, The Cleevelands,
Cleevelands Drive,
Cheltenham,
Gloucestershire. GL50 4QF.



9th JUNE 2015

ATTENTION OF TRACEY CREWS: HEAD OF PLANNING.
CHELTENHAM BOROUGH COUNCIL.

POSTAL
M 10 JUN 2015 O
SERVICES

Dear Sirs,

PROPOSED DEVELOPMENT OF '3 CLEEVELANDS DRIVE' INTO NINE APARTMENTS - (REF. 15/00202/FUL -YOUR LATEST LETTER 27TH MAY REFERS)



The developer's revised plans are noted.

The reasons for our OPPOSITION to this development are related to 'ROAD SAFETY CONSIDERATIONS' and 'STREET CHARACTER/GARDEN GRABBING' aspects as set out in our 2 earlier letters dated 8th October 2014 and 19th February 2015 (Copies attached).

We must express strongly our surprise and indeed disbelief that the 'Highways Department' does not appear to have fully appreciated the full implications the development will have on road safety. A situation made considerably worse by the inevitable extra street parking that will occur such as we experience daily at The Chestnuts', opposite this address.

Therefore, we will 'STRONGLY OPPOSE' this revised submission from the developer and trust Cheltenham Council will now reject the application outright.

Yours Faithfully,

6, The Cleevelands,
Cleevelands Drive,
Cheltenham,
Gloucestershire. GL50 4QF.


E-mail


19th FEBRUARY 2015.

ATTENTION OF MISS MICHELLE PAYNE – PLANNING OFFICER.
CHELTENHAM BOROUGH COUNCIL.

Dear Sirs,

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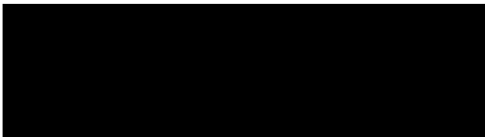
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Yours Faithfully,

A large black rectangular redaction box covering the signature area.

6, The Cleevelands,
Cleevelands Drive,
Cheltenham,
Gloucestershire. GL50 4QF.

[REDACTED]
E-mail :-
[REDACTED]

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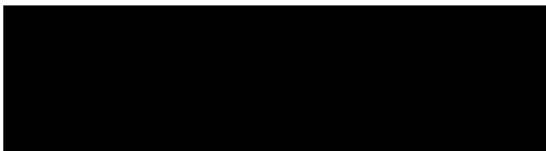
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If this planning application is passed, it will for sure, encourage other similar 'Cleavelands Drive' redevelopments in the future leading to a significant degrading of the current 'building style mix' to one dominated by modern apartment buildings.

Yours Faithfully,



Comments regarding Planning Application for the Demolition of 3 Cleevelands Drive and construction of a single block of 9 apartments with alteration to site access and associated hard and soft landscaping. Application 15/00202/FUL.

For the avoidance of doubt the resident OBJECTS to the application for the reasons stated below.

1. General.

The application via the Planning Statement and the Design and Access Statement fails to establish the true characteristics of the site or its contextual setting within the Cleevelands Estate a peninsula of low rise residential development formed by Cleevelands Drive to the west and south, Evesham Road to the east and the southern boundary of the development known as Cleevemont to the north.

The character of the immediately surrounding area to the application site is one of mature low rise traditional residencies comprising a number of differing architectural styles. Each residence within the area described above is set within an ample plot allowing sufficient space for garden amenity areas and off road parking. This has been the overriding character of the Cleevelands Estate since it was first set out in 1951, a character which has been maintained via restrictive covenants within both the original and subsequent land transfer. Overall the peninsular of residential development previously described provides a thriving amenity space for owners, local residents within Pittville and also those within the larger context of Cheltenham Borough.

The Planning Statement sets out the generally accepted view regarding the NPPF and Local Plans, however, the NPPF does not I believe establish a presumption in favour of ANY development on a site. The presumption should be relevant and in context and character with the immediately surrounding environment. The proposed development by its very nature does not suit context or character of the site and the benefit of providing eight additional dwellings does not outweigh the significant detrimental impacts resulting from the proposals.

The Planning Statement states via an opinion the site is 'highly sustainable', however the Statement fails to demonstrate via documentary evidence how this so!

Within the Planning Statement the applicant seeks support via reference to the apartment development on the corner of Evesham Road & West Approach Drive and the development of the Pond House in Pittville Crescent. Both of these developments sit within sites of entirely differing characteristics and contextual relationships to that of the applicant site, particularly size and street scene and have differing adverse impact / benefit appraisals.

In summary the application fails to recognise or respect the character and is out of context with the surrounding environment. The application also, other than stating opinions, fails to demonstrate via documentary evidence many of the statements on which it relies. For these reasons I would request the application is refused.

2. Massing of the Development.

Within the peninsula previously described above existing development comprises a mix of single and two storey individual traditional residencies set within ample curtilages, each enjoying their own amenity space.

The application seeks to develop 9 apartments within a single block located centrally within the applicant site. The nature of the proposed design creates living accommodation at basement, ground, first and second (penthouse) levels with external amenity space at first and second floor levels.

The existing properties immediately adjacent to the proposed apartment block are a single storey bungalow to the west, a single storey bungalow to the north and a modest two storey Victorian lodge style building to the south west. By its very nature a structure of three storeys under flat roofs immediately adjacent to single and two storey accommodation under pitched roofs creates a relationship which is contrary to and not supported by the characteristics of the surrounding environment. See also comments under Amenity.

The proposed apartments have been arranged as one block and whilst this is located within the centre of the site and comprises differing materials the resultant lengths and heights of each elevation far exceed those of any of the surrounding buildings thus creating a massing effect that dominates the surrounding buildings.

In summary the massing of the development creates a detrimental impact on the adjacent dwellings and for this reason I request the application is refused.

3. Visual impact.

The dominant vistas of the applicant site are from Cleavelands Drive viewed northwards and from Evesham Road viewed westwards.

The view from Cleavelands Drive currently comprises a circa 1950's two storey residence of traditional design and construction. This is located within the street line and back from the road but parallel to the road. The application seeks to position a three story flat roofed block of 9 apartments within the centre of the applicant site. The massing characteristics of a three story block amongst single and two story residencies will create a dominant and detrimental visual impact to that which currently exists particularly as roof lines will be substantially different between the new and existing properties, and, whilst the positioning of the block within the centre of the site goes a little way to mitigating this there will be a detrimental influence over the existing street scene.

The view from Evesham Road currently comprises a mixture of poor quality hedgerow and trees. The application seeks to position the block of 9 apartments centrally within the Evesham Road elevation of the site. Again the massing and location within the site of the proposed three story development set amongst single and two storey traditional developments will have a detrimental impact on the existing vista. The roof line of the proposed structure will be particularly prominent when viewed from the Evesham Road.

The Planning Statement and the Design and Access Statement make reference to boundary landscaping being protected and enhanced, however, within the application documents there is no information as to how this will be achieved.

The 3D perspective views from both Huntsfield Close and Hillcourt Road appear to show considerable amounts of mature landscaping to the application site boundaries, however, there is no indication in terms of timescale as to when these views will be evident.

In summary the size and massing of the proposed development will have a detrimental impact on the existing vistas and street scene and whilst landscaping could to some extent mitigate the impact there is no indication within the application documents as to how or when this will be achieved.

For the above reasons I request the application is refused.

4. Traffic.

The application site lies at the southern tip of Cleavelands Drive adjacent to its junction with Evesham Road. Cleavelands Drive was originally laid out in the 1920/30's and with Cleavelands Avenue, Cleavelands Close and Huntsfield Drive forms a large cul du sac with the only access / egress being the junction with Evesham Road. Over many years developments (Huntsfield Close, Cleavelands Avenue, Cleevemont, top end of Cleavelands Drive, and the Chestnuts) have all been constructed, the result of which has been an incremental increase in localised traffic movements and increasing pressure on the Cleavelands Drive / Evesham Road junction. The pressure on this junction has now reached a stage whereby traffic is regularly backing up along Cleavelands Drive not only during morning peak periods but also periodically during the day. Further development of the size proposed with its resultant increase in traffic movements will only exacerbate the current situation.

The very real danger of this is the likelihood of increased accidents at this junction. See also comments under Design.

For the above reason I request the application is refused.

5. Design

The CBC Local Plan and the NPPF calls for proposed developments to be designed to the highest standards. This is a subjective statement and encompasses a far greater remit than just the visual appearance of buildings. The quality of the proposed design based on the information submitted is impossible to assess as there are no dimensions on any of the drawings, little or no specification notes or prominent design details and scant details regarding the external works, landscaping, energy efficiency, or sustainability.

Development Type.

The Planning Statement and the Design and Access Statement seek to portray the surrounding buildings to the applicant site and an eclectic mixture of building types and styles and within the DAS is a collection of photographs indicating high rise blocks of flats, periodic conversions, modernisations and townhouses. The scene portrayed, whilst it represents a picture of a far wide ranging area, does not represent the immediate vicinity of the applicant site or the adjoining properties which as has been stated previously are low rise (bungalows and houses) of traditional size, proportion and construction within generous heavily landscaped plots. The application fails to recognise the context and characteristics of the site and its immediate surroundings.

The submitted documents are inconsistent in their description as to how floors of development are proposed, the DAS in one part states 3 floors yet the drawings indicate basement, ground, first and second floors.

Car Parking Layout

The application seeks to provide 18 car parking spaces for a mixture of two and three bedroom residences within a single apartment block. Whilst the ratio of spaces to residencies appears at first sight to be adequate the number of residents living within the development will probably be far in excess of 18 and as a consequence the parking provision will be insufficient. A two bedroom apartment may contain 3 persons and a three bedroom apartment may contain 4 persons all of which could have cars.

In addition there is no provision for visitor parking within the development site.

The above will inevitably lead to parking on Cleavelands Drive adjacent to its junction with Evesham Road. The result of which will be localised congestion at a prominent road junction and may increase the instances of backing up onto Evesham Road by vehicles turning into Cleavelands Drive, a situation which already exists with cars parking to use the adjacent letter box facility. The Planning Statement seeks to address visitor parking by the use of Cleavelands Drive (not used by other residents who apparently have adequate on plot parking!), however, this statement hardly sits well with either the CBC Local Plan requirement for high quality design standards or indeed the DAS design objective to have '*no negative impact on the neighbouring properties*'.

Whilst it is stated within the DAS there is a park and ride facility in the vicinity it is I believe highly unlikely anyone visiting the proposed development will park at Cheltenham Race Course and either walk or take the local bus to visit the development.

Access and Egress.

The Planning Statement and the DAS state vehicular access to the site to be via the current access serving the site from Cleavelands Drive. However, the submitted documents fail to indicate whether the current access will be widened to facilitate simultaneous access / egress, whether any improvements to the visibility splays are proposed, whether or not the access is gated (as with the Chestnuts) etc etc. An external works site layout indicating the whole development site to a suitable scale appropriately annotated would have been helpful to understand the design intent.

Refuse Collection.

The Planning Statement proposes a refuse store located '*close to the main site access to Cleavelands Drive*', however, the proposed site block plan layout indicates a refuse store and cycle store approximately 2/3rds into the site on the western boundary. There are no details regarding the design of this store so it is impossible to ascertain if adequate provision has been made for bins or what type of bins are proposed ie standard 240 litre wheelie bins or 1100litre Eurobins both of which have different collection regimes. If bins are to be placed on the pavement prior to collection then a considerable number will have to be hauled a significant distance and back following servicing – an unlikely situation and one that does not sit well with the ethos of high quality design. Alternatively if Eurobins are proposed these will be extremely difficult to move by hand to the road side and thus will require the refuse vehicle to enter the site. It is not clear from the submitted drawings whether or not a refuse vehicle could easily track the car parking area thus enabling exit in a forward gear. This is an important safety issue requiring the proposed design intent to be proven.

Cycle Storage.

Cycle storage is combined with the refuse store the position of which on the site is outlined above. There are no details of the store so it is not possible to assess the storage capacity proposed or whether this caters for residents and visitors. Without further details it is impossible to assess whether the store aligns with the principles of 'Secure by Design' thus avoiding the very real threat of vandalism and theft of high value equipment. Further details should be provided.

Aesthetics / Elevational Treatment.

The DAS portrays the overall design concept of the proposed block as '*contemporary*', however, the submitted documents fail to establish exactly what this means or how it relates to the context / characteristics of the site. Whilst a small palette of external materials is to be applauded the success of the aesthetics will be dependent on the numerous design details employed on the external envelop of the building. As no details have been submitted it is impossible to state whether or not the design will accord with the Local Plan and DAS Design Objectives to be of the 'highest standards'.

Design Layouts.

The submitted documents state the scheme comprises 9 apartments made up of 2 and 3 bed units. Some of the units are constructed over two floors for example Flat 1 which has accommodation at both ground and basement level. Whilst there are no dimensions on the proposed plans (in fact there are no dimensions on any drawings!) the individual rooms forming each apartment do appear to be extremely generous in terms of floor area. For example Flat 1 appears (utilising the relative dimension for a single door opening of say 1m) to have a living room circa 8m(26 feet) x 7m(23 feet), in addition the kitchen dining, hall, wc, bedrooms, ensuites, wardrobes and study all appear extremely generous in area. It is further puzzling to understand why if each bedroom has an ensuite and there is a wc/cloaks serving the living accommodation a further family bathroom is required –presumably this serves the study!

This excessive use of floor space hardly sits well with sustainable high quality design and could 'inadvertently' result in Applications to sub divide in the future.

Amenity.

The amenity enjoyed by the residents immediately adjacent the proposed development is currently based on a single dwelling occupying the site. The development of an apartment block out of context with the surrounding properties will impact the amenity enjoyed as follows:

1. Visual.

1.1 The proposed block at three storeys above ground level will dwarf the existing low rise traditional residential development thus creating a detrimental visual impact

1.2 The proposed block will be visible from both Cleavelands Drive and Evesham Road for many years until landscape schemes mature again creating a detrimental visual impact in the short to medium term.

2. Environmental.

1.1 The proposed block will create activity and thus noise at ground, first and second floors due to the use of external balcony areas which will result in a severe impact on the quiet enjoyment experienced by the adjacent low rise individual properties.

1.2 Increased traffic movements into and out of the site will create noise disturbance to local residents throughout many parts of the day.

1.3 Lighting both within the proposed building and the car park areas will create a substantial increase in light pollution above that which currently exists.

1.4 External balcony areas at first and second floor levels will intrude on the privacy currently enjoyed by adjacent residents.

In summary for the deficiencies highlighted and the reasons stated above I request the application is refused.

6. Sustainability.

The Planning Statement and the DAS both state the site in terms of the wider environment to be highly sustainable yet no documentary evidence of this is included within the application.

Regarding sustainability of design, construction, and on-going maintenance the DAS states a number of goals (designed to far exceed current requirements of the Building Regulations, create a low energy demand house (?), make the building as carbon neutral as possible) but fails to state anywhere what standards will be achieved or indeed how the various goals will be achieved.

The submitted documents fail to demonstrate how the generally accepted ethos of sustainability will be achieved and as a consequence the scheme fails to meet the principles of high quality of design.

For the above reasons the application should be refused.

7. Landscape & Ecology.

The existing residential peninsula previously described provides a well established corridor of landscaping located mid way between Pittville Park to the south and open countryside to the north. Over many years the character of the landscaping has developed into mature garden areas with boundaries of established hedgerows interspersed with semi and mature trees all of which provides a haven for urban wildlife

The Planning Statement and the DAS both refer to a Tress Survey forming part of the application, however, on studying the tree survey this appears to relate to a previous refused application for development of the site. I would have thought an application of this nature deserved a project specific survey clearly setting out the intent relative to the currently proposed development.

There is no detailed landscape plan and only scant information contained on the Proposed Block Plan regarding design intent. It is therefore impossible to comment on the suitability of any proposed landscaping or to ascertain how the ecological characteristics of the site will be maintained and improved.

The use of bound permeable gravel for the hard landscaped areas is noted but no details of type, aggregate size, colour, texture have been submitted with the application. It is therefore impossible to assess the suitability of this material.

See also comments under Drainage.

8. Foul and Surface Water Drainage.

The existing dwelling discharges foul and surface water to a combined sewer located in Cleavelands Drive. The proposed development of 9 apartments will substantially increase the demand on this sewer which has on numerous occasions struggled to cope with the existing demand.

The DAS states surface water will be dealt with via a sustainable drainage system. Which in principle is to be applauded, however, the DAS further states that porosity tests have yet to be undertaken and it is believed local geology should be suitable for such a system. Having witnessed a number of local excavations over recent years the local geology is cirt a 300mm of topsoil overlying stiff blue clay the latter of which is not porous and as a consequence is not suitable for sustainable drainage systems to those noted in the DAS. In short the system soakaways will flood. The likelihood of soakaway flooding will be further exacerbated by the increased rainwater run off area of roofs and hard landscaped areas within the proposed scheme.

Within the landscape section the DAS states permeable bound gravel will be laid on a storage bed to reduce potential for surface water run-off. If this storage bed is intended as a

stormwater attenuation system then further details regarding storage capacities, discharge rates and locations and provision for surcharge should be provided to assess the systems suitability for this development.

The details of a sustainable drainage system are scant to say the least and the submitted documents fail to state how potentially contaminated water from car parking areas will be dealt with. There are also no details as to how proposed below ground lightwells will be suitable drained.

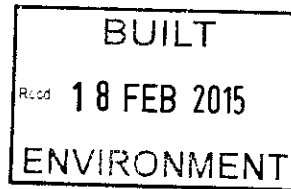
For the above reasons I believe the design is not of the highest standards and would request the application is refused.

9. Management of the Development.

The application makes no reference as to how the development will be managed / maintained into the long term. This has an impact on the amenity value of the local vicinity and is particularly important to ensure high standards of design, sustainability, secure by design principles are upheld and potential contamination issues are avoided both now and in perpetuity.

For the above reason I request the application is refused.

End.



4 Cleavelands Drive

Cheltenham

GL50 4PP

17 February 2015

Miss M Payne, Planning Officer

Cheltenham Borough Council

GL50 1PP

Dear Miss Payne

Your reference: 15/00202/FUL

I submit the following comments.

Traffic

The Planning Application section 10 Vehicle Parking states "proposed parking 20 car spaces" whereas in the Design and Access Statement section 5 it states "18 parking places". In light of the following comments I strongly suggest even further parking space is made available on site.

The Planning Statement section 5 "Proposed Development" states in section 5.5 "there is ample parking in the area". In reality the proposed vehicular access lies between a blind corner where number 5 Cleavelands Drive lies opposite a junction to Cleavelands Avenue and the sole exit from the estate to Evesham Road so therefore parking of more than one or two cars outside No. 3 would impede safe access to and from the estate. It may be tempting for vehicles to be parked on the grass verge opposite No. 3 but this would seriously detract from the amenity of the area. I note that outside the recently built nine town houses further into the estate there are commonly four or five cars parked on the road at any time of the day, or night.

In the Design and Access Statement section 5 "Scale of Development" attention is drawn to the "large park and ride car park" obliquely suggesting people would willingly use this facility. I express disbelief that a visitor would freely choose to take a five minute walk from a car park when a grass verge beckons from directly across the road.

I note an inaccuracy in the Statement where section 6 "Site Layout" specifies vehicular access to the site is from Cleeve View Road.

Visual Impact

In the Design and Access Statement section 2 "Site Analysis" there are eight photographs of buildings in the area.

I note this is a somewhat selective, and perhaps biased, choice which majors on rendered buildings whereas both No. 4 which is directly opposite the site and No. 1 which is adjacent to the site are in fact brick built. Additionally No. 6 is brick built.

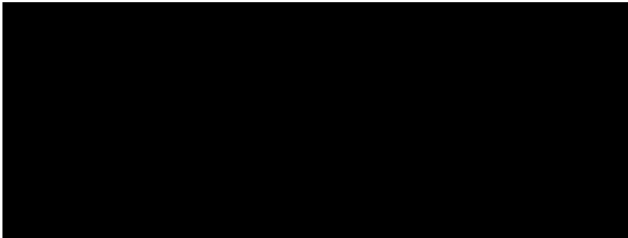
Subsection 6 of section 3 "Design Objectives" of the Statement purports to "Allow for the redevelopment of the site with no negative impact on the neighbouring properties". In fact the flats will be taller than the current house and have a larger footprint which will lead to some loss of privacy for the adjacent properties.

Amenity/Privacy

I note the Tree Survey appears to have been undertaken with specific reference to a previous planning application. I hope it will be possible for a larger number of mature trees and shrubs to be retained should this application be successful.

There is currently no access to the site from Evesham Road. Who owns the land adjacent to Evesham Road through which the proposed pedestrian access to the site will pass?

Yours sincerely



We are writing to object with reference to the above planning application. ~~ENVIRONMENT~~ We believe the application should be refused for the following reasons.

1. The proposed plans reveal a property substantially at odds with the local neighbourhood. It has a large 'footprint' which will be visually intrusive into three neighbouring properties. Their privacy will be invaded by way of overlooking their windows and gardens and in addition light which they currently enjoy will be grossly impaired by the height and overbearing nature of the development. The new design shows a lesser number of apartments, but the cubic capacity does still look to be a similar internal space to the previous application, given there are now 4 storeys. The plans also seem to suggest some of these apartments to be very large and the possibility of sub division may be tempting. In such a case further pressure will be added to traffic, car parking and waste disposal bins etc. Not an attractive thought.
2. The design is ultra modern with a density that will be at odds with the neighbouring properties to such a degree that it must surely look like a blot on the landscape. It is by no means in similar vein to the other properties with which the developers are alluding to in their application.
3. It is difficult to tell from the two dimensional drawings exact distances from the adjoining properties but it does seem very close to all three. We would have thought that for a substantial development in a residential area of this nature, more detail in terms of three dimensional drawings and exact measurements would be required. Without these it is difficult to tell the accuracy. In some instances the eye can see some possible discrepancies for the Bungalow at No.3A and the Lodge house at No.1. as regards their location to the development.
4. With the experience of the Chestnuts development we can say with a high degree of certainty that on road car parking will occur with all the resulting problems of blockages and danger. 18 internal parking spaces will be insufficient. Other residents have commented on the safety issues which will occur on this narrow road. We are very surprised that the Highways Authority have felt able to object to the increased risk which will arise from additional cars using the road near the Evesham Road junction, not to mention the blind bend and two other junctions nearby. Looking at the earlier observations by them on the previous application it does seem as though their measurements are at odds with ours. A road width by them of 6.8 mtrs, we can only observe approx. 5.4 mtrs. It is not possible for two cars to pass each other safely at this width with parked cars adjacent. We do feel that whatever the outcome of the planning application a Road Safety Report should be commissioned, for we can only foresee an accident waiting to happen if no road restrictions are applied.
5. The Tree Officer has commented that an 'awning' should be erected to protect trees and the cars from damage in the parking area nearest to Cleavelands Drive. This will run the entire length of the Cleavelands Drive border and create another eyesore from the roadside and from some of 'The Lodge' windows. No mention is made of the construction material or dimensions, but it will have to be at least 2.5 mtrs high!
6. We are aware of restrictive covenants applying on properties built in the area formerly known as The Cleavelands Estate which limit over development. We do not think these can be ignored even though they were initiated many years ago. We believe there are still legal issues to be overcome before any development can be undertaken.
7. The previous application was refused and one of the reasons was:-

"The proposal will also have an unacceptable impact on neighbouring amenity. The Scheme will give rise to unacceptable overlooking of adjacent properties by virtue of upper floor windows in close proximity to the site boundaries, but beyond that, the large mass of the buildings proposed will constitute an overbearing and oppressive form of development.

Accordingly the proposal is contrary to policies CP4 and CP7 of the Cheltenham Borough Local Plan (Adopted 2006) etc."

We can see nothing in the new application which seeks to address this comment and indeed in some respects it is worse, with the addition of balconies and more windows now overlooking two of the adjacent properties.

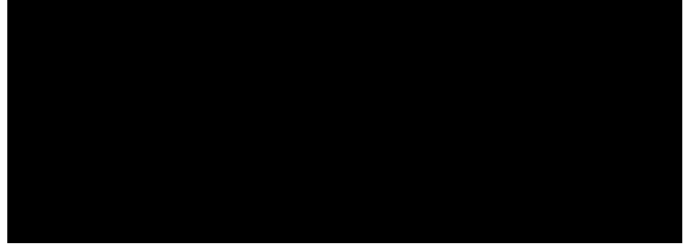
8. Should this application be granted then like many others in the neighbourhood we fear it will have a

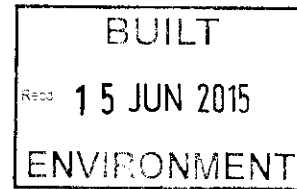
Domino affect for the whole of the Cleavelands Estate peninsula resulting in a scramble by developers for the other large plots. This will increase housing density even further with the resulting problems of access and traffic in addition to the total destruction of the Road's Character. We feel sure this is not what the original owners had planned and indeed why the restrictive covenants were initiated in the first place. An unacceptable precedent will be set.

For all the above reasons we request that this latest application be refused.



1, The Cleavelands Courtyard,
Off Cleavelands Drive
Cheltenham GL50 4QF





15th June 2015

Ref. Revised Planning Proposal No/1500202/FUL
3, Cleavelands Drive, Cheltenham GL50 4OD – Objection

We are writing to object once again, and further to our earlier letter, to this revised proposal.

It is still difficult to find any positives in this new application, other than some attempt to mitigate height and overlook, albeit minimal, of existing dwelling houses. The truth is that the proposed development with its balconies/terraces/windows still has an overbearing, intrusive and modernistic style far removed from the surrounding properties. It has no architectural appeal and would be more suitable as an office building on a trading estate.

The application states that design is subjective, but the attraction is in the eye of the beholder, which in this case is the neighbourhood, and quite frankly no neighbours we have met agree it meets any criteria that is easy to the eye. The architects/developers may feel it is suitable, but once such a building is complete they do not have to look at it for the rest of time. The subjective view of the many is that of a poorly designed oversized concrete block which will be a blot on the landscape.

It is worth noting a Report prepared for the Cleavelands Drive area by an Urban Design Manager at The Planning Dept, back in May 2008, in response to another similar application (Ref 08/00422/FUL subsequently refused),

The summary contains the following:-

'Para 24 Government Policy, whilst encouraging efficient re-use of previously developed land, also refers to a need to respond to context in designing new development-protecting and enhancing natural and historic environments and the quality and character of existing communities.

'Para25 It is considered that the area of concern has a character that is important in its context and that this character should be preserved. This is not to argue that no redevelopment is acceptable. However if redevelopment is to take place, it should relate positively to the character of the land as existing and seek to enhance that.'

There are 6 pages attaching to this report. The reference points on policy mentioned are in Paras 20 and 21 - PPS 1 &3, and CP3, CP7 from the local plan. We believe these are still current within the Local Plan.

The Refusal Notice dated 23rd December 2014 for the initial application sets out the issues as follows;

'Architecturally uninspiring, the proposal is of crude design, provides for a monotonous and unrelieved mass and bulk that will be an alien and incongruous addition to the locality. The proposal will also have an unacceptable impact on neighbouring amenity. The Scheme will give rise to unacceptable overlooking of adjacent properties by virtue of upper floor windows in close proximity to the site boundaries, but beyond that, the large mass of the building proposed will constitute an overbearing and oppressive form of development'

Reference points on Policy are CP4, CP7 of the Cheltenham Borough Local Plan (Adopted 2006), advice contained within the Councils adopted SPD titled 'Development on Garden Land and Infill Sites in Cheltenham (Adopted June 2009) and guidance set out within the NPPF particularly in Section7- requiring good design.

Other than some adjustments mentioned above there is nothing in the new application to suggest these aspects of refusal have been addressed

For this reason alone this fresh application should be refused.

(continued)


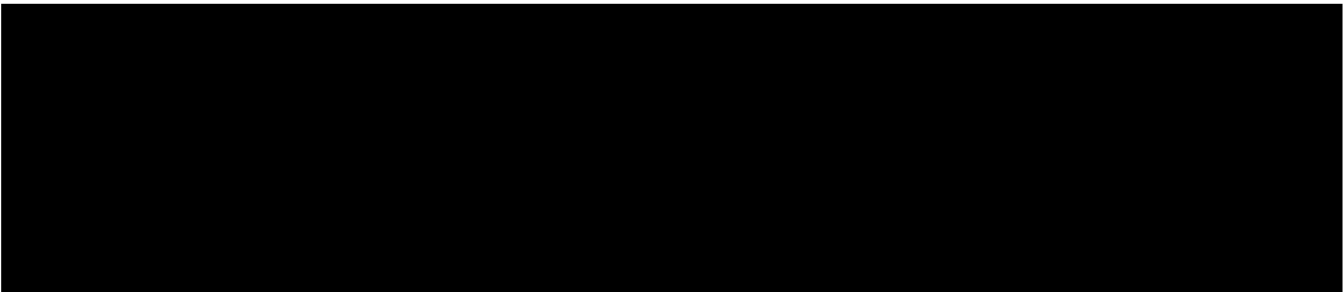
(continued)

Other Considerations

1. The application shows only 18 car parking spaces. For 9 properties, when taking account of visitors, this is insufficient as the neighbourhood knows only too well from the Chestnuts development which continues to cause problems with on road parking.
2. We have been surprised at the lack of concern from the Highways agencies on the road safety aspect. We can only surmise their lack of objection arises from an assessment based on the plan alone. A site visit would quickly show the problem that will arise with any on road parking. One exit/entrance services over 200 dwellings at present. With parking allowed near a blind bend, with two road junctions and a further main road junction all occurring within 75/100 yards of the proposed development will be a recipe for disaster especially as the road at this point we believe to be only 5.5 metres wide. The writer has made several attempts to arrange with someone responsible from highways to visit, but so far with abject failure! This aspect is of real concern. An Independent Road Safety report should be commissioned.
3. The application indicates that the development meets the Sustainability Test. However there is no evidence to support this statement. How can a development of 9 properties with approx 20 people replacing one house previously occupied by two, equal sustainability. Eg .18 bathrooms?, 20 cars, Waste disposal?, Water consumption? Quality of build and design? This issue has not been proven, yet forms a part of the planning process assessment. On this aspect alone the application should be refused.
4. The plans as drawn suggest there is a possibility that sub division of apartments would not be too difficult to achieve at a future time, adding further pressure to car parking, noise, pollution etc.
5. Mention is made in the application comments that 'Precedent' has no relevance as each application is treated on its merits. This may be so, but they comment on other developments in the area to support this one! The reason why so many objections are in evidence is because the neighbourhood fully understood that the 'Chestnuts' development would set the precedent they now rely on and will continue to do so until Cleavelands Drive is turned into an area full of Apartments!

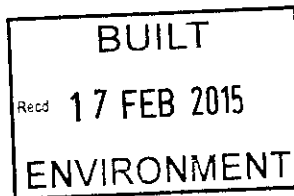
Summary

We have no objection to some form of development at this site, but the current proposals are inappropriate for the area. The design and density are too overbearing and are at odds with the surrounding houses. We must mention that the Architects panel as a Consultee holds similar views judging by its submission on file. Insufficient attention has been given to sustainability and the impact of road safety and in our opinion the application breaches the National and Local Planning Rules. For all the reasons outlined in this objection we believe this application should be refused.


1, The Cleavelands Courtyard
Off Cleavelands Drive
Cheltenham
GL50 4QF


Miss Michelle Payne
Planning Officer
Cheltenham Borough Council
Promenade
PObox 12
Cheltenham
Glos
GL50 1PP

Page 318



131 Evesham Rd
Cheltenham
GL52 3AQ
16th Feb 2015

Dear Miss Payne.

My Objections to the Proposed Flats at 3 Cleavelands Drive.

*Thank you for your letter informing us of the intending construction of 9 Flats in place of one detached house. I have been living in this house for 40 years
These flats will be opposite to our house.*

*Thank you for enclosing the letter from Little Duncroft
I have read the letter and agree with all the points raised by them. In addition I have some of my own.*

1 Noise and Traffic

Traffic on the Evesham Rd is heavy but flows steadily. An influx of traffic to a part of Evesham Rd, (In front of our house), which has three lanes of traffic at times when a vehicle is turning into Hillcourt Rd, i.e passing either side of it, could slow traffic down. This could be very heavy traffic. The noise would be increased along with the fumes. It would make that bit of road in front of our house into a dangerous place, more than it is already.

2 Visual impact and Privacy

The four mature trees, across the Evesham Road from us, would provide some cover, but they have been 'strangled' by the ivy that was left to grow up them so they will have to be removed at some stage. We will then be in full view of at least eight windows, and different families living in all three levels.

Finally this is strictly not under your headings. I mention it because I have told no one about it, nor complained, because the matter was dealt with without any input from me. This is only for your information

I have had problems with surface water and sewers unable to cope. One manhole cover lifted and sewage over the Patio, downstairs toilet back filling, and streams of surface water pouring down the back garden and Evesham Rd like a river. Seven trent repaired the main drain and culvert in the Evesham Rd and that brought it to a level which we could handle. These events did not happen all at once

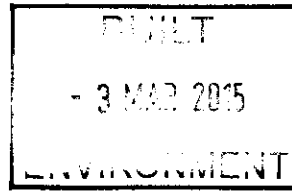
Thank you for your attention I hope this will aid you in making a decision

Yours sincerely

A large black rectangular redaction box covering the signature area.

Miss Michelle Payne
Planning Officer
Cheltenham Borough Council
Promenade
POBox 12
Cheltenham
Glos
GL50 1PP

131 Evesham Rd
Cheltenham
GL52 3AQ
2nd March 2015



Dear Miss Payne

Thank you for your second letter informing me of a revised submission from the developers. I have looked at their second proposal and I give some points which may help you to reach a decision. I hope this will be of some help.
I have copied a relevant section from my first letter

1 Noise and Traffic

1a

Traffic on the Evesham Rd is heavy but flows steadily. An influx of traffic to a part of Evesham Rd, (In front of our house), which has three lanes of traffic at times when a vehicle is turning into Hillcourt Rd, i.e passing either side of it, could slow traffic down. This could be very heavy traffic. The noise would be increased along with the fumes. Accidents could happen. To my knowledge we have had only two accident whilst I have lived here.

1b

They are now proposing a pedestrians way exiting onto this part of the road. How are they proposing to stop cyclists on foot and children using this entrance.

1c

All estates with an entrance at the front and parking round the back, park their cars in the road at the front.. In this case, Which roads are they going to be? Cleevlands Drive is one, Hillcourt Road and even the Evesham Rd maybe? Parking could be late at night. This makes two great roads, Hillcourt road and Cleevlands road consisting mainly of detached houses and bungalows 'messed' up in order to cram 9 homes in an area I consider to be totally unsuited for it.

1d

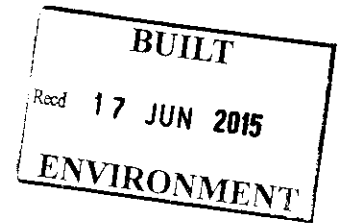
These are purely my own opinions. I am not qualified as an architect. I have not studied their plans closely. You will do that. I have looked at their proposals to see if I could give you some help in reaching a decision, from my experience living here, as I have, for 40 years. Cheltenham is a lovely place to live. It is the gateway into Cheltenham from the Midlands. and generally, thanks in the main to the way it has been looked after, we do not have 'traffic jams' even though at times traffic passes my house at one every 3seconds but hardly ever stops. Somewhere, in the Developers submission, they describe it as a 'Boulevard'. Lets keep it that way. A lot of people use it especially when the races are on. It is unique. Regency houses and tree lined parks.

Maybe you can get the developers to satisfy the residents major concernes.

Yours sincerely

Miss Tracy Crews Head of Planning Page 320
Cheltenham Borough Council
Promenade

131 Evesham Rd
Cheltenham
GL52 3AQ
15 June 2015
your ref 15/00202/FUL



Attn Miss Michelle Payne Planning Officer

Dear Miss Tracy Crews My reply to your Letter dated the 27th May 2015
Re 3 Cleavelands Drive your ref 15/00202/FUL

Thank you for your third and fourth letters informing me of a revised submission and notice of appeal to the Secretary of State from the developers.

I have looked at their third proposal and the others submitted in 2015 for 9 flats. I give my reasons to objecting to this development which may help you with your discussions with the Planning Inspectorate. In areas like Cleavelands, where detached houses and bungalows are the norm, the lives of people who live there, could all be 'messed' up in order to cram 9 homes into an area I consider to be totally unsuited for it.

These are purely my own opinions. I have looked at them from the effects they might have on peoples lives. especially if this kind of thing snowballed. It could release a monster, in my opinion, and Pittville and Cleavelands would be just part of history

1 Noise and Traffic and resultant higher CO₂ levels

A/. Traffic on the Evesham Rd is heavy but flows steadily. An influx of traffic from Cleavelands Drive to the Evesham Rd i.e the proposed exit for the 14/9 flats, has three lanes of traffic at times. This occurs when a vehicle is turning into Hillcourt Rd. At the moment this is free moving and not a problem. The fumes and dust levels are far from ideal as it is. At a time when the Government is aiming to reduce Carbon dioxide levels to reduce global warming so our children can live as we did as children, this proposal of 14/9 dwellings replacing one dwelling, crammed in between two single houses on a beautiful tree lined road, is a step in the wrong direction and in my opinion totally unnecessary. The governments aim is to provide affordable homes so that the young people can afford a home of their own and house the people living on the streets.

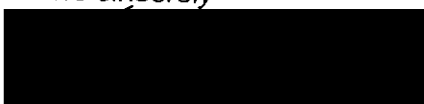
The proposed pedestrians way exiting onto this part of the Evesham Rd needs careful attention

B/. On Estates, where the entrance for parking is round the back, the owners park in the road at the front of the house. In this case Evesham Rd or Hillcourt Road It is doubtful they would park in the free parking space at the racecourse then walk back. Women especially at night. Daytime visitors might. I wouldn't for sure over night. In their previous submissions, it was stated that there will be insufficient parking and cars will have to be parked on Cleavelands drive, this being acceptable since the present owners all have off road parking!! You have the comments from the owners of properties on Cleavelands drive and their objections to it and I agree. with them. It highlights the unsuitability of replacing 14/9 dwellings in place of one.

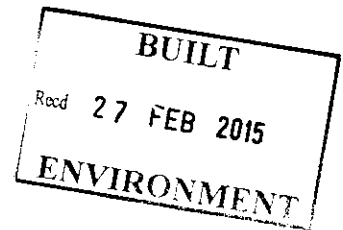
C/. I believe similar properties in the area had constraints placed upon them that the windows should be so designed that they did not overlook nearby properties. Are these constraints being applied to any development of this type because I would be overlooked by several families unless this and tree surgery be left until after any construction is complete and suitable replacements are in place and established.

Summarising, Cheltenham is a lovely place to live. We do not have uncontrollable traffic to get into the centre, most of the time anyway. thanks to the way for example, like the Evesham Rd, it has been carefully planned and the town centre is an excellent example. There are times when the traffic passes my house on the Evesham Rd at one every 3 seconds but hardly ever stops. Somewhere in the Developers submission I believe they describe it as a 'Boulevard'. Lets keep it that way. A lot of people use it, especially when the races are on, It is a great advert for Cheltenham. The Evesham Rd with its Regency houses and tree lined parks, coming into and out of the town, takes some beating.

Yours sincerely



**CORNERWAYS
HILLCOURT ROAD
CHELTENHAM
GLOUCESTERSHIRE
GL52 3JJ**



25 February 2015

Miss Michelle Payne
Planning Department
Cheltenham Borough Council
PO Box 12
Municipal Offices
Promenade
Cheltenham
Glos GL50 1PP

Dear Madam

Re Planning Application 15/00202/FUL

We object to Planning Application 15/00202/FUL on various grounds.

We are concerned about inaccurate information contained in the applicant's documentation:

- The Design and Access Statement mentions vehicular access in Cleeve View Road and shows obscured parking from this road. We don't know where Cleeve View Road is.
- The Site Layout, Block Plan and Revised Proposed Plans show 5 trees on the boundary of the site with Evesham Road. Several of these trees are to be felled.
- The Site Location Plan and Existing Block Plan by Coombes-Everitt Architects show incorrect positioning of the neighbouring bungalow 3A Cleevelands Drive in relation to the existing building and proposed block. The new apartment will therefore overlook windows and the rear garden of its neighbour more than the Plans show.
- The 3D Sketch Perspectives show views from Walnut Drive and Hillcourt Road when the building is obscured by trees. Few trees will remain to shield the stark outline.

Visual Impact

Housing in Cleevelands Drive and the relevant area of Evesham Road is predominantly of a traditional brick built construction and of a single or two-storey nature. The proposed design is of an angular three-storey apartment which will stand out from and tower above its neighbouring properties.

The Planning Statement suggests that a precedent for modern design and structure has been set in the apartment block at the junction of West Approach Drive and Evesham Road. This building mirrors the height of the Regency-style residences on the other side of West Approach Drive, and the high-rise apartment blocks adjacent, so this reference is irrelevant.

/ - 2 -

The Design and Access Statement says that it is important for the building to address Evesham Road. The 3D Sketch Perspectives show established trees with plenty of lush and well-maintained hedgerow masking a stark outline of the two- and three-storey apartments. The Proposed Plan shows five trees on the Evesham Road boundary, but the Tree Retention Plan shows only two remaining. It is not feasible to replant 3-storey-tall trees or low-rise screening quickly.

If the building is to be more than two storeys high, it should be built back in line with the other blocks/apartments on this side of Evesham Road. Cleevemont and Thoresby lie well back from the highway and are shielded by fences and trees. In fact, all properties fronting Evesham Road on both sides are shielded either by wrought iron fencing, wooden panelling, brick walls, dense shrubbery or trees.

Environmental Issues - Drainage

During periods of flash storm, we believe that garages in Cleevemont were flooded and the possessions contained in them ruined. Drainage in this area and on this side of the Evesham Road is therefore already a problem.

Whenever there is a period of heavy rain, the drains in Evesham Road are unable to cope. We face the development site on Evesham Road, and have on many occasions experienced the road drain flooding our system, causing our household drain from the front to back of our property to back up with sewage from other households. Water and sewage overflow from our back drain onto our patio, and I have to sweep away and dispose of visible items of a personal nature. The system might not be able to cope with basements, footings, the covering of land with concrete and hardstanding and more waste.

Traffic - Entrance and Exit

The development is allowing parking for eighteen vehicles. As the entrance to this site immediately exits onto a Class 4 road, close to a bend, a minor junction and a major junction (the only entrance to Cleavelands Drive) with a busy 30 mile-an-hour main road, the increase from the (possibly) four vehicles used by 3 Cleavelands Drive to eighteen is insupportable. This will be exacerbated during the building process when large vehicles and heavy machinery will be expected to enter and exit through a small gap with a sharp turning. This will be necessary so that the trees in this area are not damaged.

Traffic – Parking and Health

Although two parking places are allocated to each apartment, there is no general parking area for visitors or tradespersons. The likelihood is that these vehicles would need to be parked off-site. Cleavelands Drive cannot support such onroad parking, as it effectively turns the road into a single thoroughfare, as shown by the parking outside Chestnuts. Hillcourt Road has little parking and Evesham Road has chevron markings near this junction.

The Plans show that seven parking places are to the left of the site against the boundary with 3A Cleavelands Drive. This means that when these cars are starting up, driving in or out or manoeuvring to park, the neighbouring residents will inhale the exhaust fumes through their window.

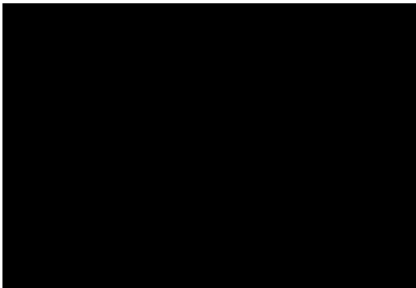
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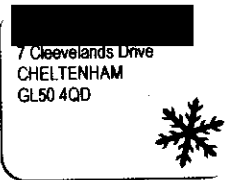
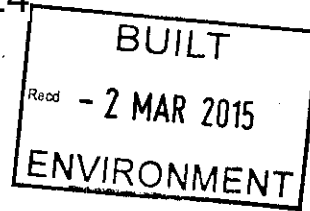
Overlooking

Proposed Elevations show a high level of fenestration to all sides of the building. The third floor apartment has patio doors and glass balustrading to enable open viewing by the occupants. This will seriously impact on the privacy of the neighbouring residents.

We would like to say that we do not object to redevelopment and refurbishment of properties, and we are happy if developers wish to build attractive homes with gardens in a style which suits the immediate environment. Most of the problems with traffic, parking and appearance are caused by over-ambitious plans for the site and a desire for maximum profit.

Yours faithfully





Mrs. Tracey Crews
 Head of Planning
 Cheltenham Borough Council
 Municipal Offices
 Promenade
 Cheltenham

2nd March 2015

Dear Mrs. Crews,

Re: 15/00202/FUL
 3 Cleavelands Drive, Cheltenham

Apart from changing the personality of Cleavelands Drive; the cars which will be involved in a block of 9 flats will be endangering anyone trying to gain access to Cleavelands Drive coming off the Evesham Road. I have taken into account that some parking will be provided, however we are dealing with human beings who will be guided by convenience - the suggestion that visitors will leave their cars at the race course park & ride is laughable! I hope sanity will prevail in coming to a decision regarding this development.

Yours sincerely



Page 325
BUILT
Recd 11 FEB 2015
ENVIRONMENT

Little Duncroft
Evesham Road
CHELTENHAM
GL52 3JN

CHELTENHAM BOROUGH COUNCIL PLANNING DEPT
Municipal Offices,
Promenade, Cheltenham,
Gloucestershire GL50 9SA

6/2/15

Dear Sirs

OBJECTION TO PLANNING APPLICATION REF ^{15/00202/}~~15/00190/~~FUL

We are writing to object to the planning application above.

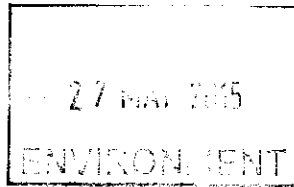
Previous applications, particularly an application for a low rise buildings next door to "The Drive House" Cleavelands Drive in 2006 was refused by yourselves on the basis that they were detrimental to the area. The present application is far more invasive and unattractive, appearing to be another large building which will directly overlook the the houses to the front and the two bungalows to the sides, ours included.

This is a quiet area and the ever increasing developments in the neighbourhood are undoubtedly causing more noise and congestion for the present residents. A case in point is the "The Chestnuts" development which has caused some considerable inconvenience to neighbouring residents, particularly with regard to the off road parking and increased traffic. The new development can only add to this as the parking provided will not be sufficient for the number of flats proposed and will inevitably lead to more congestion on what is a minor residential road.

The building design is obviously not in keeping with the surrounding houses. Again, we live in a bungalow next door to this site and have done so for over 30 years, enjoying the peacefulness of the grounds and the tranquility of the area. The height and closeness of the proposed flats will overlook our bedrooms directly, and will undoubtedly cause a great deal more noise and disturbance, let alone during the actualy construction of the property.

We sincerely hope that the Committee will once again refuse the application taking into account the type of properties adjacent to the site, the detrimental effect on current residents in the area and the inevitabel loss in value of the neighbouring properties.

Yours faithfully



[REDACTED]
Little Duncroft
Evesham Road
CHELTENHAM
GL52 3JN
[REDACTED]

CHELTENHAM BOROUGH COUNCIL PLANNING DEPT
Municipal Offices,
Promenade, Cheltenham,
Gloucestershire GL50 9SA

May 2015 (25th)

Dear Sirs,

Reference: 14/01730/FUL

We refer you to our previous correspondence objecting to the development of a block of flats in Cleavelands Avenue. Whilst we appreciate that the latest plans have been amended to include a reduction in the number of flats, we still feel that this is a quiet area and the ever increasing developments in the neighbourhood are undoubtedly causing more noise and congestion for the present residents.

Again, we live in a bungalow next door to this site and have done so for over 30 years, enjoying the peacefulness of the grounds and the tranquility of the area. The height and closeness of the proposed flats will overlook our bedrooms directly, and will undoubtedly cause a great deal more noise and disturbance.

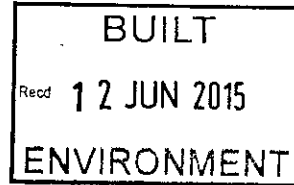
We are both in our mid eighties and are in increasing poor health; the thought of the construction of the flats so close to our property is causing us a great deal of unneeded stress and will undoubtedly have a detrimental effect on our lives.

We sincerely hope that the Committee will once again refuse the application taking into account the type of properties adjacent to the site, the detrimental effect on current residents in the area and the inevitable loss in value of the neighbouring properties.

Yours faithfully

[REDACTED]

Little Duncroft
Evesham Road
Cheltenham
GL52 3JN



TO Cheltenham Borough Council Planning Dept

Ref Application 15/00202/FUL

12/6/15

Dear Sirs,

We would like you to consider our objections to the above planning application.

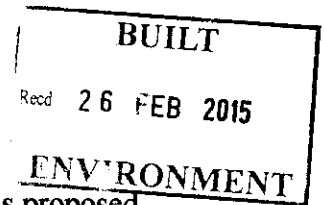
Our property is located directly to the north of the proposed development, and being a bungalow will be overshadowed by the proposed block of apartments to our immediate south.

The proposed plan has no provision for garages, but open plan car parking which is entirely at variance with the detached properties in the immediate vicinity, and will certainly detract from the ambience of the area. Experience tells one that this sort of development with the odd van or caravan, especially on the entrance to an estate, will soon become an eyesore.

If development is to take place then it should be in the shape of 2 or 3 detached homes in keeping with the surrounding properties.

Yours sincerely

[Redacted signature block]

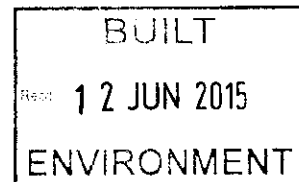


We write to express our strong objection to this latest planning application. This proposed development impacts greatly on our property and near neighbours. We will effectively be dominated in the majority of rooms in our house by the scale and design. Our objections centre upon the following:-

- 1) The Design Access Statement (DAS) states that the plans should allow for the redevelopment of the site with no negative impact on the neighbouring properties. This is not the case. The proposed plans represent an unacceptable over- development inappropriate for the site. The proposed design is overbearing and completely out of character and would dominate our modest sized Victorian Lodge house and the surrounding single storey properties.
- 2) The proposal is too large for the site and in its height and density is still a dominant 3 storey apartment block. It will look monstrous set against our house and the two neighbouring bungalows.
- 3) There will be a substantial loss of privacy due to overlooking. Our lounge, two bedrooms and garden will be overlooked due to the positioning and overbearing height and scale. We will be looking out upon rendered and tile clad walls and a large number of windows, some of full height size and balconies. Without some properly detailed plans, measurements and computerised pictures look at, we are at a disadvantage. Whichever way we try and understand distances, shape, detail etc on the plans the overall impact upon us is detrimental.
- 4) The Design Access Statement says that the hard standing which is required to ensure there are two parking spaces for each apartment is where the existing properties hard standing is located. This is not the case. The plans show 10 of the 18 parking spaces adjacent to our property on land that is currently largely laid to lawn. This will have an adverse impact on our property. Where our current outlook from lounge, kitchen, 2 bedroom windows is of lawn it would be over a car park with resulting loss of privacy and increased noise and disturbance.
- 5) There are car parking spaces for 18 cars, but it is of concern that within the application mention is made of on road parking for overflow and visitors. This is a narrow (cul-de-sac) road, serving over 200 properties, near a main road junction which already suffers from congestion at peak times as cars attempt to enter Evesham Road outside our property. When cars are parked even for very short periods, problems occur when vehicles have to overtake very near the main road turning. We need to point out that within a space of 100 meters approx. from the site entrance there are two side junctions, a blind bend and the main Evesham Road junction. This is a concern for us and all our neighbours. In our view there is serious highway safety issue already existing and the addition of more traffic flow will only make the problems worse.
- 6) There will be a significant increase in noise and disturbance from cars arriving and departing at all hours; external balcony areas; refuse and recycling disposal and collection; light pollution from within the building; car park and grounds.
- 7) This area has had problems with drainage in the past and this development will only serve to increase problems.

Summary

We are opposed to this development. It has nothing to recommend it at all. It will impact negatively, not only on us but neighbouring properties and the area as a whole which will have to suffer a large modern build out of context with the surroundings. The road safety issues have not been addressed and our property will be substantially overpowered.




Planning proposal No 15/00202/FUL:

1 Cleevelands Drive, Cheltenham, GL50 4QD – OBJECTS

We wish to strongly object to the revised drawings for the above application. This is the third submission of plans and having commented on the previous sets of plans (see our previous comments May 2015) we see minimal change in the latest plans, our previous comments remain valid. In summary the revised proposed development would still have considerable negative impact as follows:

- The plans represent overdevelopment in scale, height and massing and is the wrong type of development for the site and area. It does not complement and respect the existing development in the area which is predominantly of bungalows and two storey properties.
- We will have a substantial loss of privacy due to overlooking of our back garden and patio area, clear glazed back door and some windows from windows and balconies. The drawings again don't provide enough detail and clarity on distances and where buildings are in relation to each other, however we can see that the overall impact upon us is detrimental.
- The development would have an unacceptable negative impact on the amenity of ours and other neighbouring properties. We would be adversely affected by a significant increase in noise and disturbance from: cars arriving and departing at all hours; external balcony areas; refuse and recycling disposal and collection; light pollution from within the building, car park and grounds.
- The plans show 9 of the 18 parking spaces adjacent to our property on land that is currently largely laid to lawn. This will have an adverse impact on our property. Where our current outlook from lounge, kitchen, 2 bedroom windows is of lawn it would be onto a car park with resulting loss of privacy and increased noise and disturbance.
- Highway safety remains a concern for us and all our neighbours. This is a narrow road near a busy junction. The site entrance is in close proximity to a blind bend. Overflow parking and increased traffic flow will worsen existing safety issues.
- This area has had problems with drainage in the past and this development will only serve to increase problems

We remain strongly opposed to a development of this type and scale as it is so out of context with the surroundings and with a particularly harmful and unacceptable impact on the properties immediately adjacent to it.



Chestnut Cottage
Cleeve Landr
Drive
Cheltenham
GL50 4QD

Dear CBC Planners,

I would like to strongly object to the planning application, Ref No. 15/00202/FUL concerning No 3 Cleeve Landr Drive.. We have lived on this road for 9 years now and always find that exit onto the Evesham Road a problem it can often get busy and becomes a danger to children crossing. We feel this development will not be in keeping with the lovely Road that it has become.

[REDACTED]

BUILT	15 Cleavelands Ave
Recd 25 FEB 2015	Cheltenham
ENVIRONMENT	Glos
	GL50 4PY

Dear Sirs

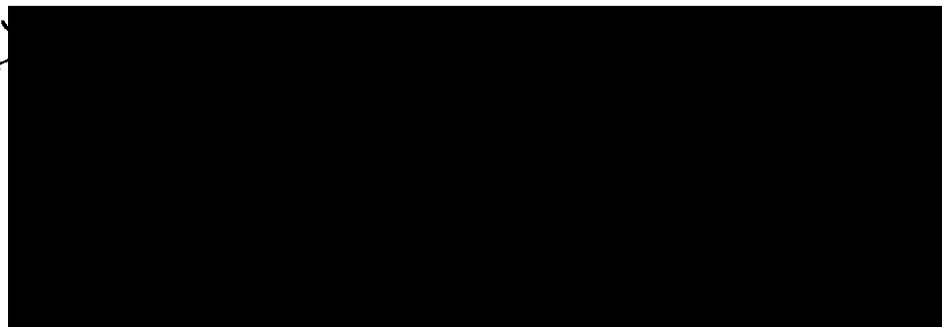
It was with dismay that we heard the developers had put in a second planning application for 3 Cleavelands Drive.

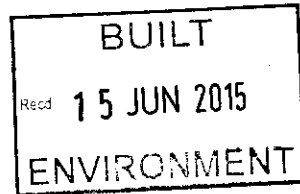
We object strongly to this development for several reasons, the first is the safety issue, the site comes onto a road with a blind bend and it would be a disaster waiting to happen, 9 apartments = at least 18 cars, will there be ample parking for these on the Site? I think not, so where will they and also their visitors park, on the road causing obstruction and more importantly Danger and I don't think the Residents of the Close opposite would be too happy that they would struggle to get out of their road.

Secondly Residents bought their properties in a quiet residential area they did not want apartments suddenly next to them, bringing with it all the noise of extra traffic, not being able to relax in their own gardens because of all the disturbance caused by such a project. The value of their property could also be badly affected, I ask you, would you want to lose value on your properties because of buildings being erected next door? The Drive, Ave and Close are lovely tree lined areas and for this to be altered by these plans is unthinkable.

I ask that before you make any decision you stop and think of what it would mean to the residents, many of whom have lived here for years. There are plenty of areas in Cheltenham that apartments would fit in without spoiling the beauty and nature of Cleavelands Drive.

Yours Faithfully





15 Cleavelands Ave
Cheltenham
Glos
GL50 4PY

Dear Sirs

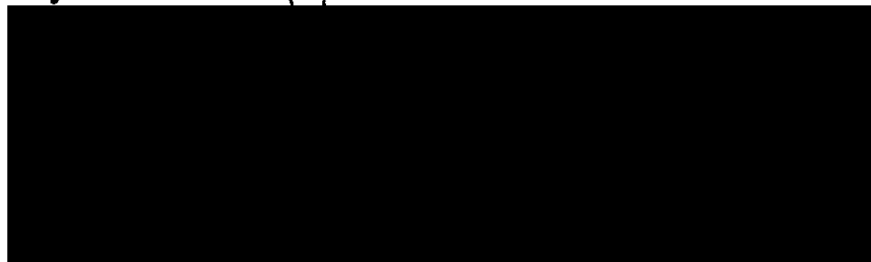
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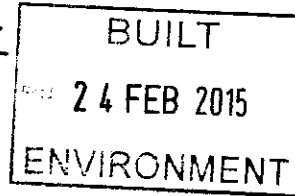
I ask that before you make any decision you stop and think of what it would mean to the residents, many of whom have lived here for years. There are plenty of areas in Cheltenham that apartments would fit in without spoiling the beauty and nature of Cleavelands Drive.

Yours Faithfully



Planning Application Ref No 15/00202/FUL

CHELTENHAM GL504PZ



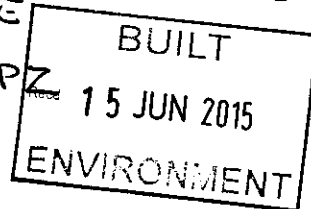
Dear sir

I'm writing to object to the development at 3 Cleavelands Drive. Firstly to knock down a beautiful house like that is a crime against architecture and secondly to allow flats on the corner, it is dangerous for so many cars coming out of there, and lastly you gave permission to build the Chestnut flats and now there is always four or five cars parked in the road. So if you really care about our town there is no way you should pass this development. Yours sincerely

TO CLEE Page 334
CLOSURE

14 June 2015

CHELTENHAM GL504PZ



Dear sir

I'm writing to object to the new application Ref No 15/00202/FUL to knock down a beautiful house and build out-of-character buildings so near the entrance to Evesham road.

Last time you gave permission to build the Chestnuts at the other end and now there is always four or five cars on the road, so I implore you to turn the application down.

Yours sincerely

[Redacted signature]



72 Cleavelands Avenue,
Cheltenham GL50 4PS.

Monday 23rd February 2015

Cheltenham Borough Council

Dear Sirs,

I refer to planning application for the erection of two blocks of flats in Cleavelands Drive by William Morrison Estates dated 24th September, subsequently amended, on a site presently occupied by 3 Cleavelands Drive.

This is not a brownfield site. It is part of an owner occupied housing development of upwards of 200 houses. True, at one point blocks of flats from Evesham Road (near the roundabout) have intruded into Cleavelands Drive, and recently spawned the monstrosity of another block, but to allow two further blocks at another point would open the door to similar blocks springing up throughout the estate.

The time has come to ensure that the character of the entire neighbourhood is not destroyed. Cheltenham has character, but it is not entirely Regency. Other aspects of its character should received the same respect. I urge that this application should be rejected.

Yours sincerely



BUILT
Recd 27 FEB 2015
ENVIRONMENT

Dear Sir/Madam

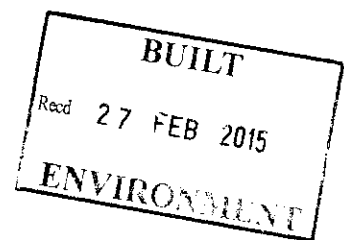
Proposed development at 3 Cleavelands Drive site into 9 apartments.

The surrounding area contains conventionally sized houses, bungalows and front gardens. The scale and appearance of 9 apartments on this site would look inappropriate and greatly increase density and traffic.

Another site (formerly "The Chestnuts" in Cleavelands Drive) was converted from one house & garden into 9 town houses. Although off-street parking has been provided, there have always been a number of parked vehicles outside at a dangerous spot for moving traffic. Vehicles filter from Cleavelands Avenue at a point where traffic is moving in opposite directions in Cleavelands Drive, just where the parked vehicles make it a potentially dangerous spot. Drivers travelling towards Evesham Road cannot see on-coming traffic and I understand there have been a number of near misses.

The proposed development would be replicating this situation and, by increasing density on this site, it will significantly increase the number of vehicles entering Cleavelands Drive at another dangerous position, owing to the close proximity of a blind bend. There is also traffic entering Cleavelands Drive from the other end of Cleavelands Avenue near this point which will only add to potentially dangerous situations involving extra traffic and the blind bend.

Yours faithfully

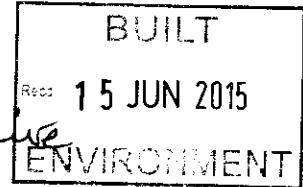


The Planning Officer
Cheltenham Borough Council.

11-06-2015

Dear Sir/Madam

Planning Application no. 15/00202/FUL
Proposed development at 3 Cleavelands Drive
into 9 apartments.




I repeat the objections contained in my letter
of 26.02.15.

The scale & appearance of 9 apartments on this site,
close to the Evesham Road, would look inappropriate
with the surrounding dwellings; greatly increase
density & traffic. There would be inevitably more
parking in the Drive, which has happened where
another dwelling has been converted into multi-
dwellings.

There is an issue regarding safety. Close to this
site, there is a blind bend. Also close to this
site, the vehicular exit from Cleavelands Avenue
emerges by the blind bend. At present,
approximately 220 households can only share
this one exit on to Evesham Road.

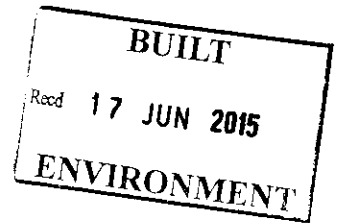
If permission were to be granted for this develop-
ment, it could be used as a precedent by
developers every time a dwelling with a decent sized
garden came on the market. The whole appearance
of Cleavelands Drive could be ruined by
unsympathetically designed/ugly blocks of flats, etc.
Appearance & Safety would suffer & cause
over-crowding for road users.

Yours faithfully


Cheltenham Borough Council Planners
Municipal Offices
Promenade
Cheltenham
GL50 1PP

Miss Tracy Crews Head of Planning Page 338
Cheltenham Borough Council
Promenade

131 Evesham Rd
Cheltenham
GL52 3AQ
15 June 2015
your ref 15/00202/FUL



Attn Miss Michelle Payne Planning Officer

Dear Miss Tracy Crews My reply to your Letter dated the 27th May 2015
Re 3 Cleavelands Drive your ref 15/00202/FUL

Thank you for your third and fourth letters informing me of a revised submission and notice of appeal to the Secretary of State from the developers.

I have looked at their third proposal and the others submitted in 2015 for 9 flats. I give my reasons to objecting to this development which may help you with your discussions with the Planning Inspectorate. In areas like Cleavelands, where detached houses and bungalows are the norm, the lives of people who live there, could all be 'messed' up in order to cram 9 homes into an area I consider to be totally unsuited for it.

These are purely my own opinions. I have looked at them from the effects they might have on peoples lives. especially if this kind of thing snowballed. It could release a monster, in my opinion, and Pittville and Cleavelands would be just part of history

1 Noise and Traffic and resultant higher CO₂ levels

A/. Traffic on the Evesham Rd is heavy but flows steadily. An influx of traffic from Cleavelands Drive to the Evesham Rd i.e the proposed exit for the 14/9 flats, has three lanes of traffic at times. This occurs when a vehicle is turning into Hillcourt Rd. At the moment this is free moving and not a problem. The fumes and dust levels are far from ideal as it is. At a time when the Government is aiming to reduce Carbon dioxide levels to reduce global warming so our children can live as we did as children, this proposal of 14/9 dwellings replacing one dwelling, crammed in between two single houses on a beautiful tree lined road, is a step in the wrong direction and in my opinion totally unnecessary. The governments aim is to provide affordable homes so that the young people can afford a home of their own and house the people living on the streets.

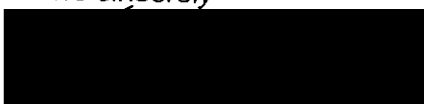
The proposed pedestrians way exiting onto this part of the Evesham Rd needs careful attention

B/. On Estates, where the entrance for parking is round the back, the owners park in the road at the front of the house. In this case Evesham Rd or Hillcourt Road It is doubtful they would park in the free parking space at the racecourse then walk back. Women especially at night. Daytime visitors might. I wouldn't for sure over night. In their previous submissions, it was stated that there will be insufficient parking and cars will have to be parked on Cleavelands drive, this being acceptable since the present owners all have off road parking!! You have the comments from the owners of properties on Cleavelands drive and their objections to it and I agree. with them. It highlights the unsuitability of replacing 14/9 dwellings in place of one.

C/. I believe similar properties in the area had constraints placed upon them that the windows should be so designed that they did not overlook nearby properties. Are these constraints being applied to any development of this type because I would be overlooked by several families unless this and tree surgery be left until after any construction is complete and suitable replacements are in place and established.

Summarising, Cheltenham is a lovely place to live. We do not have uncontrollable traffic to get into the centre, most of the time anyway. thanks to the way for example, like the Evesham Rd, it has been carefully planned and the town centre is an excellent example. There are times when the traffic passes my house on the Evesham Rd at one every 3 seconds but hardly ever stops. Somewhere in the Developers submission I believe they describe it as a 'Boulevard'. Lets keep it that way. A lot of people use it, especially when the races are on, It is a great advert for Cheltenham. The Evesham Rd with its Regency houses and tree lined parks, coming into and out of the town, takes some beating.

Yours sincerely



BUILT Page 339
Recd 16 JUN 2015
ENVIRONMENT



(12.6.15.)

83, CLEVELANDS AVE
49, CLEVELANDS AVE
CHELTENHAM
GLOS.

WE OBJECT TO PLANNING APPLICATION
15/00202/FUL FOR THE PROPOSED
DEVELOPMENT OF 9 FLATS ON THE SITE
OF NUMBER 3 CLEVELANDS DRIVE.

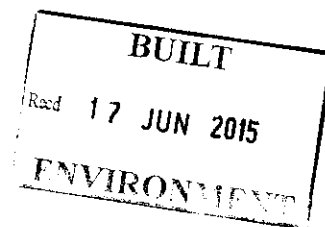
MY REASONS BEING :-

- ① A CHARACTER HOUSE + GROUNDS
+ COULD BE LISTED.
- ② INCREASED TRAFFIC + PARKING.
- ③ PRIVACY FOR NEIGHBOURING HOUSES.
- ④ ENTRANCE + EXIT TO EVESHAM ROAD
HEALTH + SAFETY ISSUE.
- ⑤ NOT IN KEEPING WITH THE
CHARACTER OF THE SURROUNDING AREA.

PLEASE REJECT THIS
APPLICATION



11 Cleavelands Avenue
Cheltenham GL50 4PY



[REDACTED]
16th June 2015

Cheltenham Borough Council Planners
Municipal Offices
The Promenade
Cheltenham GL50 1PP

Dear Planning Committee,

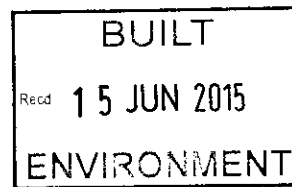
Planning Application Ref. No. 15/00202/FUL – 3 Cleavelands Drive

Regarding the above application I would like to make the following comments;

1. The proposed site is severely being over developed and although I do not agree with the demolishing of the current property if needs must should only be replaced with two superior properties with adequate off road parking.
2. If nine apartments are allowed then a possible eighteen further vehicles will need to have access onto the Evesham Road. Bearing in mind that traffic on the Evesham Road rarely sticks to the thirty miles per hour limit it will cause a traffic jam in the Drive at peak times as people try to filter onto the Evesham Road. Also being so close to the junction are yellow lines going to prohibit on road parking. We already have an over developed site on the former Chestnuts with owners parking on the road causing traffic flow problems. There is only one entry/exit out of the entire Cleavelands Estate for approximately 220 households.
3. There are sufficient apartments in the Drive – the former Chestnuts have certainly not enhanced the area and I feel that this is likely to be another blot on the landscape. Is it the view of the Planning Committee that as the properties between 3 Cleavelands Drive and the former Chestnuts come onto the market they are going to be grabbed by developers to over develop the area and saturate us with apartments. On other estates in Cheltenham there are restrictive covenants regarding over development of the land - a great shame this was not so on our Estate.

I hope these points will be taken on board and that consideration will be given to the current householders on this Estate.

Yours faithfully,
[REDACTED]



40 Cleevelands Avenue
Cheltenham
GL50 4PS

12th June 2015

Cheltenham Borough Planning Department
PO Box 12
Municipal Offices
Promenade
Cheltenham
GL501PP

Ref. Planning Application No. 15/00202/FUL

Dear Sir/Madam

I wish to object most strongly to this application for the following reasons:

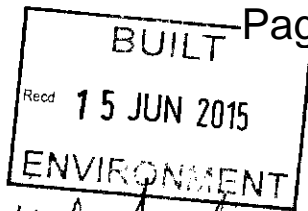
- (1) Size and scale of the development being out of keeping with the neighbouring properties and surrounding area.
- (2) Negative impact on the privacy for neighbouring properties.
- (3) Increased light and noise pollution.
- (4) Inadequate parking provision on site.
- (5) On-street parking on Cleevelands Drive, close to junction with Evesham Road and the blind corner on Cleevelands Drive.
- (6) Increased traffic on Cleevelands Drive.
- (7) Increased pressure on the current drainage / sewer services.

The rooms in the flats seem really large and have been designed in such a way as, once built, more bedrooms could be added or even broken up into bed sits or student accommodation thus impacting even more on all of the above. The site would be better used for conventional housing to the same scale and aesthetics as the surrounding buildings with adequate parking and gardens.

I sincerely hope this application will be refused.

Yours faithfully





6, Cleavelands Drive,
Cheltenham.

GL50 4PP.

Planning Application Ref. No. 15/00202/FUL

Dear Sir/Madam,

I am writing to express my dismay at the proposed development of No.3 Cleavelands Drive.

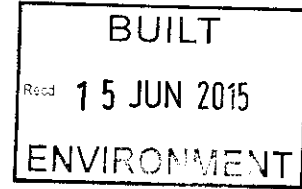
My main concern is the number of vehicles using the exit on to busy Evesham Road. At the present time, 220 households share this one exit and I am extremely concerned by the possibility of an increase in this number.

Please, consider the safety and concerns of the residents of the area.

Yours faithfully,



CBC Planners,
Municipal Offices,
Promenade,
Cheltenham,
GL50 1PP



2 Cleavelands Avenue,
Cheltenham,
GL50 4PS.

11 June 2015.

Dear Sirs,

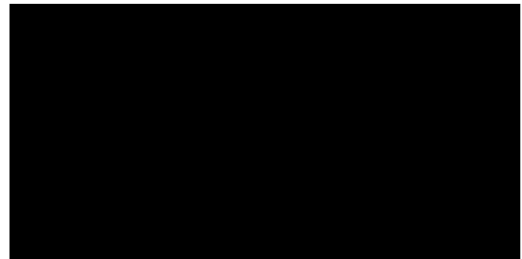
Re: Planning Application Ref.No. 15/qq202/FUL

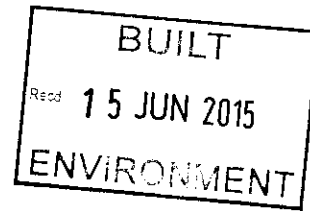
The residents of Cleavelands Drive, Avenue, Close etc. have one exit on to the Evesham Road. Consequently, at certain times of day, it is extremely difficult to exit as there are very few drivers who are willing to let us into the stream of traffic, especially those who are heading into town. There are already enough cars and vans trying to exit without introducing more of them by building another block of apartments. If more building is to take place, then either a set of traffic lights or a roundabout will have to be placed at the junction with Evesham Road or, alternatively, a second exit must be made onto Paddocks lane. The pressure must be eased for the residents if this application goes ahead.

As both Cleavelands Drive and Cleavelands Avenue are quite narrow so that large vehicles, such as the waste disposal unit that comes round every week, have difficulty in getting past parked vehicles such as tradesman's vans. The introduction of more parked vehicles on these roads is going to lead to much difficulty, especially if they are anywhere near the blind bend at the top of the avenue. Even at thirty miles per hour, it would be impossible to avoid an accident with a car forced to drive on the opposite side of the road in order to get past. It is already a bit of a "dodgem's" area when visitors park in the road. Should there ever be a major fire in the area with lots of smoke, people unable to exit and fire appliances unable to get in, the result would be appalling.

I would ask you to please think very carefully before allowing more homes to be built in this area.

Yours sincerely,





26 Cleavelands Drive
Cheltenham
GL50 4QB

To Cheltenham Borough Council Planning Dept

Ref Planning Application 15/00202/FUL

Dear Sirs,

I would like you to consider my objections to the above planning application.

The proposed development is not the sort that should be located on a main road, or close to an amenity such as Pittville Park and the Pump Room.

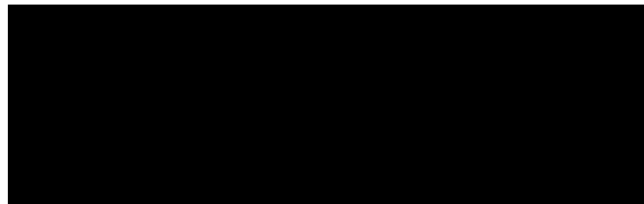
The surrounding plots have covenants to restrict each plot to only have one house and garage on them, several planning applications for development have been denied because of this. Thus the character of the area is made up of individual detached houses and bungalows as laid out in the original design of the Cleavelands estate. The wishes of the local residents who have invested in their properties to live in a high quality area should be taken into account.

In 2005 / 2006 the council ordered a review of the Cleavelands estate and turned down an application to build a nursing home and development of Nos 7, 9 and 11 Cleavelands Drive, due to the unique nature of this area of Cheltenham. I would submit that this application has no merit when seen in context to that review of the area.

The existing development at 'The Chestnuts' (No 13) has been an unmitigated disaster as far as local residents are concerned, Cleavelands Drive is now a single track road with cars parked nose to tail creating a dangerous chicane.

In short any development of this site should incorporate 2 or 3 detached houses in keeping with those in the immediate neighbourhood.

Yours sincerely



APPLICATION NO: 15/00202/FUL	OFFICER: Miss Michelle Payne
DATE REGISTERED: 4th February 2015	DATE OF EXPIRY: 1st April 2015
WARD: Pittville	PARISH: None
APPLICANT:	William Morrison Estates
AGENT:	Mr David Jones
LOCATION:	3 Cleevelands Drive, Cheltenham
PROPOSAL:	Demolition of existing dwelling and construction of single block containing 9 apartments, alteration to site access and associated hard and soft landscaping

Update to Officer Report

6. OFFICER COMMENTS

6.1. Determining Issues

6.1.1. The main considerations when determining this application are the principle of the proposed development, design and layout, impact on the amenity of neighbouring properties, and parking and highway safety.

6.2. Principle of redevelopment

6.2.1. Paragraph 14 of the NPPF states that “At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan making and decision taking”. For decision-taking this means (unless material considerations indicate otherwise) approving development proposals that accord with the development plan without delay. The second bullet point says that where the development plan is absent, silent or relevant policies are out of date then the presumption in favour of sustainable development means that permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF policies as a whole or specific NPPF policies indicate that development should be restricted.

6.2.2. In this instance, the application site is located within the built up area of Cheltenham in a sustainable location. The principle of considering a residential redevelopment in this location is therefore acceptable and NPPF compliant but is subject to other considerations as set out below.

6.3. Design and layout

6.3.1. Local plan policy CP7 sets out the requirement for all new development to be of a high standard of architectural design and to complement and respect neighbouring development and the character of the locality. Additionally, the Council's adopted SPD relating to development on garden land and infill sites provides more detailed advice for new residential developments.

6.3.2. Furthermore, paragraph 56 of the NPPF sets out that “Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people”.

- 6.3.3. The fundamental principle of the Council's SPD relating to garden land development is that proposals should be based on and successfully respond to, a sound understanding of the context in which it will sit. In this instance, whilst housing within the wider Cleavelands development varies quite considerably, the immediate locality (and the context in which this development will be read) is characterised by low density housing, with detached buildings of one or two storeys set within good sized plots, with individual accesses and mature landscaping; the buildings are generally recessive and sit within the predominant mature landscape.
- 6.3.4. In contrast to this established grain, the application proposes a large three storey building over basement that would be at odds with the surrounding development. It would provide for an overwhelming mass and bulk that would be an alien and incongruous addition to the locality, a matter that would be particularly apparent when viewed from the south between the gap of numbers 1 and 3a Cleavelands Drive. Members will note on planning view that whilst the existing house has a presence in the street scene, there are clear views between buildings which gives the passer-by an obvious appreciation of the spacious qualities of the locality. As proposed, the development would dominate this characteristic to an unacceptable degree, presenting a 30 metre long, part two, part three storey elevation with little articulation to relieve the mass of the building.
- 6.3.5. Officers do consider that the site could well be developed in a more intensive way than the existing dwelling, and that this could be in the form of a contemporary apartment building. Indeed, members are advised that in isolation, the composition of the elevation facing Evesham Road is now considered to be successful and if this scale was replicated across the whole development, officers maybe presenting a different recommendation. Nevertheless, whilst attempts have been made to address concerns relating to the overdevelopment of the site, the scale, mass, bulk and footprint of the development proposed remains unacceptable for the reasons identified above. The proposal therefore fails to comply with the advice set out within the Council's SPD in relation to garden land and infill development and the provisions of local plan policy CP7.

6.4. Impact on neighbouring property

- 6.4.1. Local plan policy CP4 sets out that development will only be permitted where it would not cause unacceptable harm to the amenity of adjoining land users and the locality.
- 6.4.2. It is acknowledged that the proposed development would undoubtedly have an impact on the amenity of the neighbouring properties immediately adjacent to the site however officers do not consider that any such impact on daylight, privacy or outlook would be so significant as to warrant a refusal of planning permission on these grounds which could be successfully defended at an appeal.
- 6.4.3. All upper floor windows and external terraces are in excess of the 10.5m minimum accepted distance to the site boundaries; and the positioning of the building within the site would not constitute an overbearing and oppressive form of development.
- 6.4.4. The proposal is therefore in accordance with the aims and objectives of policy CP4.

6.5. Access and highway issues

- 6.5.1. Local plan policy TP1 (development and highway safety) states that development will not be permitted where it would endanger highway safety, directly or indirectly, by creating a new access or generating high turnover on-street parking.

6.5.2. The application proposes the continued use of the existing point of access from Cleevelands Drive, which is considered to provide acceptable levels of intervisibility. The Highways Planning Liaison Officer at GCC advises that the junction of Cleevelands Drive and Evesham Road also offers acceptable vision splays and records indicate a low level of personal injury collisions over the previous 5 years and has therefore raised no Highway objection to the scheme subject to conditions being imposed on any planning permission should permission be granted.

6.5.3. The application also proposes 14no. unallocated car parking spaces within the site together with an adequately sized secure cycle parking store and this level of on-site parking provision is considered to be sufficient in this location.

6.5.4. Therefore, although raised as a concern by many local residents, the development accords with the requirements of policy TP1 and guidance set out within the NPPF, and there are no grounds to refuse the application on highway matters which could be successfully defended at an appeal.

6.5.5. It should be noted that the previous scheme for 14no. apartments was not refused on highway grounds.

6.6. Other issues

6.6.1. The Tree Officer considers this application to be more sympathetic to the existing trees than the previous application and acknowledges that the previous tree related concerns have been addressed. The Tree Section therefore raises no object to this application subject to conditions being imposed on any planning permission should permission be granted.

7. CONCLUSION AND RECOMMENDATION

7.1. With all of the above in mind, the recommendation is to refuse planning permission for the following reason:

8. REFUSAL REASON

- 1 The proposal represents an unacceptable overdevelopment that fails to adequately respond to its context.

Whilst a contemporary design approach may be acceptable in this location, as proposed, the scale, mass, bulk and footprint of the building would appear at odds with the surrounding development and would provide for an overwhelming mass and bulk that would be an alien and incongruous addition to the locality.

Accordingly, the proposal is contrary to policy CP7 of the Cheltenham Borough Local Plan (Adopted 2006), advice contained within the Council's adopted SPD on 'Development on garden land and infill sites in Cheltenham' (2009) and guidance set out within the NPPF, particularly in Section 7 - Requiring good design.

INFORMATIVE

- 1 In accordance with the requirements of The Town and Country Planning (Development Management Procedure) (England) (Amendment No. 2) Order 2012 and the provisions of the NPPF, the Local Planning Authority adopts a positive and proactive approach to

dealing with planning applications and where possible, will seek solutions to any problems that arise when dealing with a planning application with the aim of fostering the delivery of sustainable development.

At the heart of this positive and proactive approach is the authority's pre-application advice service for all types of development. Further to this however, the authority publishes guidance on the Council's website on how to submit planning applications and provides full and up-to-date information in relation to planning applications to enable the applicant, and other interested parties, to track progress.

In this instance, having had regard to all material considerations, the authority cannot provide a solution that will overcome the harm identified above.

As a consequence, the proposal cannot be considered to be sustainable development and therefore the authority had no option but to refuse planning permission.

APPLICATION NO: 15/00202/FUL	OFFICER: Miss Michelle Payne
DATE REGISTERED: 4th February 2015	DATE OF EXPIRY : 1st April 2015
WARD: Pittville	PARISH: NONE
APPLICANT:	William Morrison Estates
LOCATION:	3 Cleevelands Drive, Cheltenham
PROPOSAL:	Demolition of existing dwelling and construction of single block containing 9 apartments, alteration to site access and associated hard and soft landscaping

ADDITIONAL REPRESENTATIONS

4 Cleevelands Close
Cheltenham
Gloucestershire
GL50 4PZ

Comments: 8th July 2015

This application is totally inappropriate for the surrounding area, not only does it not fit in around all the detached houses from many different periods, but it also is totally unacceptable to be putting another development without sufficient parking.

It will pull in even more traffic onto a small side road which already has a parking problem and this will only be made worse when people park on Cleevelands drive when the allocated parking in the development is full - which it will be.

Not only will this be a problem on the drive but also making it extremely dangerous to enter onto Evesham road and vice versa. This will put the current residents at risk and is not something that should be allowed to happen.

It will be a total shame to destroy another house full of character and features and replace it with another boring block of flats.

If these developers really want to do the area justice and must take down a lovely detached house then at least replace it with more of the same, may be three detached houses on that plot would be acceptable and they can still make their quick buck whilst keeping the disruption to a minimum for everyone else.

Stop packing people in like sardines and keep some areas how they should be so growing family's can aspire to live there.

40 Cleevelands Drive
Cheltenham
Gloucestershire
GL50 4QB

Comments: 9th July 2015

Lo and behold, we ended up being here for a third time. 40 Cleevelands Drive agrees with the rest of the community regarding this issue and stands by all of the previous objections that have been made.

10th July 2015

My opinion has not changed as of 09/07/2015 and the sheer hubris of the property developer to take this case to the Secretary of State knowing that the entire Cleavelands area disagrees with development plans is unbelievable. Do not ruin this area!

I have also copied my comments from the preliminary case (14/01730/FUL) regarding this issue.

I wholeheartedly object to the construction of these flats. And I completely agree with the rest of the community's comments regarding the conservation legalities and the over crowding that it will bring to a quiet and friendly neighbourhood.

Will this set a precedent for more voracious property developers to build more flats to ruin this beautiful area? The entire Cleavelands estate is already heavily congested with cars parked all over the roads. The community strongly opposed the construction of the Chestnuts and yet here we are in 2014 with these rather obnoxious looking flats that are completely out of keeping with the rest of the area and serve no other purpose other than to create revenue.

To build these flats will create havoc and also put a huge strain on our postal services, refuse/recycling services and most importantly our emergency services.

Why ruin an already over developed area that is at maximum capacity? To even propose these plans is an utter disgrace and quite frankly an insult to the hardworking tax payers of this peaceful neighbourhood.

For once, would Cheltenham Borough Council be benevolent enough to actually listen to the objections of those paying their wages?

I objected to the first proposal of the construction of the fourteen flats, I object to this "revised" proposal of nine flats and I will keep objecting to any future proposals of similar development plans. I gave my reasons as to why I object in the initial development plan, my opinion remains unchanged.

As I stated in my previous objection, these plans would affect the area in a very negative way.

- Increased traffic**
- Increased pollution
- Overcrowding
- Increased strain on refuse/recycling collection services
- Increased strain on postal/courier services
- Increased strain on emergency services
- Further drainage problems
- Damage to the aesthetics of the area

**To expand on the first point regarding the increase in traffic.

--The numerous blind corners in this area are dangerous enough as it is. With an increased population of cars on our roads this could potentially mean an increase in very serious accidents.

As many other residents have stated very clearly, there are many people that walk/cycle in and out of this area everyday. These same people will be at further risk due to increased traffic.

For the reasons stated above 40 Cleavelands Drive vehemently objects to these new proposals.

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APPLICATION NO: 15/00202/FUL	OFFICER: Miss Michelle Payne
DATE REGISTERED: 4th February 2015	DATE OF EXPIRY : 1st April 2015
WARD: Pittville	PARISH: NONE
APPLICANT:	William Morrison Estates
LOCATION:	3 Cleevelands Drive Cheltenham Gloucestershire
PROPOSAL:	Demolition of existing dwelling and construction of single block containing 9 apartments, alteration to site access and associated hard and soft landscaping

ADDITIONAL REPRESENTATION

Plan A Planning & Development Ltd
 Suite D
 Swan Yard
 9-13 West Market Place
 Cirencester
 GL7 2NH

Comments: 13th July 2015
 Letter attached.



Our ref: AP/P/R-011
Your ref: 15/00202/FUL

01285 643644

info@plan-a-planning.co.uk

www.plan-a-planning.co.uk

Planning Services
Cheltenham Borough Council
Municipal Offices
Promenade
Cheltenham
Gloucestershire
GL50 9SA

13 July 2015

Dear Sirs,

RE: 15/00202/FUL – 3 CLEVELANDS DRIVE, CHELTENHAM, GLOUCESTERSHIRE

Further to publication of the officer's report to Planning Committee on Friday 10th July 2015 in respect of the above application, I am instructed by a number of local residents to submit further representations on their behalf.

As confirmed within section 5 of the officer's report, **at least 100 objections** have been received by the Borough Council in respect of the proposed development. A bulleted list of the grounds on which these objections are based is set out within the officer's report, and the associated issues are each referred to within the officer's assessment.

I fully endorse the officer's conclusions in respect of design, layout and the significant intensification of the existing residential use (section 6.3 of the officer's report), but consider that insufficient weight has been attributed to the harm to residential amenity that is likely to arise as a result of the proposed development (section 6.4). Furthermore, notwithstanding the views of the highway authority, local residents are well placed to understand the likely impact of the proposal on highway safety (section 6.5) and their views should therefore also be attributed more significant weight.

However, my main concern in respect of the officer's report is that it fails to address the specific policy implications of the Council's current housing land supply position. This is a potentially critical omission, given that the applicant's revised Planning Statement (Evans Jones Ltd – 12th May 2015) appears to imply that the Council have little option other than to approve the proposal due to a shortfall in the five year supply of housing land within the Borough. However, any such implication is not a balanced reflection of national planning policy, as set out within the National Planning Policy Framework (*the Framework*).

It is acknowledged that para 49 of the *Framework* states that policies for the supply of housing should not be considered up to date where a local planning authority is unable to demonstrate a five year

supply of housing land. However, in such cases, para 14 makes clear that permission should not be granted where:-

- Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits;
- Specific policies in the *Framework* indicate that development should be restricted.

In this case, **significant and demonstrable harm** has been identified by both objectors and the local planning authority in respect of the design and layout of the proposed development which clearly outweighs the limited benefits arising from a small increase in housing supply. Furthermore, the *Framework* contains specific policies in relation to the design of new development. In particular, para 56 confirms that good design is a key aspect of sustainable development and indivisible from good planning, such that *“Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.”* [para 64].

Therefore, notwithstanding any shortfall in housing land supply, there remain clear and defensible grounds upon which to refuse planning permission for the proposed development. Accordingly, the Planning Committee are urged to add conflict with para 14 of the *Framework* to the proposed reason for refusal.

Yours sincerely,

A large black rectangular redaction box covering the signature and name of the sender.

Email: ap@plan-a-planning.co.uk

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APPLICATION NO: 14/00209/FUL	OFFICER: Miss Michelle Payne
DATE REGISTERED: 8th February 2014	DATE OF EXPIRY: 5th April 2014
WARD: Charlton Kings	PARISH: Charlton Kings
APPLICANT:	Mr R Martin
AGENT:	Ian Murray
LOCATION:	24 Horsefair Street, Charlton Kings, Cheltenham
PROPOSAL:	Erection of 3no. detached dwellings with garages and construction of private access drive following demolition of existing dwelling

Update to Officer Report

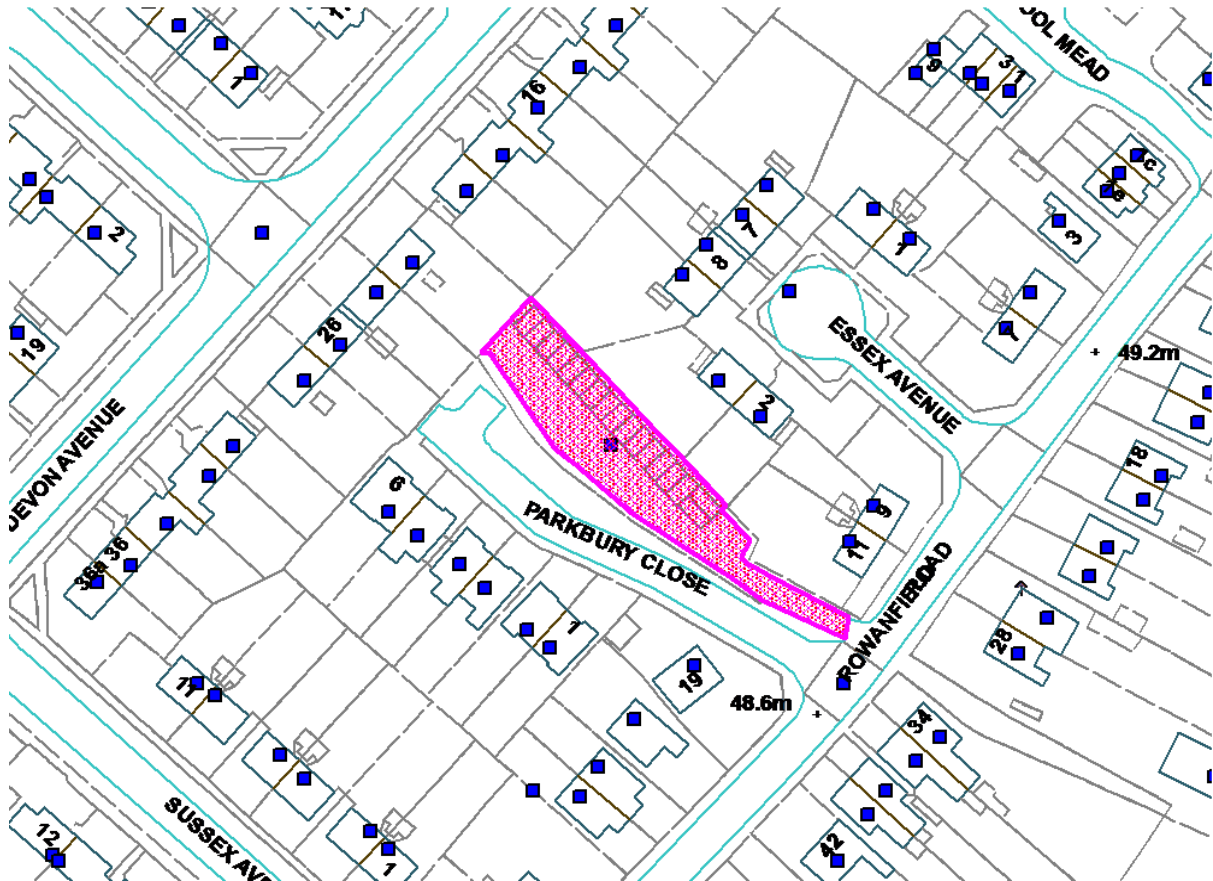
1. OFFICER COMMENTS

- 1.1. Members are advised that this application has been deferred for further consideration, principally in relation to the badger activity on the site.
- 1.2. The application will be referred back to committee at the next appropriate meeting.

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APPLICATION NO: 14/01677/FUL	OFFICER: Mr Martin Chandler
DATE REGISTERED: 19th September 2014	DATE OF EXPIRY: 14th November 2014
WARD: St Marks	PARISH:
APPLICANT: Mr Gordon Malcolm	
AGENT: Quattro Design Architects Ltd	
LOCATION: Garages Adj No 11 Rowanfield Road, Cheltenham	
PROPOSAL: Demolition of existing garages and erection of a 4 bed house and associated hard and soft landscaping including parking	

RECOMMENDATION: Recommendation at Committee



This site map is for reference purposes only. OS Crown Copyright. All rights reserved Cheltenham Borough Council 100024384 2007

1. DESCRIPTION OF SITE AND PROPOSAL

- 1.1 The application proposes the erection of a single dwelling on a redundant parcel of land, the land having been previously occupied by a parking court.
- 1.2 The application is before committee because the site is owned by the Council.
- 1.3 Members will visit the site on planning view.

2. CONSTRAINTS AND RELEVANT PLANNING HISTORY

Constraints:

Landfill Sites boundary

Relevant Planning History:

None

3. POLICIES AND GUIDANCE

Adopted Local Plan Policies

CP 4 Safe and sustainable living

CP 7 Design

GE 5 Protection and replacement of trees

GE 6 Trees and development

HS 1 Housing development

UI 2 Development and flooding

UI 3 Sustainable Drainage Systems

TP 1 Development and highway safety

TP 6 Parking provision in development

Supplementary Planning Guidance/Documents

Development on garden land and infill sites in Cheltenham (2009)

National Guidance

National Planning Policy Framework

4. CONSULTATIONS

Contaminated Land Officer

25th September 2014

Due to the potential for the presence of asbestos containing materials and other contaminants from the use of the site for garages, the inclusion of the small development contaminated land planning condition is recommended for this site.

Small development planning condition for potentially contaminated land

No development shall take place until a site investigation of the nature and extent of contamination has been carried out in accordance with a methodology which has previously been submitted to and approved in writing by the local planning authority. The results of the site investigation shall be made available to the local planning authority before any development begins. If any significant contamination is found during the site investigation, a report specifying the measures to be taken to remediate the site to render it suitable for the development hereby permitted shall be submitted to and approved in writing by the

local planning authority. The site shall be remediated in accordance with the approved measures before development begins.

If, during the course of development, any contamination is found which has not been identified in the site investigation, additional measures for the remediation of this source of contamination shall be submitted to and approved in writing by the local planning authority. The remediation of the site shall incorporate the approved additional measures.

GCC Highways Planning Liaison Officer

23rd September 2014

With regards to the above site; under our Highway's Standing advice criteria we do not need to be consulted on this application and this can be dealt with by yourselves with the aid of our guidance.

Tree Officer

13th October 2014

It is regrettable that no account of trees appears to have been made whilst considering any constraints on this site.

I suggest that the following details are submitted and agreed prior to determination of planning permission:

A full BS 5837 (2012) Tree Survey indicating what trees are to be retained and what are to be removed. A policy of whole tree removal leaving this mature hedge line bisected and a large proportion of it removed entirely appears to have been adopted. This is regrettable in that it appears that a significant proportion of the hedge could be retained which would leave the a much 'greener'/'softer' outlook from Parkbury Close as well as provide instant screening, security etc from this proposed dwelling. Details of all access facilitation pruning and hedgerow/tree maintenance works should also be submitted as a part of the application. If an arboriculturalist had been employed in the first instance, such information could have been anticipated.

Please could the following details also be submitted and agreed prior to determination:

- 1) Protective fencing details of all trees to be retained both on and within the sphere of influence of the site;
- 2) Utility plans showing where underground utilities are to be routed;
- 3) A full landscaping scheme;
- 4) Shade analysis demonstrating the adjacent retained trees will not cast disproportionate shade on the gardens and house.

Building Control

2nd October 2014

No comment

5. PUBLICITY AND REPRESENTATIONS

Number of letters sent	15
Total comments received	12
Number of objections	10
Number of supporting	0
General comment	2

- 5.1 Letters were sent to 15 neighbouring properties to advertise the application. In response to this publicity, 10 objections have been received with two more 'general' comments. The concerns raised by residents are summarised below:

- Lack of parking provision for new dwelling and surrounding roads
- Inappropriate development for the area
- Impact on outlook from houses within Parkbury Close
- The development having an overbearing impact on neighbouring houses
- Impact on large and important trees
- Loss of sunlight
- Development will be harmful to the green character of the area
- Chain link fence adjacent to Parkbury Close is inappropriate

5.2 These matters will be duly considered in the main body of the report set out below.

6. OFFICER COMMENTS

6.1 Determining Issues

6.1.1 The key considerations with this application are the principle of developing the site, the design and layout of the dwelling, potential impact on neighbouring amenity, how the proposal affects the trees within the application site and any highway safety implications.

6.2 The site and its context

6.2.1 As advised earlier in this report, the application site is currently redundant in terms of land use. It was previously used as a garage court providing 17 garages but as members will see on planning view, this use has ceased.

6.2.2 The site is now bounded by mature vegetation to the south with a number of large trees on the site boundary. Internally, the site has been somewhat neglected with overgrown grass and hedging.

6.2.3 The application site is surrounded by residential development although it is of note that the Lansdown Industrial Estate is in relatively close proximity to the south. In terms of architecture and the general grain of the area, this can only be described as 'mixed'.

6.3 Design and layout

6.3.1 The application seeks to introduce one new dwelling onto the application site. The building is two storeys in height and sits relatively centrally within the site. Access is provided from Parkbury Close with parking and turning facilities located to the front of the dwelling. Amenity space is provided to the rear with a north-west aspect.

6.3.2 Members will be aware that local plan policy CP7 seeks to promote high quality design and to ensure that new development complements and respects neighbouring development. Further to this, to assist in the consideration of developments of this nature, the Authority has developed a supplementary planning document which advises on the acceptability or otherwise of garden land and infill developments within the town.

6.3.3 This application has been assessed against the requirements of this advice and is considered to be entirely acceptable. The proposal represents a modest development that

will sit comfortably on the application site. It is respectful of the constraints on the site, including the presence of large trees, and makes efficient and effective use of redundant brownfield land.

- 6.3.4** Architecturally, the dwelling is traditional in appearance and officers consider this to be an appropriate solution for the site. Whilst there is mix in architecture within the locality, there is a consistent theme of traditional buildings with pitched roofs and the proposed development will complement this.
- 6.3.5** The proposal is considered to comply with the requirements of policy CP7 and the SPD relating to infill development.

6.4 Impact on neighbouring property

- 6.4.1** Local Plan Policy CP4 requires development to protect the existing amenity of neighbouring land users and the locality and members will note that there has been some objection to this proposal in terms of an impact on amenity, particularly in terms of loss of sunlight, impact on outlook and the proposal constituting an overbearing form of development.
- 6.4.2** In relation to loss of sunlight, it is acknowledged that the proposed house does sit to the south of certain neighbours but this has to be considered in the wider context of the site. The surrounding dwellings all benefit from space about them and members will also note the presence of mature trees on the site. This combination makes it very difficult to resist any development on the basis of loss of sunlight. As members will be aware, the amount of sunlight received by a particular site is dependent on the season, aspect, time of day and other development; it is therefore extremely difficult to substantiate. In this instance whilst there may well be an impact on adjacent properties, this will not be to the extent that warrants the refusal of planning permission; indeed the development will result in a relationship that is very common in a suburban environment.
- 6.4.3** Officers do not consider that the proposal will have an overbearing impact on adjacent properties either. As already identified, the proposal represents a relatively modest development that is well separated by existing houses. The gable end of the house is some 21 metres from the houses opposite in Parkbury Close. Further to this, the proposed dwelling is 18 metres from its north-west boundary and over 14 metres from the nearest property in Essex Avenue (members should note that a distance of 12 metres is considered to be acceptable when assessing the relationship of gable ends and facing windows).
- 6.4.4** Finally, in terms of outlook, whilst officers have some sympathy that this will change, it is not considered that planning permission can be withheld on that issue alone. The dwellings in Parkbury Close currently benefit from an outlook over mature trees and vegetation, much of which will be retained by this development. Nevertheless, it cannot be expected that this will not change over time and the proposed development is considered to be a suitable compromise in this regard.
- 6.4.5** The proposal has been fully assessed in relation to local plan policy CP4 and is considered to be acceptable.

6.5 Access and highway issues

- 6.5.1** During the consideration of the application, the access arrangements have changed from Rowanfield Road to access from Parkbury Close. Members will note that there was some criticism in relation to initial access arrangements and the change is in response to this. It also limits the impact on two large trees close to Rowanfield Road.
- 6.5.2** Given the limited scale of the application and the access onto an unclassified road, the Highways Authority have not commented specifically on the scheme but instead have referred the planning authority back to their standing advice. Having assessed the proposal

against this advice, the scheme is acceptable. Visibility is adequate and the proposal will not bring with it any highway safety concerns. Furthermore, an appropriate level of car parking (two spaces) is being provided for the new dwelling.

6.5.3 No objection is raised to the proposal in relation to highway considerations.

6.6 Other considerations

6.6.1 At the time of writing this report, the final comments from the Council's tree officers were still awaited. Members will be updated once these have been received but it is not anticipated that any objection will be raised. The proposal has been amended in response to the initial comments provided and a tree survey has now been undertaken.

7. CONCLUSION AND RECOMMENDATION

7.1 In conclusion, the proposal is considered to be an acceptable development for this underused brownfield site. The scheme represents a more efficient use of land that will not compromise neighbouring amenity or highway safety. Subject to confirmation from the tree officers that they have no concerns, it is recommended that planning permission be granted.

7.2 Members will be updated with a full recommendation upon receipt of the tree officer comments.

APPLICATION NO: 14/01677/FUL		OFFICER: Mr Martin Chandler	
DATE REGISTERED: 19th September 2014		DATE OF EXPIRY : 14th November 2014	
WARD: St Marks		PARISH:	
APPLICANT:	Mr Gordon Malcolm		
LOCATION:	Garages adjacent to No 11 Rowanfield Road, Cheltenham		
PROPOSAL:	Demolition of existing garages and erection of a 4 bed house and associated hard and soft landscaping including parking		

REPRESENTATIONS

Number of contributors	12
Number of objections	10
Number of representations	2
Number of supporting	0

28 Rowanfield Road
Cheltenham
Gloucestershire
GL51 8AG

Comments: 9th October 2014

We are very pleased that you are now planning to do something with the garage site on Rowanfield Road.

As owners of a house opposite to the access to the development we have concerns about the access to the site: the road is very narrow at this point, with cars parked on the road, so our access to our property is compromised on many occasions. There are now many lorries up and down the road going to Lansdown Industrial estate. Even though there are 17 garages for 17 cars, for many years only 2-3 garages have been in use, and not all for cars. The road now has no double yellow lines and all this makes the road very busy and dangerous.

The application only makes provision for two cars, with 7 residents. Where are the visitors to park? As the younger residents grow older and more cars come, where will they park in the future?

In the application there is no provision for road safety. It would be nice to come and go to our own property in a safe way and I'm sure the new residents would feel the same. Perhaps this needs to be considered in this application?

4 Essex Avenue
Cheltenham
Gloucestershire
GL51 8AH

Comments: 9th October 2014

Letter attached.

11 Rowanfield Road
Cheltenham
Gloucestershire
GL51 8AQ

Comments: 13th October 2014

We have been made aware of the proposal to develop the garages in Parkbury Close. We strongly object to this proposal for numerous reasons as follows-

We feel that the area is already overpopulated and that any further developments would be to the detriment of already existing residents. We understand that the proposal is for social housing, surely the land would be better used to build bungalows for the elderly? A single house would do very little to alleviate housing pressures and would only cause upset to existing residents.

The type of home you propose will cause nothing but trouble for everyone here. Mothers with many unruly children, loud music, breach of privacy, crime and a feeling of not being comfortable in your own home are all major worries to us. During recent years the council has seen fit to house many unsavoury characters on our doorstep, even a drop- in centre just around the corner, resulting in a major increase of crime in our local area. We ourselves have been victims of several accounts of car vandalism and an attempted burglary! Something that will only get worse if the proposal goes ahead.

We all know that social housing of this type attracts trouble. This area does not need it. We have had to repair our garden fence four times in three years alone due to the damaged caused by children climbing our fence to retrieve sticks that they were using to knock down conkers from the trees outside our property. When challenged, the children are abusive and foul mouthed! Putting even more unruly children on our doorstep will not be tolerated!

We here are overshadowed by the very tall trees outside. If the proposal goes ahead it would give an even greater feeling of claustrophobia and the sense of being completely enclosed, not to mention the invasion of privacy that the proposed building represents. Not only that, I am not sure that you are aware but the root system of the above mentioned trees expand outwards to around three times the size of the trees canopy. Therefore the foundations of any building you erect would damage these roots. The trees themselves are not in the best of health, we were told this by a council parks inspector, further damage to the trees may cause significant and irrevocable harm. As the trees are so near our property and their roots undoubtedly have found their way under our house then I should point out that the council is libel for any loss or damage caused to us or our property.

The area by the garages is and has been for many years something of a nature reserve. Birds, squirrels and even foxes name the area as home. We enjoy the wildlife there and strongly object to losing this rare inner city contact with nature.

In closing I would like to point out the unsatisfactory service we have received in this matter. My wife is disabled and was unable to attend the proposal meeting. She phoned the council on two separate occasions and asked for a copy of the plans for the proposal. Each time she was assured that a copy of the plans would be posted to us, we have received no such letter which is quite disgraceful.

2 Essex Avenue
Cheltenham
Gloucestershire
GL51 8AH

Comments: 9th October 2014

Letter attached.

22 Devon Avenue
Cheltenham
Gloucestershire
GL51 8AP

Comments: 26th June 2015

We live at 22 Devon Avenue which is bordering plot with the one in application

With two massive trees (close to our garden - drawing attached) we have only two hour slot when the sun operates fully in our back garden (garden that is behind the fence of 11 Rowanfield Rd)

With the new planning proposal we will be completely cut off from the bright sunlight and the only things we will be able to grow will be ferns...

Therefore kindly I would like to ask you not to include "Acer campestre Streetwise" nor any other tall plants/replacements at the end of the back garden in you planning , as it will completely shield us from any sunlight that can access our garden. (already very limited) .

I hope you understand and will alter the plans accordingly,

To the new owners: Best of luck with your development...

Plan available to view on line.

3 Parkbury Close
Cheltenham
Gloucestershire
GL51 8AJ

Comments: 9th October 2014

As a home owner in Parkbury Close, I strongly object to the proposal to building a new 4 bedroom house in this close.

Currently in this area we already have fairly dense housing, and further building and removal of the beautiful mature trees and shrubbery would have such a permanent detrimental impact on the green environment and wildlife. It will also have a major effect visually, environmentally and financially on our property and our surrounding neighbours' properties.

In this area of Cheltenham we already have a high percentage of social housing, which can and does come with many problems, for example anti social behaviour; loud music till late at night; dogs barking; children screaming; parents shouting and swearing, etc. I have two young boys that really do not need to experience any more of this type of behaviour.

From your plans this proposed 4 bedroom house will be squeezed into a very small plot of land, which will only be available to build on by taking out beautiful mature trees and shrubbery.

I do understand that we have need for social housing, but cannot see that pulling down these trees and building on this small piece of land easiest our needs enough to justify ruining this plot. There are many derelict housing around the Cheltenham area which would be better to be brought by the council and renovated.

I do hope these views are taken into consideration.

4 Parkbury Close
Cheltenham
Gloucestershire
GL51 8AJ

Comments: 9th October 2014

I am writing to inform you of our opposition to the proposal for a new 4 bed house on the garage site adjacent to Parkbury Close. Houses on Parkbury Close are already closely surrounded by other houses, at both the back and sides. We are subjected to the noise of loud parties, with music playing late into the evenings, as well as mothers constantly shouting at children, and numerous dogs barking. Due to the close proximity of the large number of other gardens to our houses, there is sometimes no escaping the noise in any part of our homes. Another large house directly outside our front windows will only serve to increase the problem, and in particular the levels of noise heard from our main bedroom.

I was disappointed that the plans appeared to remove a large section of the well-established greenery in front of the garages. This area is an important habitat providing a home for several species of birds and mammals, as well as a plentiful food source for various migratory birds. One of the reasons we bought this house was the wonderful outlook onto a thriving natural habitat from the bedroom windows. Instead, we would be subjected to a brick wall and a patio. Replacing mature trees and hedgerow with a red brick building will have a negative visual impact. Additionally, the privacy we enjoy at the front of our house will be lost as our bedroom windows will be visible from the proposed garden.

A further concern is the increased traffic. The plans have provision for 2 parking spaces, but with 7 residents, and visitors, there will be more than 2 extra cars from this development, and where will they park? I fear they will park on Parkbury Close (which already has limited space), or close to the entrance on Rowanfield road, making exiting Parkbury Close difficult.

Comments: 26th June 2015

We feel that the revised plans are a backwards step with regards to our previous objections. The originally proposed 1.8m timber fence is to be replaced with a chain link fence which will provide no privacy for either the residents of Parkbury Close, or the new tenants. There are existing concrete posts for the current fence, can they not be reused?

It is unclear how much of the hedgerow will be retained. Most of the hawthorns and brambles are on the Parkbury Close side of the boundary, and certainly this side of the proposed fence. Would the majority of these be saved? It would be nice to see an artist's impression of what the development would look like from the Close.

As mentioned before, we are upset with the planned destruction of an extensive wildlife habitat. Due to the thriving nature of the area, we would like to see an environmental survey reporting the nature of the plot, and the predicted impact on the local wildlife.

We also object to the changed location of the entrance. Parkbury Close is currently a very quiet close, and due to the open nature of the front driveways, car drivers can see pedestrians, and pedestrians can see oncoming cars. The newly proposed site entrance would present a restricted view for both cars and people coming round the corner from behind a hedge. It looks like the location of that drive would restrict the ability for visitors to #1 or #2 Parkbury Close from parking on the street. This coupled with the fact that a new house would undoubtedly bring additional visitor's cars, would result in Parkbury Close becoming dangerously crowded at certain times.

Was the position of the drive moved to comply with the root protection zone? A gravel drive under the chestnut trees would cause less damage to the roots, and also allow for rain to soak away.

We are concerned that the proposed drainage route runs through the root protection zone in the North of the plot. While the proposed planting of the row of Photinia is a nice addition, the effect would be greater if this green corridor was not broken by the driveway, and the site entrance returned to Rowanfield Road.

As stated in the Cheltenham Borough Local Plan, "Development will be permitted only where it would: ... (b) not harm landscape character (note 3); and (c) conserve or enhance the best (note 4) of the built and natural environments ... Note 4: 'Best' means a feature within the built or natural environment, which makes a significant contribution to the character, appearance, amenity or conservation of a site or locality".

The existing hedgerow is definitely a "feature" which makes a contribution to the character of the locality, and so this needs to be conserved as much as possible.

The provided plans are not accurate enough to give us confidence that the end result will be an acceptable solution for both the new and the existing residents. While we still object to the development, if it is to be carried forward, we would like to see more detailed plans (rather than just a low resolution scan of a drawing). In addition, we would like to see some artist's impressions of the view as seen from the houses on Parkbury Close, including how much of the hedgerow will be retained.

5 Parkbury Close
Cheltenham
Gloucestershire
GL51 8AJ

Comments: 9th October 2014

As residents of 5 Parkbury Close, we would like to object to the planning application for a new development on Parkbury Close on the following grounds:

Noise: The existing hedges and trees provide screening for the residents of Parkbury Close from the noise from surrounding houses and from the nearby railway line. It cannot be disputed that once some of this screening is removed, the noise level not only from the potential new development but also from surrounding houses will increase.

Furthermore, we believe the area is already over developed, and are concerned that the increased noise of a large family will negatively impact the quality of life of residents on Parkbury Close and Essex Avenue. We have already had several negative experiences of noise from other social housing in the surrounding area, and are naturally concerned that additional social housing could lead to further noise problems.

While it is unfair to judge the character of any future residents of the proposed development, it is natural that with three young children, we are concerned about the increase in noise and the impact that could have on them and us, particularly if that noise is of an anti-social nature.

Privacy: Additionally, we currently enjoy privacy from the front of our house since we are not overlooked. This privacy will inevitably be lost if the current natural screening is removed and a new house is built.

Visual impact: We also believe that the design of the proposed new house is not in keeping with the other houses in the area, and would therefore have a negative visual impact on the area. The removal of attractive trees and hedges, which also have great environmental value as noted below, would also be greatly to the detriment of people living in the area.

Environmental: The current trees and hedges provide a wildlife corridor for the area and another one like this does not exist within the local area. Removal of this planting would also have a

negative impact on the wildlife currently using these trees and hedges, while keeping the planting would retain the ecological value and species diversity in the area. The derelict garages are currently well shielded by these trees and hedges, and therefore building a new house would not improve the local environment as has been argued.

We hope that all of these views will be taken into due consideration.

Comments: 19th March 2015

We welcome the addition of green screening in the new proposal, but still have reservations about the development.

Our main concern with the new proposal is the fencing on the Parkbury Close side. Along with the green screening, we would like a taller solid fence at a height of 180cm like on the other side, rather than the current proposed 90cm chain-linked fence. This would be to stop children or potentially dogs getting out into the road and causing a nuisance and potential danger to neighbours and themselves, as well as to act as a sound barrier. We welcome the retention of current green planting and would request that as much of that be retained as possible.

Our main reservations about the new development remain the loss of a natural wide life corridor and a natural noise barrier to noise from example the nearby railway line. We would also be concerned about potential damage to our property from tree roots of trees that are taken out to accommodate the new development.

Comments: 25th June 2015

In response to the revised plans issued 5 June, we would like to state that we at 5 Parkbury Close, still object to the proposed development and would make the following comments;

1. The change of view from our property is still a concern due to the significant loss of mature vegetation. The proposed landscaping will take many years to establish and mature. Our view will be significantly changed for the worse. Also, as previously stated the natural noise barrier provided by the current trees and hedgerow will be lost, meaning we will be likely disturbed by noise from the nearby train line. In addition, the value of our property will at best remain static, no compensation for the disruption of the construction phase or the impact on the house value has been offered.

2. The proposed chain link fence alongside Parkbury close does not provide sufficient privacy for either residents of Parkbury close or the proposed development. This also presents a security risk to the proposed development as it can easily be climbed over. In addition we are concerned that until the proposed landscaping has matured we would have a direct view into the proposed developments garden. The existing conditions are a 1.8m fence in addition to the existing mature landscaping. Can a higher, more secure fence not be provided on the Parkbury Close side?

3. We continue to be very disappointed about the loss of this habitat of mature trees and beautiful hedgerow which, as previously mentioned, must provide a valuable wildlife corridor for the ecology in the local environment. There is no such habitat in the near vicinity and therefore destruction of this natural habitat must surely have a detrimental impact on local wildlife, as well as a psychological impact on local residents who do not have any green spaces nearby to enjoy.

4. The revised entrance raises concerns regarding the safety of traffic and pedestrians who use the street, as if a vehicle is reversing out of the proposed drive their view will be restricted. It will also cause more cars to be potentially parked along a road which cannot accommodate them. Parkbury close is a cul de sac, families use the road for children to ride bikes etc, their safety is now potentially compromised by the change of entrance. As the proposed landscaping matures, the view from this drive will be restricted presenting safety concerns for users of the street.

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We still object to this development, however if it is to go ahead, we feel that more effort could and should be made to retain the existing vegetation and protect the privacy both of the current residents at Parkbury Close and the residents of the proposed development.

We we also feel that the Development plans have not been clearly presented to those of us who are not experts eg there is no clear record of changes from previous plans to current plans, which does not allow us to easily give an informed opinion.

We trust our points of view will be considered in the determination of this planning application.

6 Parkbury Close
Cheltenham
Gloucestershire
GL51 8AG

Comments: 4th October 2014
Letter attached.

Comments: 24th June 2015
Letter and newspaper article attached.

2 Parkbury Close
Cheltenham
Gloucestershire
GL51 8AJ

Comments: 9th October 2014
Letter attached.

Comments: 23rd March 2015
Letter attached.

Comments: 24th June 2015
Letter attached.

4 Essex Avenue
Cheltenham
Gloucestershire
GL51 8AH

Comments: 15th March 2015

These revised plans for the demolition of the existing Rowanfield Road garages make no difference what so ever to our original concerns and objections as out lined in my letter dated 6th October 2014.

As a home owner, who has lived in this house for the last 27 years, I am extremely angry as well as being greatly disappointed that non of my original objections, especially those concerning the overshadowing ,visual impact & noise disturbance, have been taken in to consideration or addressed in any way as this will definitely affect the peace of mind & quality of ,not only our life, but also that of our elderly neighbours.

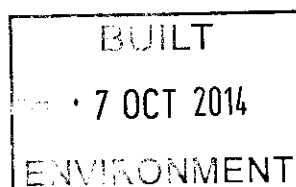
As usual our views & objections count for nothing with the council.

11 Rowanfield Road
Cheltenham
Gloucestershire
GL51 8AQ

Comments: 12th January 2015

I should also point out that we have the right of access to the outside of our property via the lane that the proposal wants to turn into the new house's driveway. Obviously we strenuously object to this right being taken away.

4 Essex Avenue
Rowanfield
Cheltenham GL51 8AH
Monday 6th October 2014



Mrs Emma Pickernell
Planning Officer
Cheltenham Borough Council
P.O. Box 12
Municipal Offices
Promenade
Cheltenham
Glos GL50 1PP

**Ref: Demolition of existing garages and erection of a 4 bedroom house at Parkbury Close
(Ref No. 14/01677/FUL)**

Dear Mrs Pickernell,

As a home owner, I object in the strongest terms possible to the building of a new 4 Bedroom House in Parkbury Close, Cheltenham.

We wrote to the Cheltenham Borough Homes on 6th September and were very dissatisfied with their reply as they seem to have totally failed to understand the depth of our feelings, the strength of our views and the issues for us and our neighbours arising from this proposed development.

We have lived at 4 Essex Avenue for 27 years, the road is a compact, harmonious and largely quiet cul de sac with a mix of privately owned and council houses. We have the benefit of a number of mature trees and a wide range of birds and other wildlife.

Overshadowing and visual impact

There will virtually be no space between our garden and the new house approximately 4/5 feet from their fence. The distance from our house wall to the fence of the new property will be approximately 39 feet. At present we have the rear garage wall facing our garden which is approximately 6 ft in height, plus established shrubs and hedging (see attached photograph). This will be replaced with an approximately 24 ft red brick wall (gable end of the new building) staring us straight in the face and will appear as if it's literally sitting in our back garden.

Due to the confined nature of the site the proposed house will have almost no space on each of its side boundaries and for a four bedroom family property an arguably inadequate narrow garden/recreational space to the front and rear. It will also be in close proximity to the large, environmentally valuable, horse chestnut trees to the front and the ash trees to the rear.

Noise disturbance

As both the front and back gardens will run parallel and in close proximity to our property with no sound deadening or sight barrier apart from the new 1800 mm (less than 6 ft) fence, there will be an inevitable loss of visual and sound privacy.

It would be unreasonable not to expect this consequential increase in the noise disturbance coming from the new property aimed at a large family.

From our lengthy past experience with tenants in the area we have justified fears that this will further exacerbate longstanding problems including noise pollution, anti social behaviour, etc, as well as vandalism and damage to our garden, which currently has a real impact on our life.

In an area of already fairly dense housing any further building and the removal of both mature and smaller trees and the development will have an inevitable and permanent detrimental impact on the wildlife and the green environment, and the wildlife corridor provided by Parkbury Close. It will

also have a major effect visually, environmental and financially on the properties and their inhabitants in the immediate vicinity and in the wider neighbourhood.

While we appreciate the need for social housing, we would argue strongly that this cramped site with all of its existing problems and precious environmental assets, cannot for all the reasons set out in this letter be an appropriate location for further sizeable two story development of the type proposed on a narrow and confined site.

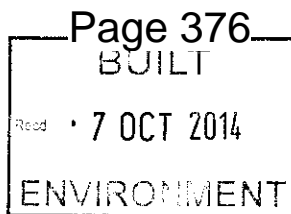
I hope that the resident's views and objections are taken into serious consideration, your proposal will greatly and permanently impact our life, the value of our property and the future environmental domestic amenity of not only the affected properties in Essex Avenue and Parkbury Close but the wider community in both those roads and Rowanfield Road.

Kind regards,

A large black rectangular redaction box covering the signature and name of the sender.



View from garden of 4 Essex Avenue.



2 Essex Avenue
Rowanfield
Cheltenham GL51 8AH
Monday 6th October 2014

Mrs Emma Pickernell
Planning Officer
Cheltenham Borough Council
P.O. Box 12
Municipal Offices
Promenade
Cheltenham
Glos GL50 1PP

Ref: Demolition of existing garages and erection of a 4 bedroom house at Parkbury Close
(Ref No. 14/01677/FUL)

Dear Mrs Pickernell,

I write with regards to the proposed building of a four bedroom house behind our property and having seen the plans I have to protest strongly about this.

I have lived here for 50 years and my husband and I are both pensioners. This house will overlook our back garden from the bedroom windows and also our own bedrooms. This takes away our privacy which we treasure and it will also devalue our property. I also think that the erection of 6 ft fencing panel is not enough protection.

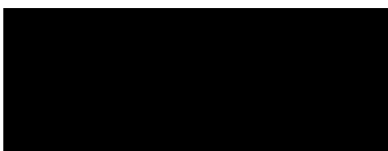
As we are both old we spent a lot of time in the garden and enjoy watching birds feed. I also suffer from breathing problems and do not go out much. With the front and back gardens of this new property so close to our garden will consequently increase noise disturbance coming from the new property.

I have made our feelings known to the Cheltenham Borough Homes but was disappointed with their response.

I am certainly not against building new accommodation as I realise people need homes but surely something more presentable would be acceptable. I have in mind a couple of bungalows.

I hope you will understand how we feel and help in any way you can.

Yours sincerely,



BUILT
Recd 7 OCT 2014
ENVIRONMENT

Page 377 Parkbury Close

Rowanfield

Chelt

5.10.2014

GL51 8AU

Re. Plans for a 4 bedroom house adjacent to Parkbury Close and Essex Avenue (drawing no 4065F/xx

We bought our house 28 years ago mainly for the views of Greenery opposite which affords us a lot of privacy not to mention the habitat for a large species of wild life which we enjoy very much,

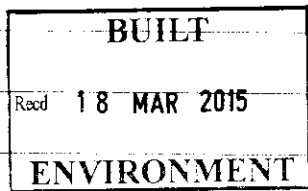
We very much object to the proposed plans as we feel it is detrimental to build a house in such a restricted area already with increasing Anti Social problems which the council fails to respond to. We do not want a reg

more in the Page 378

both of us are pensioners and were
hoping to stay in our home for many
more years

Please consider the residents who
are to be affected if this proposal
is granted





2 Parkbury Close
Cheltenham
GLOS
GL51 8AJ

Re. Revised Plans for house on land
between Parkbury Close and Sussex Avenue.

Having seen the proposed plans for
above, we are writing to express
our utter disgust with C.B.C.

To willfully destroy several trees with
abundant habitat within them is

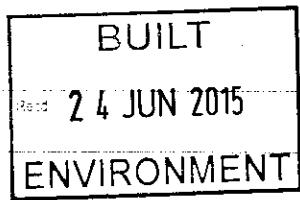
sheer lunacy, as for removing
existing wooden fence and replacing
it with cheap and nasty loop top

What about the privacy of residents
in Parkbury Close on Sussex Avenue!

We bought our house after working
hard 29 years ago, we chose the

house because of the privacy &
lovely outlook which C.B.C. is now
going to destroy - this proposed
plan by C.B.C. is madness this is
the wrong place to build a house and
we will fight to the bitter end to
have this plan stopped.





Re 14/01677/ FVL

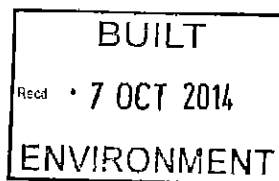
after visiting the planning dept to view the revised plans for above we are appalled to see a new road is proposed opposite our house. This proposal is ludicrous, it means cars coming out of this road will not make the turn if there are cars parked in parkburg close also it will be dangerous as there is a blind corner on our road also and more importantly emergency services will not be able to make the turn into the site because parkburg close has a very narrow road. has the person responsible for this

Proposal actually visited the site? even a lay person can see the problems this proposed road would incur especially when there is an existing road in place to the site.

We also strongly object to the felling of decades old trees which house several species of wildlife which have been a source of great enjoyment for us and now for the sake of one proposed house that will be gone along with outlook our house affords



6, Parkbury Close
Rowanfield Road
Cheltenham
Glos
GL51 8AJ



4 October 2014

Objection to Proposal: Demolition of existing garages and erection of a 4 bed house and associated hard and soft landscaping including parking at Garages Adj No. 11 Rowanfield Road Cheltenham

We at No 6 Parkbury Close have 9 houses with the rear gardens of Devon Avenue to the side of our property of which nos 24 and 26 are both in very close proximity to the front of the property and to the rear Sussex Avenue of which Nos 9 and 11 are directly at the rear of our property all Borough Homes managed properties. We have lived in this house for 46 years therefore are well acquainted and experienced in our knowledge of this area.

Noise

We are very concerned and worried of the proposed building of a 4 bed house to be built directly in front of our properties we in particular would have another noisy garden a short distance from the front of our property, which no doubt will be the case with the large amount of persons living in this house. We have over the last 15 years experienced nothing but problems with the CBH tenants in these houses in the main all noise related. I list exactly the level of noise for you to fully comprehend

24 Devon Avenue to our side a few feet from the front of our house.

Children of the tenants at this time would climb over the fence into Parkbury Close create a large amount of noise and egg the windows of our house and our neighbour at No 5 for no reason, just the sheer fun of it. Our neighbour at the time was a 80 yr old widower. How do you think he felt about this? He felt very vulnerable, afraid. This house also had a couple of noisy dogs barking all hours of the day and night, this was another problem unable to be resolved, fortunately they moved.

The next tenants to move into this house, noisy dogs again, noisy parties in the back garden loud music and smelling, noisy chickens - we were unable to open our windows day or night because of the smell and noise. Once again we had to complain, the environmental department became involved and resolved the issue with the chickens. The noise of the loud music continued and noisy dogs nothing was resolved there. These people exchanged I think due to arguments they were having with the neighbour at 26 Devon Avenue.

The next tenants they were delightful - no it did not get any better even though at the time we were assured by an officer at CBH these new tenants would present no problems. It came to light the exchange with the previous family they were all connected and related and had the same mindset, noisy, disruptive. The noisy drink fuelled parties escalated they would light large bonfires, jumping in and out of these bonfires, very loud music well into the early hours of the morning, they obtained a very large bouncy castle

the type you would see in fairgrounds, the noise from the compressors would be switched on about 10.30 in the morning and continue to the early hours of the next morning far worse than any noise we may hear from the nearby industrial estate. The bouncy castle issue was resolved by the Borough Council even though this should have been dealt with by Borough Homes who I bypassed because their procedures were so drawn out. Thankfully they have now moved, the new tenants I think moved in around early 2013 so far so good, however the wind changes rapidly in this area. This was anti-social noise behaviour related to one house over a period of time with 3 different tenants.

26 Devon Avenue another problem tenant for all around to contend with, once again loud music, shouting, abusive language. One notable incident the tenant held a party on a Sunday afternoon she had a sound system in her garden that you would expect to be played in a nightclub, the police were called by several neighbours it eventually came to a close when a brawl broke out with her rowdy neighbours at 24 Devon Avenue which spilled into the Devon Avenue. Our house shook with the noise of this equipment you could not even listen to the television. We complained on several occasions over a period of time, it appeared to be resolved the case was closed a few months down the line off she would start again. We complain again its reopened but back to square one, she knew how to play the system, it took about 2 - 3 years to finally resolve this nightmare, this only happened because on one occasion we phoned the officer dealing with this case and asked if he would come and listen for himself the noise from this loud music, as it was he was due to pay her a visit that day. He came, he listened he went to pay her a visit knowing she was in but she avoided to answer the door. This woman had been a source of disruptive behaviour for a few years not just music, bonfires noisy gatherings in the garden the music issue has calmed. This tenant her neighbour at 28 Devon Avenue was a lady in her eighties too frightened to complain no doubt in case of repercussions, she just put up and shut for years, the noise from the outside was bad enough never mind what the lady must have heard through her walls from this extremely selfish tenant. Also bear in mind whilst this problem was occurring the third family of tenants at 24 Devon Avenue were also a problem, so you can well imagine the affect this had on our lives and wellbeing.

9 Sussex Avenue directly at the rear of 5 and 6 Parkbury Close, yet another noisy anti-social tenant very loud mouth constantly shouting obscenities at her children and a noisy barking dog throughout the day. August 2013 we and our neighbours at no 3 and 5 felt it necessary to complain to Borough Homes of her behaviour as this had been going on for sometime, I have attached a letter which explains our predicament (Attachment 1). It was dealt with by Borough Homes passing this information to social services, who contacted her by letter we believe, they contacted us to inform us they were now handling this matter and we have heard no more. One year down the line she is still at times still loud and vocal with her obscenities our neighbour at No 5 has also heard her on repeated occasions also my husband, it appears we are back to square one. Is this the same scenario we went through with the woman at 26 Devon Avenue and the music issue.

11 Sussex Avenue also directly at the rear of No 6 Parkbury Close, we have had numerous problems with previous tenants regarding bonfires during the day, noisy dogs especially.

In total there are 11 houses in close proximity to 5 & 6 Parkbury Close, 4 Borough Homes managed, 1 private let and 6 owned, 3 out of 4 of the Borough

Homes managed are the problem tenants, one rented problem tenant, no problems tenants in the owned house, therefore statistically it is the Borough Homes tenants that are the real problem in this small area alone and it is for this reason we are so opposed to a further Borough Home 4 bedroomed house being imposed on our lives and all the problems it will bring with it. Borough Homes cannot guarantee the occupants of this new property will present no problems this is supported by the turnover of disruptive, noisy tenants in one house alone namely 24 Devon Avenue over the past 15 years. All the facts regarding these tenants are true I have supporting documents including CBH forms to support this. Unfortunately these noisy disruptive houses managed by Borough Homes the tenants I can only describe as having this "Jeremy Kyle" attitude, its their right to throw loud parties, play loud music, shout obscenities and to hell with everyone else. Please understand the severity of the level of stress and upset how this has impacted on our lives it is real and genuine. Unlike Borough Homes tenants we cannot request an exchange of living accommodation if things are not to our liking, it is far to costly and why should we after years of hard work and why should we have to spend our time complaining. The six houses in Parkbury Close present no problems this should be reciprocated. These facts and figures appear to reflect decent Borough Homes tenants are in the minority. Times have changed since this estate was first built in the early 1940s many of the good tenants have had the opportunity to purchase their once rented properties, in this area of Rowanfield Road we are on the perimeter of this estate and there are now only approximately 6 Borough homes managed properties in this area covering Sussex and Essex Avenues, it is very unfair and inconsiderate to impose a large house with this number of persons in an already densely populated area, sadly Borough Homes are not able to guarantee this will be a trouble free household if the track record of the properties I have previously mentioned is anything to go by, they may well be proud of their track record of dealing effectively with anti-social problems related to disputes between tenants however where the general public are concerned this is questionable. Three years to resolve a noise nuisance of loud music! It is very worrying and a major cause for concern of the noise level which will be generated from this larger property which is inevitable with up to 7-8 occupants or more in very close proximity to the front of our houses. The profound effect it will have resulting in the quality of our well being and health further being eroded should be taken very seriously. The problems we have highlighted relating to 26 Devon Avenue had a devastating affect on our health with constant sleep deprivation.

AMENITY

It is noted from the plans this house will have a large rear garden however the children of this house will obviously be of varying age groups some in their teens no doubt so therefore it will be impossible to contain these children at all times in this rear garden and their friends they will attract to the area, therefore it does not take a crystal ball to know where they will hang out, cycling up and down our road, footballs etc. There is a lone tree with a protection cage around it on the grassed area in Parkbury Close, that was the best offer a Liberal Councillor could strike a deal with the Borough Council to help prevent the anti-social behaviour of teenage yobs playing football in this road from the estate (his well intentioned effort was ineffective, they would prop their cycles against it or use it as a goal post), we do not have the same protection as Borough Homes managed estates have **No Ball Games Signs** to erect as a deterrent against this sort of behaviour. We have been down this route before with damaged cars parked on our drives by the way and not in the road, flowers and plants in our gardens

damaged and trodden on and do not need to re-visit this situation again. A valid reason why we are opposed to this large house.

VISUAL/PRIVACY

I submit to you a picture (attachment 2 & 2a) taken about 1980/81 clearly showing the landscape with the newly planted hedgerow, I also submit to you (attachment 3, 3a,3b) the hedgerow as it stands now, also bearing in mind the first picture does not show the intended 4 bed house with a high brick wall, and this building is supposed to enhance this area, so say Borough Homes! The wanton destruction of this magnificent hedgerow is unbelievable and heartbreaking, in actual fact it should have a protection order placed on it. The wildlife (squirrels) and variety of birds it attracts is amazing. The blossom this year in early spring due to the mild winter was phenomenal and the cascading berries it is laden with now for the birds to enjoy. It was pointed out at the drop in session and through written communication to CBH this hedgerow formed a "wildlife corridor". please refer to attachment 4 an aerial view clearly defining this, running the length of our Close and then right passed the houses in Essex Avenue, half of which is now intended for destruction.. Also worthy of a mention from one end of the Rowanfield Road to the other end no trees have been planted by the Borough Council so apart from the Horse Chestnuts trees at the bottom of the road this will further mar the visual environment this hedgerow provides for many in the Rowanfield Road, Essex Avenue and Parkbury Close area. I am sure you are well aware the trees earmarked for removal are Mountain Ash trees otherwise known as Rowan trees. The land our homes were built on was an orchard, the surrounding area many years ago was market gardens and I would imagine many more of these trees were growing and that is where most probably the name Rowanfield was derived from.

This hedgerow if destroyed will certainly destroy the privacy to the occupants of Parkbury Close and Nos 2 and 4 Essex Avenue(as indicated in attachment 2) and 11 Rowanfield Road, we no doubt at No 6 will have to exchange this view for noisy trampolines as the like we can clearly see from our bedroom window that occupy 22 Devon Avenue which will be at the rear of this new build. We will also be very closely overlooked from the rear windows of this new build. Surprisingly this hedgerow also acts as a sound barrier and muffles a large amount of noise from the nearby very busy railway lines and nearby industrial estates as defined in attachment 4.

TRAFFIC

Another concern in our opposition is visitors to this house where will they park. This small cul-de-sac is already tightly parked, no parking in the turning area, the Rowanfield Road is also tightly parked and car vandalism is rife.

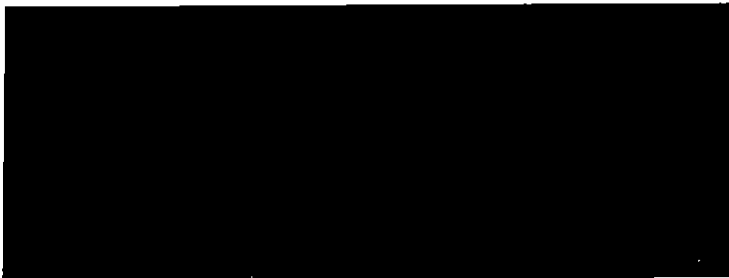
The garage site presented no problems for a good many years and was an asset to this community in this area, however the poor management of this site contributed greatly to its downfall, if this garage site had been properly maintained with secure gating, secure lighting access, rented only to people for garaging a car and not storage this site would still be a thriving concern today (there are many people that would welcome the opportunity to garage their vehicles safely) and not a target for vandalism and anti-social behaviour i.e the fence being burnt down in 2007 fire services and police attending.

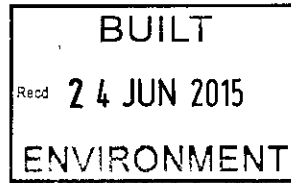
After the fire incident in 2007 (7 years ago) that garage site should have been gated and secured for health and safety reasons alone as was the case with the garage site at the top of the Devon Avenue when a sub station on the garage site was set alight. Borough Homes were very neglectful of this at the time and could well have prevented all the further acts of anti-social behaviour which have occurred since, which they are now aware of.

We trust our views to this opposition will be given thoughtful consideration as it is apparent Cheltenham Borough Homes have totally ignored our views from the feedback they received from the drop in session and further written communication and to state in their letter "these proposals are in the very early stages and are keen to share the first stage of the development plans with local residents" yet 14 working days later we receive the notification of the planning letter! A house of this size whether for social housing or otherwise is very unsuitable in this already over crowded area especially on this very compact site, one house alone will not ease the housing shortage however it will compromise far too many other peoples lives and well being.

We have approached Councillor Chris Coleman if he would kindly arrange for this planning application to be dealt with by the planning committee, as we all feel it is now controversial due to Cheltenham Borough Homes reluctance to take our considerations into account at an "early" stage, bearing in mind the strong opposition they are aware of raised against this application.

Yours sincerely





23 June 2015

R.E: Demolition of existing garages and erection of a 4 bed house and associated hard and soft landscaping including parking at garages Adj No.11 Rowanfield Road Cheltenham

This letter is in response to the 3rd revised plan submitted by Cheltenham Borough Homes and the removal of a large section of the hedgerow for access to the proposed new build, a potential safety hazard in the making, directly opposite houses 1 & 2 in Parkbury Close, the hazard of parked vehicles on both sides of the road, very close to the entrance onto the Rowanfield Road, visitors to this house will no doubt park along this stretch of road near to the main entrance a potential accident risk waiting to happen.

Our concerns regarding the removal of further trees and the impact this could have on the foundations of our houses appears to have been totally ignored. We were given sound advice by a tree maintenance operative employed by the Highways department working in the area, he was of the opinion given the age of the trees and our houses it was highly likely the combined tree roots had now established themselves in the foundations of our houses. As he explained tree roots grow deep in very dry soil and naturally search for water (an example the Elder tree growing from the drain in the turning point planted by Mother Nature not the Borough Council), together with the drainage systems installed in the road and to our properties they would now almost certainly be under our foundations. It was his expert opinion bearing in mind it was his occupation. The canopy of these said trees is no guideline as over the years they have been chopped about by various contractors for CBH. In fact 2 years ago one such contractor removed a tree in the corner near the turning point area due to a complaint from the new owner of 22 Devon Avenue at the same time they attempted to remove a tree further along at the rear of the turning area, however they were prevented from doing so due to our complaints. The reason so say the tree was dead. This tree has new growth and flourishing profusely now! How strange? This tree had a canopy size equal to the size of the tree in the garden of 24 Devon Avenue. Also this March 2015 a large section of the tree opposite No 5 was removed so say because it was leaning, it has been leaning for several years due to the weight of the ivy, this was done regardless of birds nesting. We have been given no reassurances to the potential risk to our properties, why is this? As we have received no feedback on this question then obviously we all need to contact our insurance providers for advice to cover any eventualities that may arise from the removal of the trees on the Parkbury Close boundary.

The 2nd revised plan repositioned this house build due to the close proximity of the root protected Horse Chestnuts trees, through this action it is now repositioned even closer to the root protected area than it was before. When you visually look at this area rather than look at a drawing on paper to compare the canopy span of these two different root protected areas there appears to be very little difference, the canopy of this root

protection area also looks to be encroaching into the new designated area so with the demolition of the garages and the foundations for the new build surely there is every possibility this root protected area will be damaged and yet you are still attempting to have this plan approved. This is most peculiar, why is this feasible for one area and not another. We have previously asked this same question.

Our disapproval of the replacement of the wooden interlocked fence for a chain link fence has also been ignored. The original 1st plan clearly showing a 6ft wooden fence on the boundary, the reason for this change to a chain link fence half the size as well - "to better support a 'green boundary' What piffle! The wooden interlock fence has been there for nearly 50 years and for almost 40 years has supported a 'green boundary', now grown into a possible Wildlife Corridor. What is farcical the wooden interlock fence was replaced in preference to this type of fencing when this land was an orchard the original of which still remains on the boundary with 22 Devon Avenue and the boundary fence behind the garages now to be replaced with a wooden 6ft fence. Why not recycle this chain link fencing when removed from these two areas and install it on the boundary of Parkbury Close. All this taxpayers money being thrown at this house - administration fees, demolition costs, construction costs, solar panels, rotating bin area, garden shed etc, etc, and yet you skimp on this cheap and tacky looking quality of fencing. No private developer would be allowed to get away with this, no private developer would even contemplate using it, after all if it wasn't appropriate nearly 50 years ago it would hardly be appropriate now! The very same type of fencing can be found on the Borough Homes managed properties in the Pates Avenue area along Alstone Lane, what an eyesore this is, distorted by misuse of children over the years, considering the number of children to live in this four bed roomed house we all know what this will look like after a year. This type of fencing was used in the older type of CBH managed properties i.e. the Moors, Pates Avenue, St Pauls, Whaddon estate to support privet hedging an evergreen, as we previously pointed out Hawthorn is not an evergreen and during the long winter months will be very visually demoralizing, especially if you are confined to your home through illness and that is all you have to look out on, it is a cul-de-sac and not a main thoroughfare with more activity. Furthermore you are creating a potential safety hazard a fence of this type the length of the road, this house will become a prime target for burglars easy accessible fencing, cover from the so say 'green boundary' but not in winter, a crime prevention officer would most certainly agree with this. Through this act of thoughtlessness our properties will also be placed in jeopardy. We have previously stated we live on the perimeter of a vulnerable area.

Having checked our deeds another plan of this site which Parkbury Close was built on is included within this legal document and clearly shows a 6ft wooden interlocked fence and according to the original deeds for this land we believe that there is a restrictive covenant in place relating to the boundary fence between Parkbury Close and the garage site, you are in effect meddling and changing legal documents. Myself and my wife have lived in this house for 46 years and both approaching 70 years of age apart from the very distressing and upsetting destruction of this hedgerow and trees the very heart of this small road and completely changing the visual appearance you insult us with this chain link fence for a very feeble reason which in reality is visually ugly, cheap and tacky, not practical easily distorted. Not the pretty picture described that is what dreams are made of. (e mail attached A)

Considering 75% of persons affected by this proposal are within this age category as ourselves i.e. over 60 years all opposing the build of this intrusive house it certainly highlights Cheltenham Borough Councils/Borough Homes attitude and lack of concern towards elderly persons and the impact this build will have on all of our lives and also the devaluation of our properties after years of struggle and sacrifices, issues instigated through simple things such as changing the fencing. It is almost as if we are being penalized for objecting so candidly.

It is also infuriating to read in the local newspaper dated March 21st 2015 an article "Planners pick 29 green sites for green spaces protection", one example Westdown Gardens in Hewlett Road, a few trees on a small green area, yet they are quite happy to destroy this magnificent hedgerow, there is no comparison. What **hypocrisy!** This is one Brownfield Site that should remain Green. The Echo also reported on 21 April 2015 the council have compiled a list of 100 parcels of land for future building in view of this statement this one house will make little difference if it is not built, however retaining this green space in this area off Rowanfield would most certainly be beneficial.

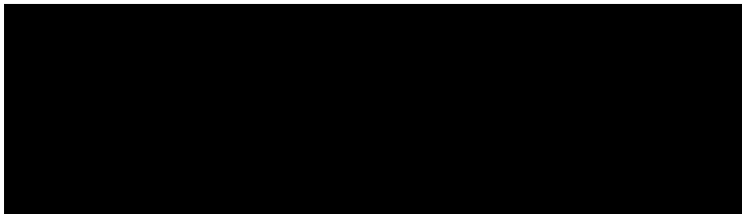
The newspaper articles attached (B & C) are supplementary to our 1st letter of objection as we feel the articles further supports our objections listed under the noise and amenities sub titles. The family on the front page headlines "Ludicrous" is the very same family previous tenants of CBH at 24 Devon Avenue that we listed the catalogue of anti social behaviour imposed on us by this family in our 1st letter of opposition, here they are once again creating more anti social behaviour for other tenants and bringing the Guinness Trust Foundation into disrepute because the Trust took a strong line to stop this. Well done to the Guinness Trust CBH have lessons to learn here. This is also supported by a writer for the Cheltenham Standard as you can read in the attached article(C), a man after our own hearts and for the hearts of a great many others no doubt. The Highways Act 1980 161 section 3 clearly states If a person plays at football or any other game on a highway to the annoyance of a user of the highway he is guilty of an offence and liable to a fine not exceeding Level 1 of the standard scale. Level 1 on a standard scale of fines is currently £200. A strong stance against this anti social nuisance has also been taken by Nottingham Community Protection clearly using this act and even imposing a prison sentence (article attached D). Families like this see no wrong in themselves and think they are above the law creating havoc where ever they go, as we know only too well from our experience. The article on 11 June 2015 justifies everything we stated regarding the CBH tenants with their antics of anti social behaviour living by us.

Further more it brings into question our concerns and fears we have previously raised regarding this type of family with this mindset occupying the new house and the question of the children playing in this small road and our previous problems with ball games. With the proposal to place the access to this house in Parkbury Close it is now a foregone conclusion we will be plagued with this nuisance once again. So Cheltenham Borough Homes and Cheltenham Borough Council can you both guarantee we in Parkbury Close will be given the same quality of support provided by the Guinness Trust and Nottingham City Council. In fact as the access is now to be in Parkbury Close will a "No Ball Games" sign be put in place at this entrance, it will be a Borough Homes managed property and they are afforded this privilege.

Perhaps the answer to all of this is to lower our standards and moral values and jump on the same bandwagon as the family on the front page of the Echo and take our sorry saga to the media as with each revised plan it is becoming more controversial. In fact we could take it further to the national newspapers as was the case of the Heather Frost scandal embarrassing Tewkesbury Borough Council, we are certainly being given plenty of encouragement from Cheltenham Borough Homes and the revised plans for this line of action to be adopted.

The continual manipulative revising of the plans over the course of almost a year has resulted in the complete loss of privacy for houses 1 and 2 with the additional noise of the movement of the seven persons allocated to this house brought about by the removal of a large section of the hedgerow for the introduction of the access from Parkbury Close, immediately in front of these houses. Two houses losing their privacy with the reduction of the height of the hedgerow and now to be confronted with a large imposing brick wall. Two houses losing their privacy also with the reduction of the hedgerow and the additional noise of a rear garden a virtual childrens playground bouncy castles etc., that is when they are not in the small road making a nuisance for everyone. All the houses visual aspect further blighted by the replacement of the chain link fence. This as all been engineered in favour of this intrusive house and no considerations whatsoever have been given to the owners of Parkbury Close. No amount of plant infill could compensate for the loss and privacy afforded to all of us including Essex Avenue and 11 Rowanfield Road by this wanton destruction of this well established hedgerow. Personally our standard of life completely eroded we might just as well have added our name to the council housing list all those years ago and having four children of our own would have been quite entitled to. We chose not to become a burden on the state and purchased our own house and this is our reward.

The stress and upset of this long drawn out procedure of almost a year has been instigated by Cheltenham Borough Homes and Cheltenham Borough Councils determination to fit a "square peg into a round hole" by whatever manipulative means and we all remain still strongly opposed.



Pearl Blake

[REDACTED]

I am coming back to you in respect of your query regarding the planning drawings for the proposed redevelopment of the garage site at Rowanfield Road.

The fencing provided to the new property will be close boarded fencing to the rear right and rear boundaries. The fencing to the rear left – the boundary with Parkbury Close will be chain link fencing. This consists of concrete fence posts and interlinked wire mesh fencing.

This has been chosen in place of timber fencing with the intention that it will support the retention of as much of the existing hedgerow on the boundary and will help with any infill planting required, to recreate a 'green' boundary at the earliest opportunity. This will be supported by a planting plan including trees and hedges.

I trust that this answers your query satisfactorily.

Regards
Gordon Malcolm
Cheltenham Borough Homes

[REDACTED]

Subject: RE: New Build on garage site in Rowanfield Rd- Revised Plan Query

Hi Laura
Thanks for sending this through, Gordon is going to reply when he's back in the office tomorrow

Alison

[REDACTED]

Subject: FW: New Build on garage site in Rowanfield Rd- Revised Plan Query

Hi both

Please see below queries from Mrs Blake ref Parkbury Close

Thank you
Laura
Laura Neale
Community Regeneration Manager
Cheltenham Borough Homes Ltd
Hester's Way Community Resource Centre
Cassin Drive

3/26/2015

LUDICROUS

Picture: Kevin Fern Photography CHKF20150608E-001_C.j

HAVE YOUR SAY...
 What do you think of the letter?
 gloucestershire echo.co.uk



GAME OVER: Harrison Brazil, Tyler Kelly, Dante Brazil, Alfie Kelly, Madison Berry, Sienna Brazil, Ruby Robertson, Lexi Robertson, with Dean and Emma Brazil in Hester's Way

Anger as letter warns playing in street could break tenancy

PARENTS have spoken out after receiving a letter warning them not to let their children play in the street. A letter to tenants in Prin-

By Lewis Pennock
 lewis.pennock@localworld.co.uk

cess Elizabeth Way said families could be in breach of

their tenancy agreement if children ride their bikes or play ball games in the road.

Mum-of-five Emma Brazil said Guinness has no right to

tell people whether their children can play in the road.

A spokesperson for housing provider Guinness Partnership, said they can't prohibit

children from playing in the road, but encourage parents to take them to a local park.

FULL STORY: PAGE THREE

BUY IN ADVANCE FOR GREAT SAVINGS!



BREWIN DOLPHIN

JULY ADVANCE ADULTS

Picture: Kevin Fern Photography CHKF20150608E-003_C



ANGER: Emma Brazil with Lexi Robertson, Madison Berry, Sienna Brazil and Ruby Robertson

Parents hit out after play in street warning

FAMILIES have been warned against letting their children play in the street because it could be a breach of their tenancy agreements.

Hester's Way residents were told by their landlord, housing provider Guinness Partnership, that playing ball games and using push-bikes and scooters is a "nuisance".

Parents have now hit back at the call for youngsters to stop and said it was agreed in a meeting with the provider that youths could use a foam football.

A letter addressed to tenants in Princess Elizabeth Way said an anonymous complaint had been made to Guinness about children playing ball games in the road and cars being hit, which could cause damage.

It added: "Children are also riding around on their pushbikes and scooters in the road and, at times, are not aware of the vehicles entering or leaving Quebec Drive.

By Lewis Pennock

lewis.pennock@localworld.co.uk

"This is an accident waiting to happen.

"If this is the case then you are in breach of your tenancy agreement."

Mum-of-five Emma Brazil lives on the street and said Guinness has no right to tell people whether their children can play in the road.

"The letter was quite harsh and I don't feel Guinness is sticking to their side of the agreement," she said, referring to the meeting several years ago.

"I was annoyed that they had not made other residents aware of the meeting that happened."

"The letter was quite harsh and I don't feel Guinness is sticking to the agreement"

Emma Brazil

The 35-year-old added that the road is controlled by Gloucestershire Highways and children are allowed to play there.

Guinness has since responded to residents' frustration and said the risk of damage to cars, windows and plants means playing ball games close to other people's homes is a breach of the tenancy agreement.

"While we can't prohibit children from playing in the road, we'd encourage parents to take them to a local park or play area where they can play more safely and not cause a nuisance to neighbours," a Guinness spokesperson said.

But Emma said residents know children play there and that youngsters warn each other to move out of the road when a car is coming.

"They are kids and we do

stand out there sometimes and watch them, but we can't be out there all the time," she added.

"Cars speed down this close and everyone who lives here is aware that children play out."

The Guinness spokesperson added: "We'd also encourage any of our customers who have any questions or concerns to contact us, so that we can address their queries directly."

Fierce debate has broken out online since the story was shared on the *Echo* website.

Debbie Manley said it is "ludicrous" and "children should be encouraged to play outside".

Josephine Charlotte Allen said as long as children play safely it is not a problem, adding: "It's down to the parents to teach them safety."

haveyoursay

Share your views on the letter. Visit

gloucestershireecho.co.uk

The brothers were subjected to Lamb's sadistic ways at their home in Accrington, Lancashire, while their mother was at work.

Mr Taylor said: 'The defendant would lock them in cupboards under the stairs in the dark. Music - The War of the Worlds - was played loudly to scare them at night.'

'He used to own lizards and would make them bite fingers. Both children were left outside in the cold.'

The three boys all suffered in silence for up to two decades before going to police in Lancashire in 2013 when they were in their 20s.

In a statement, one of the boys told the court he had turned to drugs and believed Lamb had caused him harm.

He added: 'David Lamb hurt and scared me so much. He has ruined my life.'

Another boy said Lamb had been the first father figure in his life but had started 'physically hurting and torturing him' on a regular basis. He said he became depressed in his teens and told the court he felt 'very lonely' growing up and also was made to feel 'worthless.'

Mr Taylor added: 'The defendant would call him dumb, refer to him

as a duffer. The defendant would hit him. He is quite nervous in public places. Day-to-day things targeted his memories and he gets distressed about things to do with his children.'

Lamb was arrested and bailed but failed to turn up for his trial. He was found hiding under the bed of his latest girlfriend - who was pregnant with his child.

Passing sentence, Judge Stuart Baker told Lamb: 'You were taking pleasure in terrifying all three children.'

'This was not just a game when a moment of fear would be dispelled

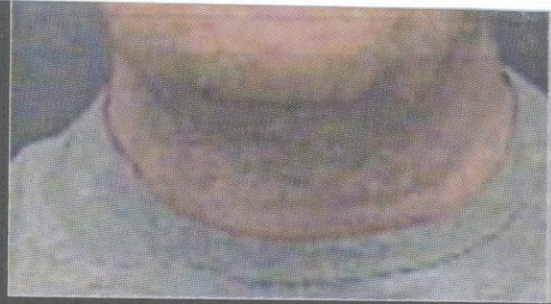
by a loving parent. This was deliberately making these three children fearful and terrified.'

'They were very young and very vulnerable and to who you owed a duty of trust. The term sadistic is not an exaggeration or overstatement for you.'

'They suffered psychological harm at your hands.'

Speaking after the hearing, Mrs Foley said: 'I hadn't got a clue what was going on but he truly is a monster who should be kept away from children. He is a monster and should be locked away for good.'

j.narain@daily mail.co.uk



Sadist: David Lamb was jailed for five years



Monster: Fred

£100 fines threat over kickabouts

PARENTS have been told they could be fined up to £100 or jailed if they let their children play football in the street.

Residents of a road in Sneinton, Nottingham, were sent a warning letter after complaints that youngsters were causing a disturbance and could break windows.

Nottingham Community Protection (NCP) - a partnership between the city council and the police - said that although street football may seem 'harmless entertainment to children', it can represent 'anti-social behaviour' to others.

It warned that parents could be served with a fixed penalty notice of £100 or an injunction, which 'carries a prison sentence' if breached. Richard Antcliff of the NCP said the sanctions are available 'where behaviour escalates' but added: 'We are happy the letter will have the desired effect... without the need to fine parents.'

BBC young gardener jailed for child porn

A FORMER runner-up for the BBC Young Gardener of the Year has been jailed for ten months for hoarding child porn.

Damian Jenkinson, 28, who worked for Wigan council, kept 338 indecent images on his computer - one of sexual abuse of a three-month-old. The horticulturalist, pictured, was caught after his partner found the porn.

At Liverpool Crown Court, Jenkinson, of Platt Bridge, Wigan, admitted possessing and making indecent images. Judge Mark Brown told him: 'But for people like you, such appalling abuse would not take place.'



Crippled man sues MoD

A ROYAL Marine's family has sued the Ministry of Defence for up to £100,000 for his neck injury in a Canary Islands accident.

Spencer Vaughan, 37, was injured while on a diving trip in the Canary Islands while on a holiday with his command.

Mr Vaughan, who was injured as he was diving, gave his evidence at London's High Court.

The 27-year-old fractured his neck, which resulted in a shallow depth of waist-height. Trapped under a sand bar, resulting in a serious injury.

He is seeking damages, saying his superior officers gave a general warning about diving into shallow water. The MoD has reserved his judgment and will give his ruling.

APPLICATION NO: 14/01677/FUL		OFFICER: Mr Martin Chandler
DATE REGISTERED: 19th September 2014		DATE OF EXPIRY: 14th November 2014
WARD: St Marks		PARISH:
APPLICANT:	Mr Gordon Malcolm	
AGENT:	Mrs Samantha Harrison	
LOCATION:	Garages Adj No 11 Rowanfield Road, Cheltenham	
PROPOSAL:	Demolition of existing garages and erection of a 4 bed house and associated hard and soft landscaping including parking	

Update to Officer Report

1. OFFICER COMMENTS

- 1.1. At the time of writing the initial report, the final comments had not been received from the Tree Officer. These are now set out below:
- 1.2. *The Tree Section does not object to this application. Should this application be granted please use the following condition:*
- 1) *TRE02B Tree Protection Plan*
 - 2) *TRE04B No fires within RPA*
 - 3) *TRE05B No Services run within RPA*
 - 4) *Detailed landscaping scheme*

2. CONCLUSION AND RECOMMENDATION

- 2.1. The recommendation remains to grant planning permission. A full set of suggested conditions will be provided by way of an update.

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APPLICATION NO: 14/01677/FUL		OFFICER: Mr Martin Chandler
DATE REGISTERED: 19th September 2014		DATE OF EXPIRY: 14th November 2014
WARD: St Marks		PARISH:
APPLICANT:	Mr Gordon Malcolm	
AGENT:	Mrs Samantha Harrison	
LOCATION:	Garages adjacent to No 11 Rowanfield Road, Cheltenham	
PROPOSAL:	Demolition of existing garages and erection of a 4 bed house and associated hard and soft landscaping including parking	

Update to Officer Report

1. OFFICER COMMENTS

- 1.1. Members will note that the initial report did not include a list of suggested conditions. These are now set out below. It is recommended that planning permission be granted.

2. CONDITIONS

- 1 The development hereby permitted shall be begun before the expiration of five years from the date of this permission.
Reason: To accord with the provisions of Section 91 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.
- 2 The development hereby permitted shall be carried out in accordance with drawing numbers 4065/P/11 Rev C (received 15 May 2015), 4065/P/20 (received 18 September 2015) 4065/P/70 (received 18 September 2015) and 4065/P/75 (received on 18 September 2015).
Reason: To ensure the development is carried out in strict accordance with the approved drawings.
- 3 No development shall take place until a site investigation of the nature and extent of contamination has been carried out in accordance with a methodology which has previously been submitted to and approved in writing by the local planning authority. The results of the site investigation shall be made available to the local planning authority before any development begins. If any significant contamination is found during the site investigation, a report specifying the measures to be taken to remediate the site to render it suitable for the development hereby permitted shall be submitted to and approved in writing by the local planning authority. The site shall be remediated in accordance with the approved measures before development begins.
If, during the course of development, any contamination is found which has not been identified in the site investigation, additional measures for the remediation of this source of contamination shall be submitted to and approved in writing by the local planning authority. The remediation of the site shall incorporate the approved additional measures.
Reason: Given the sites previous use as a garage court there is potential for the presence of asbestos containing materials and other contaminants. Site investigation and potential remediation is therefore required to allow safe use of the site for

residential purposes in accordance with local plan policy NE4 relating contaminated land.

- 4 Prior to the commencement of any works on site (including demolition and site clearance) a Tree Protection Plan (TPP) to BS5837:2012 shall be submitted to and approved in writing by the Local Planning Authority. The TPP shall detail the methods of tree/hedge protection and clearly detail the positioning and specifications for the erection of tree protective fencing. The development shall be implemented strictly in accordance with the details so approved.
Reason: In the interests of local amenity in accordance with Local Plan Policies GE5 and GE6 relating to the retention, protection and replacement of trees.
- 5 No fires shall be lit within 5m of the Root Protection Area(s) and materials that will contaminate the soil such as cement or diesel must not be discharged within 10m of the tree stem. Existing ground levels shall remain the same within the Root Protection Area(s) and no building materials or surplus soil shall be stored therein. No trenches for services or drains shall be sited within the crown spread of any trees to be retained.
Reason: In the interests of local amenity in accordance with Local Plan Policies GE5 and GE6 relating to the retention, protection and replacement of trees.
- 6 All service runs shall fall outside the Root Protection Area(s) unless otherwise agreed in writing by the Local Planning Authority. Any such works shall be in accordance The National Joint Utilities Group; Volume 4 (2007).
Reason: In the interests of local amenity in accordance with Local Plan Policies GE5 and GE6 relating to the retention, protection and replacement of trees.
- 7 Prior to the commencement of development, a detailed scheme for landscaping, tree and/or shrub planting and associated hard surfacing (which should be permeable or drain to a permeable area) shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall specify species, density, planting size and layout. The scheme approved shall be carried out in the first planting season following the occupation of the building or completion of the development, whichever is the sooner.
Reason: To ensure that the development is completed in a manner that is sympathetic to the site and its surroundings in accordance with Local Plan Policies CP1 and CP7 relating to sustainable development and design.

INFORMATIVES :-

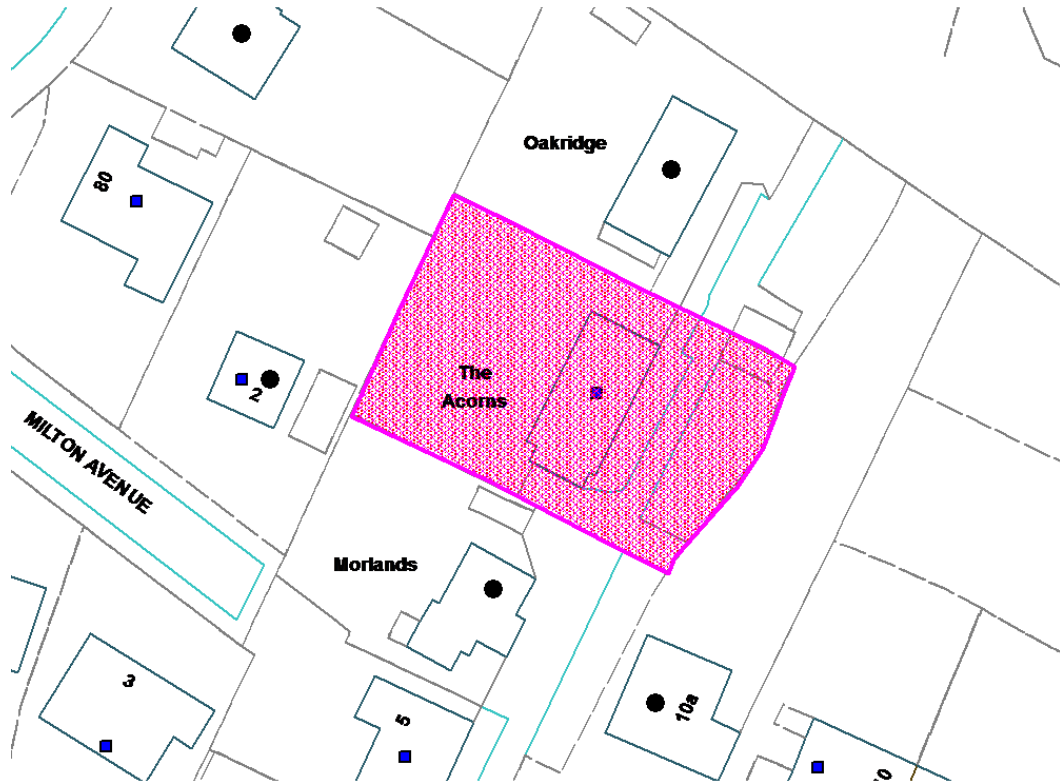
- 1 In accordance with the requirements of The Town and Country Planning (Development Management Procedure) (England) (Amendment No. 2) Order 2012 and the provisions of the NPPF, the Local Planning Authority adopts a positive and proactive approach to dealing with planning applications and where possible, will seek solutions to any problems that arise when dealing with a planning application with the aim of fostering the delivery of sustainable development.

At the heart of this positive and proactive approach is the authority's pre-application advice service for all types of development. Further to this however, the authority publishes guidance on the Council's website on how to submit planning applications and provides full and up-to-date information in relation to planning applications to enable the applicant, and other interested parties, to track progress.

In this instance, having had regard to all material considerations, the application constitutes sustainable development and has therefore been approved in a timely manner.

APPLICATION NO: 15/00222/FUL	OFFICER: Miss Michelle Payne
DATE REGISTERED: 6th February 2015	DATE OF EXPIRY: 3rd April 2015
WARD: St Marks	PARISH:
APPLICANT:	Mr T R Williams
AGENT:	Ian Johnstone Associates
LOCATION:	The Acorns, Gloucester Road, Cheltenham
PROPOSAL:	Two storey side extension and front entrance porch

RECOMMENDATION: Permit



This site map is for reference purposes only. OS Crown Copyright. All rights reserved Cheltenham Borough Council 100024384 2007

1. DESCRIPTION OF SITE AND PROPOSAL

- 1.1 This is a householder application for extensions and alterations to a detached bungalow located along a narrow drive accessed from Gloucester Road. The proposals include the provision of a front entrance porch, a two storey side extension, rendering of the entire property, and replacement windows and doors throughout.
- 1.2 The existing property is facing brick beneath a pitched concrete tiled roof with white UPVC windows and doors, and is one of six properties served by the access road, all of which are bungalows. Land levels along the drive decrease slightly from north to south resulting in the properties being built at varying levels.
- 1.3 The application is before planning committee at the request of Cllr Holliday on behalf of a neighbour. Members will visit the site on planning view.

2. CONSTRAINTS AND RELEVANT PLANNING HISTORY

Constraints:

None

Relevant Planning History:

None

3. POLICIES AND GUIDANCE

Adopted Local Plan Policies

CP 4 Safe and sustainable living

CP 7 Design

Supplementary Planning Guidance/Documents

Residential Alterations and Extensions (2008)

National Guidance

National Planning Policy Framework

4. CONSULTATION RESPONSES

None

5. PUBLICITY AND REPRESENTATIONS

- 5.1 On receipt of the original application, letters of notification were sent out to five neighbouring properties. Additional letters were sent out on receipt of the revised plans. In response to the publicity, during the course of the application, objections have been received from the owner/occupiers of six nearby properties. The comments have been circulated in full to Members but, in summary, the objections relate to:
 - Loss of privacy / overlooking
 - Design not in keeping
 - Impact on view / light
 - Access issues

6. OFFICER COMMENTS

6.1 Determining Issues

6.1.1 The main considerations when determining this application are design, and impact on neighbouring amenity.

6.2 Design

6.2.1 Local plan policy CP7 (design) requires all new development to be of a high standard of architectural design; to complement and respect neighbouring development; and to avoid causing harm to the architectural integrity of the existing building.

6.2.2 Additional design guidance set out within paragraph 59 of the National Planning Policy Framework (NPPF) advises that *“design policies should avoid unnecessary prescription or detail and should concentrate on guiding the overall scale...massing, height...and materials...of new development in relation to neighbouring buildings”*.

6.2.3 The proposed side extension will have a pitched roof with gabled projections to the front and rear. To the front, the extension will project just 500mm beyond the front elevation and, to the rear, will project 2m. Whilst described as a two storey extension, providing two floors of accommodation, much of the upper floor is within the sloping roof and, as such, the ridge of the extension will be only 500mm higher than the ridge of the existing bungalow, and due to the difference in land levels will be no higher than the neighbouring property, Morelands, which has been significantly altered and extended.

6.2.4 Officers acknowledge that the proposed extensions, together with the proposed render finish and grey powder coated aluminium windows, will undoubtedly alter the character and appearance of the building but the scale and massing of the proposals is considered to be acceptable in this location. Furthermore, although the side extension cannot be considered subservient to the existing building given its height and depth, officers consider that it will not constitute an overdevelopment of the site or be a particularly harmful addition within the street scene given the variation of buildings in the immediate context.

6.2.5 In addition, the front entrance porch, which is open fronted with a pitched tiled roof, is modest in size, 1.3m x 3.1m, and will sit comfortably within the site.

6.2.6 On balance, officers consider that the building as extended will sit comfortably in its context; and the proposals therefore accord with the requirements of local plan policy CP7 and the general design advice set out within the NPPF.

6.3 Impact on neighbouring amenity

6.3.1 Local plan policy CP4 (safe and sustainable living) advises that development will only be permitted where it would not cause unacceptable harm to the amenity of adjoining land users or the locality.

6.3.2 As originally submitted, the rear elevation of the side extension was almost entirely glazed however such an extent of glazing was considered unacceptable given its proximity to the boundary with the neighbouring property to the south. The fenestration has therefore been revised and replaced with windows of traditional proportions and so whilst the extension will undoubtedly allow some overlooking of part of the neighbouring garden, officers do not consider that it will be to such a degree that would warrant a refusal of planning permission on these grounds. In addition, the windows achieve a distance of 14 metres to the rear boundary, and a distance of some 10 metres to the boundary with 10a Oldfield Crescent at the front of the property.

6.3.3 It should also be noted that as this property is not located within a conservation area, planning permission would not be required for the provision of a dormer window across the width of the rear roof slope of the existing bungalow.

6.3.3 The resultant massing and scale of the extension should not result in any unacceptable loss of outlook or daylight currently afforded to neighbouring properties or have an overbearing effect.

6.3.4 The proposals are therefore in accordance with the requirements of local plan policy CP4.

6.4 Other matters

6.4.1 Concerns have been raised over the use of the narrow access drive for construction and delivery vehicles suggesting that it is unsuitable for large vehicles however this is not a material planning consideration; any construction traffic is unlikely to cause any significant danger to highway users.

6.5 Recommendation

6.5.1 With all of the above in mind, the recommendation is to permit the application subject to the following conditions:

7. CONDITIONS

- 1 The development hereby permitted shall be begun before the expiration of five years from the date of this permission.
Reason: To accord with the provisions of Section 91 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.
- 2 The development hereby permitted shall be carried out in accordance with Drawing Nos. 00222.3A and 929.02A received by the Local Planning Authority on 9th June 2015.
Reason: To ensure the development is carried out in accordance with the revised drawings, where they differ from those originally submitted.

INFORMATIVE

- 1 In accordance with the requirements of The Town and Country Planning (Development Management Procedure) (England) (Amendment No. 2) Order 2012 and the provisions of the NPPF, the Local Planning Authority adopts a positive and proactive approach to dealing with planning applications and where possible, will seek solutions to any problems that arise when dealing with a planning application with the aim of fostering the delivery of sustainable development.

At the heart of this positive and proactive approach is the authority's pre-application advice service for all types of development. Further to this however, the authority publishes guidance on the Council's website on how to submit planning applications and provides full and up-to-date information in relation to planning applications to enable the applicant, and other interested parties, to track progress.

In this instance, having had regard to all material considerations, the application constitutes sustainable development and has therefore been approved in a timely manner.

APPLICATION NO: 15/00222/FUL		OFFICER: Miss Michelle Payne	
DATE REGISTERED: 6th February 2015		DATE OF EXPIRY : 3rd April 2015	
WARD: St Marks		PARISH:	
APPLICANT:	Mr T R Williams		
LOCATION:	The Acorns, Gloucester Road, Cheltenham		
PROPOSAL:	Two storey side extension and front entrance porch		

REPRESENTATIONS

Number of contributors	7
Number of objections	4
Number of representations	3
Number of supporting	0

Oakridge
 Gloucester Road
 Cheltenham
 Gloucestershire
 GL51 7TA

Comments: 3rd July 2015
 Letter attached.

78 Milton Road
 Cheltenham
 Gloucestershire
 GL51 7ES

Comments: 26th February 2015
 Re the above we object to this extension. Our reasons are

1. Our privacy will be compromised due to the design of the building and the large amount of glass in the design, at the rear, overlooking our property.
2. The design is not in keeping with the concept of a bungalow and by definition is changing the bungalow to a house. The proposed extension is too big.
3. The design is not in keeping with other bungalows in the locality and could set a precedent for further extensions in the small locality and thus change the aesthetics of the area.
4. The design is too big and too modern and will be intrusive as a result of this. Our eye will be constantly drawn to it as a result of its intrusiveness.

We ask that our objections are taken into account and that we wish to have these objections considered in decision making.

Comments: 24th June 2015
 Thank you for your letter outlining revised plans for The Acorns.
 While some amendment has been made to the design we still object on the grounds it could set a precedent by turning a bungalow into a house and therefore be out of keeping with the surrounding area in this locality.

Erthbarton
Milton Avenue
Cheltenham
Gloucestershire
GL51 7EX

Comments: 2nd March 2015

Letter attached.

10A Oldfield Crescent
Cheltenham
Gloucestershire
GL51 7BA

Comments: 2nd March 2015

We wish to object to the proposed 2 story extension to The Acorns.

The extension will overlook both our garden and the rear of our house. The proposed upper floor, east facing window, will look directly into our bedroom window (at 90 degrees). Due to the height of the proposed extension there will also be line of sight into the downstairs living area of our house. In addition the main 'sitting' area of our garden, which is currently secluded, would be completely overlooked. The extension as proposed is significantly above the present roof line of the existing bungalow and the existing ground levels exasperates this intrusion.

We also feel that the extension is out of character with the existing development, which consists of bungalows. The visual impact will be very significant as this is a substantial change to the current style and a major change to the size of the building. This might also promote further development work along this secluded cul-de-sac that will damage the appearance and tranquillity of this area.

Morelands
Gloucester Road
Cheltenham
Gloucestershire
GL51 7TA

Comments: 2nd March 2015

Letter attached.

Comments: 18th June 2015

We strongly object to the proposed 2 storey extension on The Acorns.

Our objections are the same as last time, I cannot see that the revised plans have taken into consideration our previous comments. We feel the changes are minimal.

Firstly the whole drive only has bungalows on it, the height of a two story extension due to ground levels up the drive even bringing the roof in line with ours still makes this a significantly taller building which will impose on our view from our back garden. Also the front will protrude further than the front of our bungalow which will impact our light and view. I invite you to come along to my home and look at the impact that this will have.

The windows on the back will overlook our garden and look directly into our lounge windows, which can clearly be seen on the photographs the applicant submitted, this will give us a

significant loss of privacy. It also overlooks a patio area in our garden. The extension changes the whole dynamics of the current buildings on this site.

I feel the only way for a fair decisions to be made is for the planning officers to visit the site because of the varying ground levels.

Owletts
Gloucester Road
Cheltenham
Gloucestershire
GL51 7TA

Comments: 2nd March 2015
Letter attached.

Comments: 23rd June 2015
Letter attached.

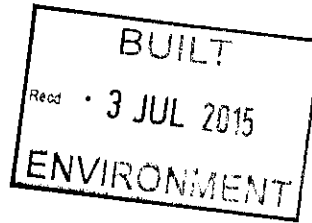
Three Winds
Gloucester Road
Cheltenham
Gloucestershire
GL51 7TA

Comments: 2nd March 2015
Letter attached.

Comments: 18th June 2015
I object to the proposed extension on The Acorns.

The drive is unsuitable for an increased amount of traffic. Delivery vehicles etc. as the drive has a very tight bend outside my front door, which large vehicles cannot get round! Also the drive only has bungalows and a two story building will be out of character for this location.

Tracey Crews
Head of Planning
Cheltenham Borough Council
P.O. Box 12
Municipal Offices
The Promenade
Cheltenham GL50 1PP



01/07/2015

Dear Ms Crews,

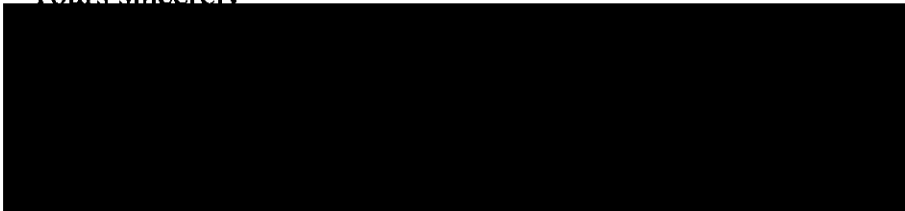
Re Planning Application for Acorns, Gloucester Rd, Cheltenham
Ref: 15/0022/FULL

We have reviewed the planning applications, both initial and revised at the Municipal Offices and confirm that we are entirely satisfied with the revised application.

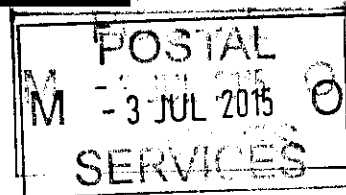
Our home is located at the top end of an unadopted lane, next door to the subject property Acorns. We believe that the proposed development does not impact adversely on any neighbouring properties whatsoever in regard to appearance or privacy. You will be aware that a precedent was set, just a few years ago, when permission was granted to an adjoining property to Acorns, namely Morlands, for the conversion of an existing bungalow into a two storey dwelling.

Finally we must point out that none of the six properties abutting this unadopted lane has sole rights of access or ownership of the lane. Each property has legal rights of access to their dwelling and each occupier is responsible for the upkeep of the lane on the part of the lane adjacent to their property.

Yours sincerely



Oakridge
Gloucester Road
Cheltenham GL51 7TA



TRACEY CREWS
HEAD OF PLANNING
CHELTENHAM BOROUGH COUNCIL



'ERTHBARTON'
2 MILTON AVE
ST MARKS
CHELTENHAM
GLOS

BUILT
Recd 27 FEB 2015
ENVIRONMENT

26-02-15 G, L517EX

DEAR Ms CREWS

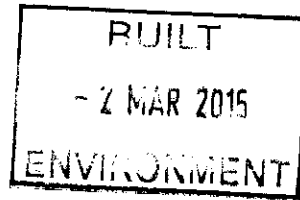
RE: PLANNING APPLICATION 15/00222/FUL

WE ARE WRITING IN REPLY TO YOUR LETTER REGARDING THE PLANNED TWO-STORY EXTENSION TO THE 'ACORNS'. THIS WILL LOSE ALL PRIVACY WE HAVE HAD OVER THE LAST 40 YRS. THE DESIGN IS NOT IN KEEPING WITH THE BUNGALOW & EXISTING BUILDINGS. THE END THAT WILL FACE US BEING ALL GLASS RESEMBLES A CHURCH END (DESIGN) IN VIEW OF THE ABOVE WE ARE NOT HAPPY WITH THIS PLAN. AND OPPOSE IT

YOURS SINCERELY



P.S. THEY HAVE CUT DOWN A LARGE HEDGE THAT WAS THE OLD BOUNDARY OFF CHELTENHAM HEDGE WAS HIGH ENOUGH TO SHIELD US FROM SEEING THE BUNGALOW & GARDEN



[REDACTED]
Morelands
Gloucester Road
Cheltenham
GL51 7TA
[REDACTED]

Ref.15/00222/FUL

25th February 2015

Tracey Crews
Head of Planning
Cheltenham Borough Council
P O Box 12
Municipal Offices
Promenade
CHELTENHAM
GL50 1PP

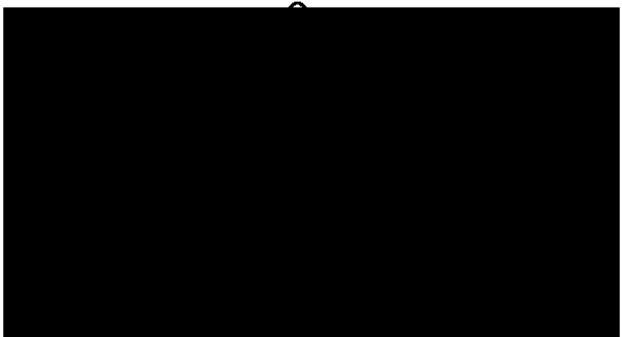
Dear Ms Crews

Re: Planning Application - The Acorns, Gloucester Road, Cheltenham

We would like to contest the above application on the following grounds:-

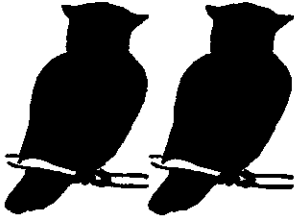
1. The second storey windows of the proposed extension would look into our lounge and overlook our garden. Therefore, I would have to keep the curtains drawn. This situation is made worse by the slope of the hill, and the extra large windows would make our property less private, both inside our lounge and the back garden.
2. The end of our house next to the extension is particularly cold and damp already because of our position on the hill, therefore, less light on the outside wall would make this problem worse. The shadowing caused by the two-storey extension would exacerbate the current issues with cold and damp.
3. We feel the proposed extension is too close to our home - only 1 metre away. All the properties on the drive are evenly spaced bungalows. This scheme would make our detached property look like a terraced house from the front in view of its proximity. It would not be in keeping with the character of the existing buildings. In fact, the character of the existing drive would be significantly changed, to the detriment of the current pleasant drive setting.

Yours sincerely



Recd - 2 MAR 2015

ENVIRONMENT



Owletts
Gloucester Road
CHELTENHAM
Glos
GL51 7TA

Ref. 15/00222/FUL

26th February 2015

Tracey Crews
Head of Planning
Cheltenham Borough Council
P O Box 12
Municipal Offices
Promenade
CHELTENHAM
GL50 1PP

Dear Ms Crews

Re: Planning Application – The Acorns, Gloucester Road, Cheltenham

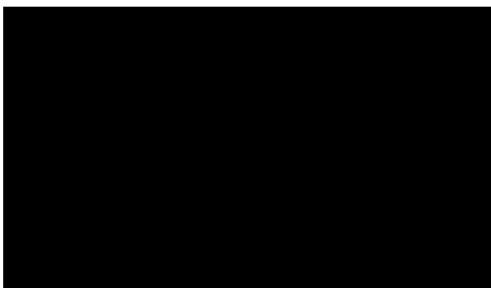
Your letter of 11th February has been brought to my attention. I enclose a map of the drive leading to the bungalow in question, from which you will see that there is a bend between my property and Three Winds.

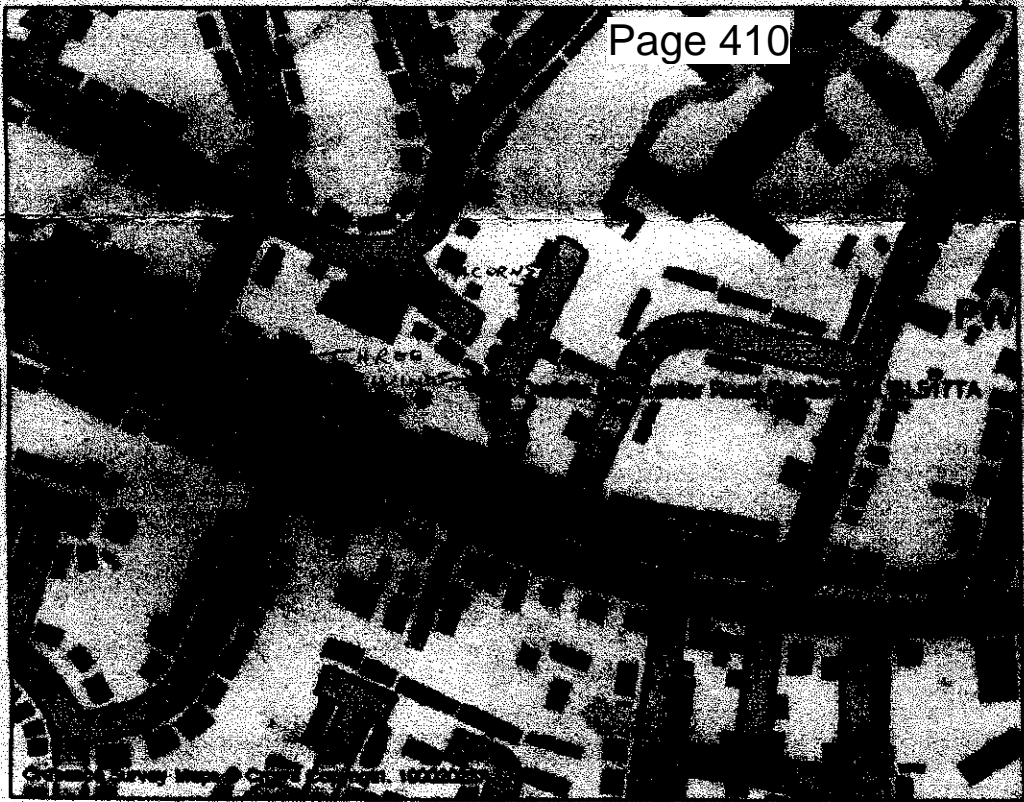
On that bend is my garage and a low wall which prevents vehicles cutting the corner and knocking it down.

My concern is that this drive is unsuitable for large delivery lorries as, in general, they find it impossible to negotiate this bend (the wall has repeatedly been damaged).

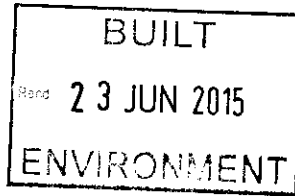
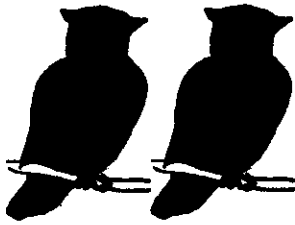
If planning permission were granted I would need to be indemnified against damage to my property.

Yours sincerely





Map legend



Owletts
Gloucester Road
CHELTENHAM
Glos
GL51 7TA

Ref. 15/00222/FUL

21st June 2015

Tracey Crews
Head of Planning
Cheltenham Borough Council
P O Box 12
Municipal Offices
Promenade
CHELTENHAM
GL50 1PP

Dear Ms Crews

Re: Planning Application – The Acorns, Gloucester Road, Cheltenham

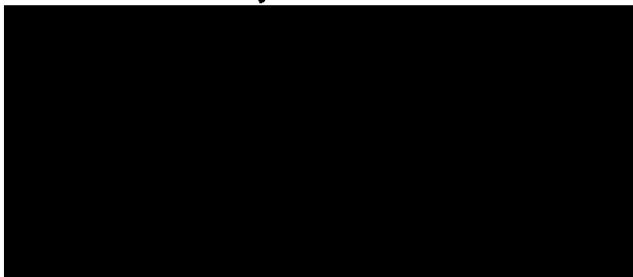
I received your letter on my return from holiday on 20th June. While I am not directly affected by the extension itself, I am in the invidious position of owning the drive but receiving no contribution towards maintenance and upkeep. The surface has already suffered from delivery lorries with materials for extensive work carried out at Acorns and Oakridge.

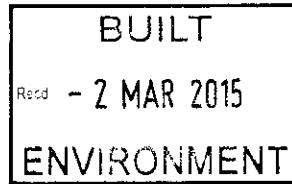
Most lorries cannot negotiate the bend between my bungalow and Three Winds, in fact, a large van found it impossible to deliver a sectional SHED to Acorns!

During a conversation with my neighbour at Morelands it transpired that she had been told "it's almost certain that the plan will go through". I don't understand how that can be as a decision could not be made until a meeting had been held after 25th June 2015.

In view of the above, if planning were granted, I would need an assurance, in writing, that any damage whatsoever to my property would be made good.

Yours sincerely





Three Winds
Gloucester Road
Cheltenham
Glos
GL51 7TA

Tracey Crews
Head of Planning
Cheltenham Borough Council
P O Box 12
Municipal Offices
Promenade
Cheltenham
GL50 1PP

26th February 2015

Dear Ms Crews

Ref: 15/00222/FUL - Planning Application - The Acorns

I am writing to express my concern regarding the proposed extension to The Acorns.

The drive was never designed to cope with very much traffic and I feel that any escalation in volume would be detrimental, both to residents' safety and to the state of the surface.

Yours sincerely

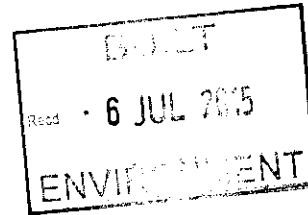


Tom V Page 413;

TWICES

The Acorns, Gloucester Road, Cheltenham, GL51 7TA

Tracey Crews
Head of Planning
Cheltenham Borough Council
PO Box 12
Municipal Offices
Promenade
CHELTENHAM
GL50 1PP



1 July 2015

Dear Ms Crews

Planning Application for The Acorns, Gloucester Road, Cheltenham
Ref: 15/0022/FUL

I have been advised that although the revised plans submitted have been approved by the planning officer, a neighbour has raised the matter with a Councillor who has requested that the matter be taken to the planning committee on 16 July 2016 and be refused. I understand that most planning applications are decided by the planning officer but that some applications are decided by the planning committee. However, these are usually high profile cases which have caused considerable public interest. In this case, since the cul de sac is not even known by the majority of the public, even those who live in the area, it appears that the usual system is being changed on the request of one household only. This seems to be an unnecessary use of committee time. I intend to be at that meeting, but wish to state my position in advance.

The original planning application, dated 3/2/15, was received on 5/2/15, having been submitted by Ian Johnstone Associates following preliminary exploratory enquiries with the planning officer on whether or not such a project was feasible, encouraged by the large 2 storey extension to the immediate neighbouring property, Morelands. The initial plans included very large windows to the rear and a slightly higher roof level. Various objections were raised by neighbours. *My response to these objections is set out in the attached note.*

I was advised that the planning officer was concerned about the height of the proposed extension and the very large rear windows. Adjusted plans were submitted on 9/6/15, with the revised roofline being no higher than that of the neighbouring property and with a more conservative rear window design.

The revised plan was approved by the planning officer but further objections were submitted by three of the neighbouring properties. *Again, my response to these further objections is included on the attached note.*

In summary, I believe :

- I am correct in assuming that the Planning Officer has accepted the recently revised plans and ordinarily therefore would anticipate the plans being approved.
- I feel the revised plans to be well considered, taking due account of such objections as have already been made and that the design parameters, sit well within the character and style of other properties in the surrounding area.
- Considerable and considerate further planting work is to be undertaken to deal specifically with privacy issues, such as they are, to mutual benefit.
- Such matters in dispute are not significant, attracting broad public interest, but stem principally from the views expressed by one neighbour, which concerns, I believe have been answered.
- The Application is in no way controversial. It does not entail boundary issues or impact unfavourably upon neighbouring properties. Once completed and properly planted the property will enhance, rather than detract, from others in the area.

I believe I have responded reasonably to objections made and such that remain, are matters which fall outside the brief of the committee members. I ask that the approval of the planning officer be confirmed by the committee.

Yours sincerely

A large black rectangular redaction box covering the signature area.

Tom Williams

Response to objections raised to The Acorns planning application**Owletts**

Any damage occasioned would be the responsibility of the vehicle owner / driver. Questions of legal liability and indemnity are entirely irrelevant to the planning issue. The low wall referred to and metal end pipe encroach onto the unadopted road and raise separate issues under the terms of the Highways Act 1980 as amended. It is however fair to say that this "obstruction" under the terms of the Act actively precludes the reasonable passage of all but the smallest delivery vehicles which increases the number of smaller vehicles involved in the building process.

Response to Owletts further comments, made 21/6/2015

None, as such objections are irrelevant to the planning application.

Three Winds

Complaint made as to the volume of traffic, detrimental effect upon the road surface and safety would be limited to the period of the building only. The likely volume of traffic is directly proportional to the restrictive access issue. The tight access is due in part to the hedge being allowed to grow beyond the roadway kerbing.

Response to Three Winds further comments made 18/6/2015

None. Except to say Morelands is a two storey building.

Erthbarton, 2, Milton Avenue

The design was specifically chosen to be in keeping with the existing extension to Morelands and other buildings. Concerns as to the rear glass elevation have been met by way of the more conservative, revised proposal. The so-called "hedge" comprised a mass of overgrown trees and shrubs and brambles, some of which were wrist-width and up to 40 feet long. One of the trees, a willow, had fallen to cover half the lawn. It has not been removed but pollarded to a more manageable size. I am equally concerned about maintaining privacy between The Acorns and the neighbouring properties and new trees and shrubs have been planted and fencing erected to facilitate that.

78 Milton Road

As above. It is noted that the comments from all the 4 immediate neighbours, are from properties which are 2 storey buildings. Objection as to the building being "too big" is unfounded. The Acorns will have a far smaller "footprint" and floor area than the adjacent Morelands property, with a roof height in line with Morelands, despite sitting on higher ground. Further, 78 Milton Road is some distance from and to the extreme right of the rear of the proposed extension. A new fence and Summer House has been erected and the existing trees in leaf already preclude any clear view of where the extension would be.

10a Oldfield Crescent

Objections were largely based upon the first floor front window of the extension overlooking both their rear bedroom and living room. It is expected that the first floor front room will be used as a bathroom and will have opaque glass. As to their "secluded" garden being "completely overlooked" it was subsequent to their objection that they completely grubbed up an existing 8 foot high hedge, replacing it with dry-rooted hedging, which negates entirely their objection. I have now planted a more substantial laurel hedging.

The proposed extension would not be out of character with the existing structure or its immediate neighbouring property, either in style or roof height. It is noted that Morelands already has an upper floor window overlooking this property. There would be no room for further development on the cul de sac.

Morelands

The proposed second storey rear window would be considerably forward of Morelands rear elevation and it would therefore be very difficult to look into the side lounge windows and invade their privacy as claimed. The vertical blinds to the side windows were never seen to be open even prior to purchase of The Acorns. Standing on the existing terrace affords a better view of the side windows and a small part of the rear garden. A view from the proposed first floor window provides no greater view of Morelands garden or the small rear paved area, which is in shade and used for storage of gates and ladders. [See attached photograph 1 taken from the roof of the existing garden room, a position central to the proposed first floor rear window.] Their outdoor seating area is on the far side of their large extension and cannot be seen from the Acorns. [See attached Google Earth photograph.] Trees and shrubs are already planted, intended to provide mutual privacy.

I cannot comment on the cold and damp at present in Morelands, due, possibly to insufficient damp-proofing. It is of note that Morelands' north elevation is cut into the ground rather than sitting above ground on its own foundations. The end caps to the north-east corner of Morelands guttering are absent, which, during inclement weather, would allow the roof water to cascade out onto The Acorns side pathway. The side windows are poorly sealed which would be likely to exacerbate any dampness issues. [See photographs 2 and 3.] I maintain such issues are anyway irrelevant to the planning proposal.

The proposed extension sits to the immediate north of Morelands and could not possibly cast a shadow as is maintained, quite the contrary. [See photograph 4.]

The proposed extension is bound to be closer than might otherwise be the case, caused entirely by the Morelands extension extending right up to the existing boundary line. It is wrong to assert that "all the properties on the drive are evenly spaced bungalows". Three Winds, the in-fill bungalow (accessed from Milton Avenue, and built on land previously belonging to both Three Winds and Morelands) and Morelands are all connected after a fashion (garage, fence etc) and in each case, the occupiers are unable to walk around their properties. Whereas, even post-extension, The Acorns and Oakridge will be the only two completely detached properties. [See photographs 5 and 6.]

Despite all objections, I maintain that the proposed planning application sits well within design parameters, character and style of properties in the surrounding area. The extension is intended to replace an existing narrow, unattractive and badly built garden room. The footprint of the extension will be only slightly more than twice the size of the garden room.

Response to Morelands further comments made 18/6/2015

The proposed extension is by no means out of step with Morelands own two storey construction. [See photograph 7.] The height of The Acorns roof line was designed to mirror that of its neighbour and, contrary to the objection made is testament to my architect's endeavours to compensate for the rising land. The proposed building height has been reduced to be in line with that of Morelands despite standing on higher ground.

The Acorns front elevation is currently marginally forward of Morelands front elevation and the proposed extension will not impact upon Morelands front facing view. Neither, since it is north of Morelands, can it have any effect upon casting any shadow as maintained. I entirely refute the argument that the windows to the proposed extension will look directly in to Morelands' side lounge windows or affect their privacy. Comment as to overlooking Morelands side paved area is erroneous for the reasons given previously.

Google Earth Picture showing Morelands' conservatory and outdoor sitting area



Photograph 1, taken from roof of existing garden room, central to position of proposed rear window.



Photograph 2, showing absence of upper and lower guttering end caps



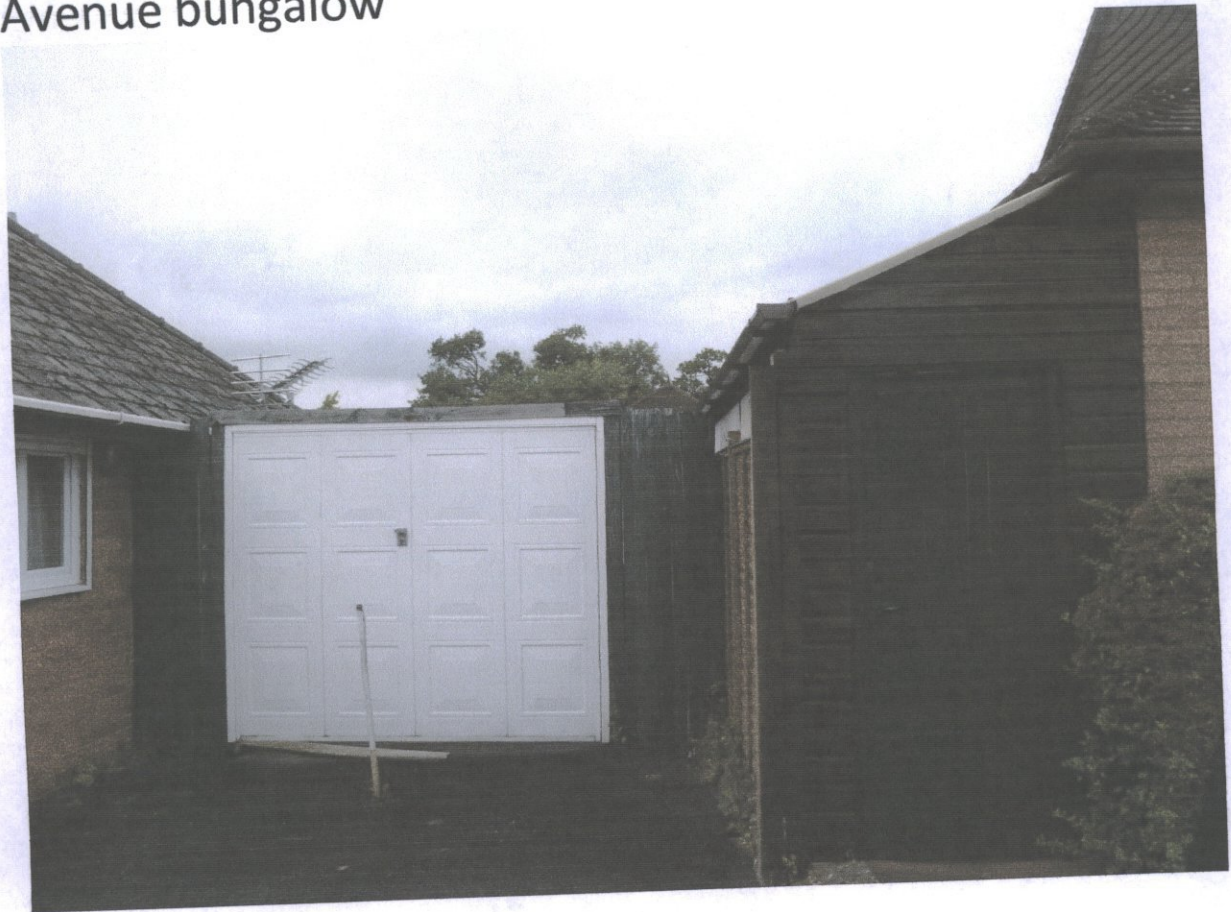
Photograph 3, showing poor sealant around Morelands' rear windows



Photograph 4, showing shadow cast by Morelands at midday



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Photograph 5, In-fill between Three Winds and Milton Avenue bungalow



Photograph 6, In-fill between Milton Avenue bungalow and Morelands



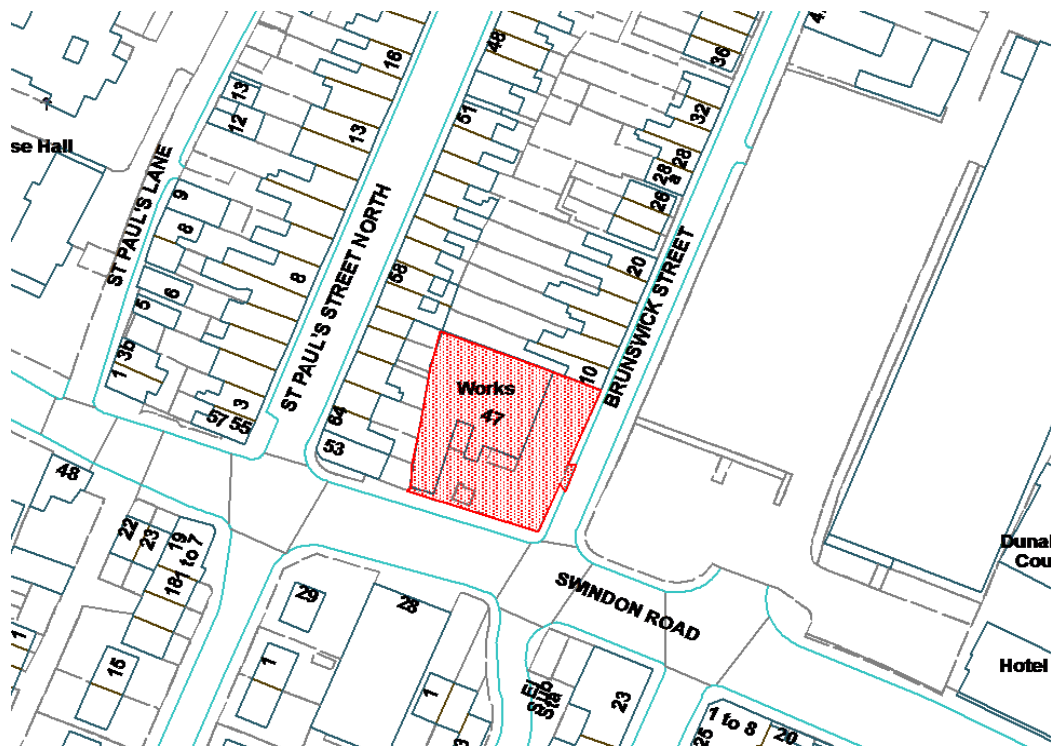
Photograph 7, rear elevation of Morelands taken from Milton Avenue, The Acorns is to the left



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APPLICATION NO: 15/00354/FUL	OFFICER: Miss Michelle Payne
DATE REGISTERED: 4th March 2015	DATE OF EXPIRY: 3rd June 2015
WARD: St Pauls	PARISH:
APPLICANT:	Cheltenham Borough Homes Ltd
AGENT:	Quattro Design Architects Ltd
LOCATION:	York Place 47 Swindon Road Cheltenham
PROPOSAL:	Erection of 10no. residential units comprising 5no. one bed flats, 3no. 2 bed flats and 2no. 2 bed houses following demolition of all existing buildings on land at corner of Swindon Road and Brunswick Street

RECOMMENDATION: Permit



This site map is for reference purposes only. OS Crown Copyright. All rights reserved Cheltenham Borough Council 100024384 2007

1. DESCRIPTION OF SITE AND PROPOSAL

- 1.1 This application proposes the erection of 10no. residential units comprising 5no. one bed flats, 3no. 2 bed flats and 2no. 2 bed semi-detached houses on a site located at the corner of Swindon Road and Brunswick Street; the scheme would provide for 7no. car parking spaces within the site.
- 1.2 The site is prominently located within the St. Paul's Character Area, one of 19 character areas that together form Cheltenham's Central Conservation Area, and adjacent to the Core Commercial Area which includes the Matalan Store and car park to the east of the site. To the north and west the site is bounded by two storey, terraced housing in Brunswick Street and St. Pauls Street North.
- 1.3 The site is currently vacant but was in use as a car mechanics garage until summer 2014. There are a number of buildings located to the rear of the site comprising single and two storey workshops, and the boundary with the highway is defined by a 2.4m high brick wall with access provided from both Swindon Road and Brunswick Street. A large advertisement hoarding is located on the corner of the site. The site is identified within the Townscape Analysis Map as being a 'significant negative building/space'.
- 1.4 The application site is before the planning committee as the land is owned by the Council and the applicant is Cheltenham Borough Homes. Members will visit the site on planning view.

2. CONSTRAINTS AND RELEVANT PLANNING HISTORY

Constraints:

Conservation Area
Residents Association
Smoke Control Order

Relevant Planning History:

80/01191/PF	PERMIT	7th March 1980
Renewal of permission for use of premises for car body repair work and respraying		
81/01183/PF	PERMIT	26th February 1981
Renewal of permission for use of premises for car body repair work and respraying		
82/01103/PF	PERMIT	25th February 1982
Renewal of permission for use of premises for car body repair work and respraying		
84/01427/PF	PERMIT	26th April 1984
Renewal of permission for use of premises for car body repair work and respraying		
82/01104/PF	PERMIT	6th December 1982
Demolition of some buildings and erection of building to extend car repair workshop area		
85/00416/PR	PERMIT	23rd May 1985
Renewal of permission for use of premises for car body repair work and respraying		
86/00023/PF	WITHDRAWN	10th March 1986
Replacement of derelict fence to boundary fronting Brunswick Street		
86/00066/PF	PERMIT	20th February 1986
Replacement of derelict fence to boundary with Brunswick Street		

86/00390/PR	PERMIT	22nd May 1986
Renewal of limited period planning permission for use of premises for car body repairing and respraying		
87/00420/PR	PERMIT	30th July 1987
Renewal of limited period permission for use of premises for car body repairs and respraying in accordance with the location plan received on 18 May 87		
87/00632/CD	PERMIT	16th July 1987
Total demolition of outbuildings, boundary fences and gates as on plan C1785/498/957		
88/00565/PR	PERMIT	26th May 1988
Renewal of temporary permission for use for car body repairs and re-spraying		
88/02047/PF	PERMIT	13th June 1988
Renewal of permission for use of premises for car body repair work and respraying		
92/00242/PR	PERMIT	30th April 1992
Continued use of the premises as a car body repair workshop and yard		

3. POLICIES AND GUIDANCE

Adopted Local Plan Policies

CP 1 Sustainable development
CP 3 Sustainable environment
CP 4 Safe and sustainable living
CP 7 Design
BE 5 Boundary enclosures in conservation areas
EM 2 Safeguarding of employment land
HS 1 Housing development
UI 2 Development and flooding
UI 3 Sustainable Drainage Systems
TP 1 Development and highway safety

Supplementary Planning Guidance/Documents

Development on garden land and infill sites in Cheltenham (2009)
St. Paul's Character Area Appraisal and Management Plan (2008)

National Guidance

National Planning Policy Framework

4. CONSULTATION RESPONSES

Joint Waste Team

6th March 2015

The waste collection point for this development would be on Brunswick Street which is a one way. The collection vehicle would therefore be unlikely to be able to reverse onto the private drive and would have to block the road to make the collection. The closest bin storage area to the road (in the centre of the development) would be acceptable, but the bin storage area at the back corner of the development is likely to be over the 50 metres 'drag distance' we generally work to. This would block the road for a significant time and would not be practical. It would be better if the bin storage area in the centre of the development

were large enough to accommodate all bins. Finally, there is no mention of space for recycling and food waste bins as detailed in the environmental service planning guidance document.

Building Control

12th March 2015

No comment.

Crime Prevention Design Advisor

23rd March 2015

In my capacity as Crime Prevention Design Advisor for Gloucestershire Constabulary I would like to comment on the material considerations of the planning application specifically relating to designing out crime.

I would like to draw your attention to the PDF document attached to the carrying e-mail which relates to the following comments. See annex A as below, referring to your Planning Authority's planning policy.

It is recommended that the development is built to meet Secured by Design standards. Secured by Design (SBD) is a police initiative owned by the Association of Chief Police Officers (ACPO), to encourage the building industry to adopt crime prevention measures in the design of developments. It aims to assist in reducing the opportunity for crime and the fear of crime, creating a safer and more secure environment, where communities can thrive.

Research conducted by Secured by Design has proven that SBD developments are half as likely to be burgled, have two times less vehicle crime and show a reduction of 25% in criminal damage, thereby increasing the sustainability of a development.

The following observations have been made with regard to the proposal:

1. SBD required for whole site
2. All houses and flats should have their own doors and windows to BS PAS24:2012.
3. Side and rear gates should be the same height as other fencing and be lockable. Apartment gates will need to be key operated.
4. A gated entrance will create a more secure compound.
5. The lighting plan should be designed to encompass the development and allow for seasonal variations within the planting scheme; thereby removing areas of deep shadow to reduce the fear of crime, along with opportunities of crime and ASB.
6. Review the 0.9m railings where they attach to the wall as they provide a climbing aide.
7. Cycle storage should be to SBD standards.
8. Ensure properties have suitable fenestration for surveillance.
9. Porches should be designed to avoid climbing opportunities.
10. Each apartment should be supplied with separate utility meters stored outside of the building. The delivery of mail needs careful consideration so that post can be securely deposited without compromising the building security.
11. The communal entrance doors should form the first line of security; fitted with an access control system that incorporates a CCTV/ telephone door entry system so that residents can confirm their visitors. The layout of the stairwell should restrict access to each floor, with the apartment door creating the final security measure for each residence.
12. Parking should be designed to avoid potential conflict issues.
13. Landscaping requires on-going maintenance provision.

Gloucestershire Constabulary's Crime Prevention Design Advisors are more than happy to work with the Council and assist the developers with further advice to create a safe and secure development, and when required assist with the Secured By Design accreditation.

Architects Panel

30th March 2015

This proposal comprises two blocks, one containing apartments and the other two semi-detached houses.

There was some discussion relating to how the design could be tweaked by, for example, adding a parapet to the houses as a transition to the apartment block and increasing the mass on the Swindon Road elevation; however, we felt that overall this was a robust and well considered proposal which should be supported.

GCC Highways Planning Liaison Officer

9th April 2015

Proposal

The proposal is for conversion of a group of garage sites managed by Cheltenham Borough Homes, Residential (C3), comprising 10 residential units with seven vehicle parking spaces being proposed.

Existing use

The existing use is for garages and a car repair workshop being Sui Generis use of 445m². Therefore it can be assumed that the site attracted vehicle and person trips to the site.

Accessibility

The proposed site is centrally located and within walking distance to the local bus service(s) being 0.5 miles from the Cheltenham town centre environment serviced by local amenities with many social amenities, public house(s), community centre a library shops and many employment sites. There is a good standard of pedestrian pathways linking to local retail and commercial services together with the Cheltenham town centre and adequate cycling accessibility. I consider that the opportunities for sustainable transport modes have been taken up given the nature and location of the site in accordance with Paragraph 32 of the NPPF.

Access

Access for the site is from the existing vehicular access from Brunswick Street which is a Class 4 road subject to a 30mph speed limit. This access will be a shared surface with other pedestrian only access being from Swindon Road and Brunswick Street.

Vehicle & Cycle Parking

The applicant proposes parking for 7 vehicles and associated cycle parking.

Having considered the Residential Car Parking Research (Communities and Local Government) which takes into account factors influencing car ownership and car parking demand, the calculation for parking demand from this site as owner occupied apartment(s) is 0.72 spaces per apartment (7.2 spaces) and non-owner occupied apartment(s) being 0.37 spaces per apartment (3.7 total spaces).

Using the Office of National Statistics – Neighbourhood Statistics 2011 Census – Car or Van Availability, (see table below) the parking demand for the site is between 0.90 and 0.99 space per apartment.

Office of National Statistics - Neighbourhood Statistics 2011			
Car or Van Availability for Cheltenham			
St Pauls Ward GL50 4AH			
Geographic Area	Ward	Middle	Lower
Number of Households	2,432	700	2,958
Car or Van Availability	2,179	683	2,915
Average Vehicle Space(s) per Household	0.90	0.98	0.99

A resident parking zone is located nearby, but there is no guarantee that future residents would gain a permit.

The on-site parking for the site is sufficient, coupled with the level of resident parking availability to the site the sustainable location of the site. I consider therefore adequate parking is available to accommodate the parking demand generated from the site.

Having considered the application and supporting documents submitted, I recommend that no highway objection be raised subject to the following Condition(s) being attached to any permission granted:

1) The building shall not be occupied until the vehicle & cycle parking shown on drawing no 3834/P/10 has been provided.

Reason: To give priority to pedestrian and cycle movements, and have access to high quality public transport facilities and in accordance with paragraph 35 of the NPPF and CBC LP Policy TP6.

2) The vehicular access hereby permitted shall not be brought into use until the all vehicular accesses to the site (other than that intended to serve the development) have been permanently closed, and the footway/verge in front has been reinstated, in accordance with details to be submitted to and agreed in writing beforehand by the Local Planning Authority.

Reason: To reduce potential highway impact by ensuring there is no further use of an access that is deemed to be unsuitable to the serve the development and in accordance with paragraph(s) 32 and 35 of the NPPF.

3) No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall:

- i. specify the type and number of vehicles;
- ii. provide for the parking of vehicles of site operatives and visitors;
- iii. provide for the loading and unloading of plant and materials;
- iv. provide for the storage of plant and materials used in constructing the development;
- v. provide for wheel washing facilities;
- vi. specify the intended hours of construction operations;
- vii. measures to control the emission of dust and dirt during construction;
- viii. specify the access points to be used and maintained during the construction phase(s);

Reason: To reduce the potential impact on the public highway and in accordance with paragraph 35 of the NPPF and CBC LP Policy TP1.

Heritage and Conservation

22nd April 2015

1. The replacement of the current garage use is welcomed.
2. The form, mass, detailed design and generally the site layout are all acceptable.

3. However I do have some concerns with the site layout and these are as follows-
 - a. The corner flats in the block of flats have large windows on the corner but this corner window is extremely close to the back edge of pavement, with very little or no defensible space between the living accommodation with large windows and the busy pavement and nearby road with heavy traffic. I suggest that the access drive into the site is decreased in width and the flat block is moved over on the site slightly.
 - b. The ground floor flat which faces on to the site access drive has no defensible space to its bedroom windows and again I suggest that this aspect needs further consideration and revisions.
4. However I have some concerns with the block of flats and these are as follows –
 - a. The proportions and design of the proposed flat building, relies on the evenly spaced fenestration with subtle variations in that fenestration. This approach is not unreasonable provided it is well thought through and is achievable.
 - b. Regrettably I remain unconvinced that the slick fenestration design can be achieved, and the resulting proportions of altering the fenestration pattern will be poor.
 - i. For example the corner living rooms with full height fixed glazing facing due south and east will over heat and will require openable windows. Currently the proportions of the new building rely on these fixed glazing panels.
 - ii. The openable window to the flat access staircase is located on the half landing area. This will cause safety issues for people falling through the glass and needs more consideration.
 - iii. The bottom window on the staircase will be partly hidden in a store cupboard. How will the window be treated? With obscure glass to hide things stored in the cupboard?
 - iv. However there are ways in which this slick fenestration can be achieved as well as providing ventilation. I suggest the applicant considers adopting the type of windows to the new block of flats near Waitrose, where similar problems have been encountered.
 - v. The application form fails to confirm the type of material for the windows, albeit that the Design and Access Statement states that the material of the windows has yet to be confirmed. The window material is critical in order to achieve the desired appearance and confirmation should be given now on the intended material.
5. Materials - the proposed materials have been identified on the application form as red brick, grey brick and off white cladding panels. However the Design and Access Statement states that the walls will be off-white render. This contradictory information needs to be clarified.

CONSERVATION AND HERITAGE SUMMARY: I have concerns with the proposals for the reasons given above.

5. PUBLICITY AND REPRESENTATIONS

- 5.1 Letters of notification were sent out to 26 neighbouring properties. In addition, a site notice was posted and an advert published in the Gloucestershire Echo. In response to the publicity, five representations have been received; one of which has been submitted

on behalf of the St Pauls Road Area Residents' Association in support of the application, from local residents in objection to the application. These representations have been circulated in full to Members.

- 5.2 Whilst the principle of developing the site for housing is generally supported, the objections largely relate to the proposed density and mix of residential units. Other concerns relate to the design being out-of-keeping with neighbouring development, the level of parking provision proposed, crime, and loss of light.

6. OFFICER COMMENTS

6.1 Determining Issues

6.1.1 The main considerations when determining this application relate to the loss of the employment land; the principle of residential development, the design and layout of the proposed housing and impact on the conservation area; impact on neighbouring amenity; and parking and highway safety.

6.2 Loss of employment land and redevelopment for housing

6.2.1 Local plan policy EM2 (safeguarding of employment land) seeks to protect existing land and buildings in an existing B1-B8 use.

6.2.2 The application site, whilst currently vacant, benefits from a long established, unrestricted B2 (general industrial) use and has until quite recently been used as a car mechanics; as such the site is afforded protection under policy EM2. It is acknowledged that the site has not been marketed for commercial purposes and therefore the application should fail on this policy unless material considerations indicate otherwise.

6.2.3 In this respect, it should be borne in mind that the site, whilst currently unoccupied, has an unrestricted B2 use and although previous users may have operated in a manner which has not caused disturbance to nearby residential occupiers, there are a wide range of uses that fall within a B2 use class which would be wholly incompatible in such close proximity to neighbouring residential uses. Furthermore, the nature and mix of existing buildings on site, which appear largely dilapidated, make the site extremely unlikely to attract ongoing commercial users for the site. Officers also consider that the speculative redevelopment of the site for commercial purposes is also doubtful.

6.2.4 In addition, it is also important to consider the significant potential benefits that redeveloping the site could bring to the character and appearance of the conservation area. As previously mentioned, the site is prominently located within the St. Paul's Character Area yet identified within the Townscape Analysis Map as being a 'significant negative building/space'; one which currently detracts from the character and appearance of the area, but offers the potential for enhancement.

6.2.5 Moreover, the application has been submitted on behalf of Cheltenham Borough Homes and would provide much needed affordable housing to help address the local housing need within the area.

6.2.6 Therefore, on balance, officers feel that given the particular circumstances of this case, there is a strong argument for the redevelopment of this site for housing which would outweigh the conflict with policy EM2 and would justify a departure from the development plan.

6.2.7 The loss of this relatively small parcel of employment land would be far outweighed by the benefits of providing new affordable housing within this highly sustainable location,

together with the benefits the proposed scheme would bring to the appearance of the conservation area, and the potential to address environmental problems that could arise from the unfettered B2 use from which the site currently benefits. When considered against the general provisions of the NPPF, such an approach embraces a more positive approach to decision making, which will bring forward sustainable development in timely manner.

6.2.8 On balance, therefore, officers are satisfied that the principle of redeveloping the site for residential purposes is one that can be supported subject to further considerations which are set out below.

6.3 Design, layout and impact on the conservation area

6.3.1 Local plan policy CP7 (design) requires all new development to be of a high standard of architectural design and to complement and respect neighbouring development and the character of the locality.

6.3.2 In addition, the NPPF sets out at paragraph 56 that “Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people”. It goes on to say at paragraphs 59 and 60 that design policies “should concentrate on guiding the overall scale, density, massing, height” etc. and “should not attempt to impose architectural styles or particular tastes”.

6.3.3 The application proposes a contemporary design approach, which is considered to be wholly acceptable subject to a high quality design. Such an approach is also supported by the Architects’ Panel who consider the scheme to be “a robust and well considered proposal which should be supported”. Additionally, the Conservation Officer considers the form, mass, detailed design and general site layout to be acceptable.

6.3.4 The Conservation Officer did however raise some concerns in respect of the layout and the detail of the apartment block. In response, the agent, having discussed the concerns directly with the Conservation Officer, has submitted revised plans to address these concerns where possible. Most notably, the building has been moved away slightly from the back edge of the pavement adjacent Swindon Road, as far as practicable, and ventilation louvres have been added to the corner windows of the building to aid the flow of air, which together with opening top light to the kitchen would provide cross ventilation to the open plan living space. In addition, the ground floor fenestration facing the proposed access has been amended.

6.3.5 The materials proposed for the apartment block are red brick, grey brick and off-white cladding panels; with grey powder coated aluminium windows.

6.3.6 The pair of dwellings which would sit adjacent to the terraced housing in Brunswick Street would adopt a more traditional form although a contemporary approach has again been taken. The houses would be faced in off-white render, with pitched grey tiled roofs and grey windows.

6.3.7 A shared vehicular and pedestrian access to the site would be provided from Brunswick Street, with an additional pedestrian access provided from Swindon Road.

6.3.8 Officers are therefore confident that the overall scale, height, massing and footprint of the development is appropriate in this location and that it would sit comfortably within its context and would provide a significant enhancement to the street scene. As such, the proposal is considered to be in accordance with the aims and objectives of policy CP7 and guidance set out within the Council’s SPD relating to development on garden land and infill sites, and the NPPF.

6.3.9 The proposal also fully accords with the Planning (Listed Buildings and Conservation Areas) Act 1990 in that there is no doubt that the proposal would serve to enhance this prominent corner site within the Central Conservation Area which is currently identified as being a significant negative space.

6.4 Impact on neighbouring amenity

6.4.1 Local plan policy CP4 (safe and sustainable living) states that development will be permitted only where it would not cause unacceptable harm to the amenity of adjoining land users and the locality.

6.4.2 Officers consider that the proposed residential units could be comfortably accommodated within the site without significant harm to neighbouring amenity in respect of privacy, daylight or outlook.

6.4.3 With the exception of the first floor windows to the west facing elevation serving Flat 4, all upper floor windows would achieve well in excess of the 10.5m minimum accepted distance to the site boundary. As Flat 4 benefits from additional windows serving both the bedroom and open plan living area, it is considered wholly reasonable to require the windows to the west facing elevation to be obscurely glazed and fitted with a restricted opening mechanism; this could be secured by way of a condition.

6.4. It is also noteworthy that in response to the publicity only four objections have been received from local residents.

6.4.8 The development is therefore in accordance with the aims and objectives of policy CP4, and guidance set out within the Council's SPD relating to development on garden land and infill sites and the NPPF.

6.5 Parking and highway safety

6.5.1 Local plan policy TP1 (development and highway safety) states that development will not be permitted where it would endanger highway safety, directly or indirectly, by creating a new access or generating high turnover on-street parking.

6.5.2 The application proposes 7no. unallocated car parking spaces within the site together with 10.no secure cycle parking spaces. The County's highway officer considers this level of on-site parking to be sufficient in this sustainable own centre location and has raised no objection to the scheme subject to conditions being imposed on any planning permission should permission be granted.

6.5.3 Therefore, although raised as a concern by local residents, the development accords with the requirements of policy TP1 and guidance set out within the NPPF.

6.6 Other considerations

6.6.1 Concerns have been raised by local residents with regard to the mix of housing proposed for the site, particularly the single occupancy units, suggesting that there is a greater need for family houses. In response to these concerns, the Development Project Manager for CBH has confirmed that the mix reflects the local housing need in the area, and more widely across the town, in that there is significant demand for smaller properties. The mix is fully supported by the Council's Housing Enabling Officer and CBH's Housing Management Team.

6.6.2 The Crime Prevention Design Advisor at Gloucestershire Constabulary has provided a detailed response to the proposals, much of which goes beyond the remit of the planning application; however the agent has subsequently met with them and agreed some minor changes to the scheme as necessary.

6.6.3 The apartment block would be served by a communal refuse and recycling store which would be within an acceptable 50 metre 'drag distance'. The Joint Waste Team has raised concern about the bin storage area shown for one of the dwellings as it is in excess of 50 metres from the highway; the dwellings however would be expected to present their bins for collection at the roadside, as is the existing situation for the adjacent terraced properties.

6.6.4 Due to the previous potentially contaminative use of the site, it is suggested that the standard contaminated land condition be imposed in accordance with local plan policy NE4 (contaminated land) should permission be granted.

6.6.5 Finally, as the application proposed 10no. new residential units, provision for play space would be required to meet the requirements of local plan policy RC6 (play space in residential development). As on-site play space provision is clearly not feasible in this location, policy RC6 envisages a commuted sum in order to achieve its requirements and it is considered that this matter could be adequately dealt with by way of a condition should permission be granted.

7. CONCLUSION AND RECOMMENDATION

- 7.1 Whilst the development would result in the loss of a parcel of employment land contrary to local plan policy EM2, officers consider that because of specific material considerations which relate uniquely to this site, which are set out above, there is a strong argument for a departure from the development plan in this case.
- 7.2 Officers consider that the proposed redevelopment scheme is of a suitable scale, height, massing and footprint for the site and would sit comfortably within its context; and would provide a significant enhancement to the conservation area.
- 7.3 In addition, the scheme would not result in any significant or unacceptable harm to neighbouring amenity or highway safety.
- 7.4 Therefore, in conclusion, the recommendation is to grant planning permission subject to the following conditions:

8. CONDITIONS

- 1 The development hereby permitted shall be begun before the expiration of five years from the date of this permission.
Reason: To accord with the provisions of Section 91 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.
- 2 The development hereby permitted shall be carried out in accordance with Drawing Nos. 3834/P23, 3834/P/24 and 3834/P71 received by the Local Planning Authority on 27th February 2015 and Drawing Nos. 3834/P/10 C, 3834/P/20 B, 3834/P21 B, 3834/P/22 B and 3834/P/70 C received 1st July 2015.
Reason: To ensure the development is carried out in strict accordance with the approved drawings.
- 3 Prior to the commencement of development, plans showing the existing and proposed ground levels and slab levels of the proposed and adjacent buildings shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be implemented strictly in accordance with the agreed details.

Reason: To ensure a satisfactory relationship of the proposed building with the adjoining properties and land in accordance with Local Plan Policies CP4 and CP7 relating to safe and sustainable living, and design.

- 4 Prior to the commencement of development, including any works of demolition, a Construction Method Statement shall be submitted to and agreed in writing by the Local Planning Authority. The statement shall be strictly adhered to throughout the construction period and shall:
- i. specify the type and number of vehicles;
 - ii. provide for the parking of vehicles of site operatives and visitors;
 - iii. provide for the loading and unloading of plant and materials;
 - iv. provide for the storage of plant and materials used in constructing the development;
 - v. provide for wheel washing facilities;
 - vi. specify the intended hours of construction operations;
 - vii. measures to control the emission of dust and dirt during construction;
 - viii. specify the access points to be used and maintained during the construction phase(s).

Reason: To reduce the potential impact on the public highway in accordance with Local Plan Policy TP1 and paragraph 35 of the NPPF.

- 5 Prior to the commencement of development, including any works of demolition, a scheme for the control of noise and dust from the site during the demolition and construction phase of the development shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include the proposed hours of work, equipment and procedures to control dust emissions, and any other steps to be taken to control similar nuisances. The works shall thereafter be implemented strictly in accordance with the agreed details.

Reason: To safeguard the amenity of adjoining properties and to protect the locality in accordance with Local Plan Policy CP4 relating to safe and sustainable living.

- 6 Prior to the commencement of development, the following condition shall be complied with and satisfactorily agreed in writing by the Local Planning Authority.

i) Site characterisation

A site investigation and risk assessment should be carried out to assess the potential nature and extent of any contamination on the site, whether or not it originates on the site. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority. The report must include;

a) a survey of the extent, scale and nature of contamination

b) an assessment of the potential risks to:

- human health
- property (including buildings, crops, livestock, pets, woodland and service lines and pipes)
- adjoining land
- ecological systems
- groundwaters and surface water
- archaeological sites and ancient monuments

c) an appraisal of remedial options to mitigate against any potentially significant risks identified from the risk assessment.

This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR11'

ii) Submission of a remediation scheme

Where remediation is required, a detailed remediation scheme to bring the site to a condition suitable for the intended use should be produced and will be subject to the approval, in writing, by the Local Planning Authority prior to implementation. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2a of the Environmental Protection Act (1990) in relation to the intended use of the land after remediation.

iii) Implementation of approved remediation scheme

Any approved remediation scheme must be carried out in accordance with its terms prior to the commencement of the development, other than that required to carry out remediation. Following completion of measures identified in any approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced and is subject to the approval, in writing, by the Local Planning Authority.

If unexpected contamination is found after development has begun, development must be halted on that part of the site affected by the unexpected contamination until section iv) has been complied with in relation to that contamination.

iv) Reporting of unexpected contamination

In the event that contamination is found at any time when carrying out the approved development, that was not previously identified, it must be reported immediately in writing to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with section i) and a remediation scheme submitted in accordance with section ii). Following completion of measures identified in the approved remediation scheme, a verification report must be produced in accordance with section iii).

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Local Plan Policy NE4 relating to development on contaminated land.

- 7 Prior to the commencement of development, a scheme for the provision or improvement of recreational facilities to serve the proposed dwelling(s) shall be submitted to and approved in writing by the Local Planning Authority. The dwelling(s) shall not be occupied until the approved scheme has been implemented.

Reason: To avoid any increase in the Borough's imbalance between population and the provision of outdoor play space and related facilities in accordance with Local Plan Policy RC6 relating to play space in residential development.

- 8 Prior to any construction work above ground level, samples of the proposed facing materials and roofing materials shall be submitted to and approved in writing by the Local Planning Authority, and the materials used in the development shall be in accordance with the samples so approved.

Reason: To ensure a satisfactory form of development in accordance with Local Plan Policy CP7 relating to design.

- 9 Prior to the installation of any boundary walls, fences or other means of enclosure, a detailed scheme shall be submitted to and approved in writing by the Local Planning Authority and the boundary walls, fences or other means of enclosure shall be erected prior to first occupation of the development.

Reason: To ensure that the development is completed in a manner that is sympathetic to the site and its surroundings in accordance with Local Plan Policy CP7 relating to design.

- 10 Prior to installation, a detailed scheme for landscaping, tree and/or shrub planting and associated hard surfacing (which should be permeable or drain to a permeable area) shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall specify species, density, planting size and layout. The scheme approved shall be carried out in the first planting season following the occupation of the building or completion of the development, whichever is the sooner.
Reason: To ensure that the development is completed in a manner that is sympathetic to the site and its surroundings in accordance with Local Plan Policies CP1 and CP7 relating to sustainable development and design.
- 11 Prior to first occupation of development, the refuse and recycling storage facilities (including appropriate containers) shown on Drawing No. 3834/P/10 C shall be completed in all respects and thereafter kept free of obstruction and maintained as such.
Reason: To ensure adequate provision and availability of refuse storage in order to achieve sustainable waste management in accordance with Gloucestershire Waste Local Plan Policy W36 relating to waste minimisation.
- 12 Prior to first occupation of the development, the cycle and car parking facilities shown on Drawing No. 3834/P/10 C shall be completed in all respects and available for use. The parking facilities shall thereafter be kept free of obstruction and available for parking only.
Reason: To ensure adequate cycle and car parking provision within the curtilage of the site, and to give priority to pedestrian and cycle movements, in accordance with Local Plan Policy TP1 relating to development and highway safety, and paragraph 35 of the NPPF.
- 13 Prior to the first occupation of the approved development, all vehicular accesses to the site (other than that intended to serve the development) shall be permanently closed, and the footway/verge in front has been reinstated in accordance with details to be submitted to and agreed in writing beforehand by the Local Planning Authority.
Reason: To ensure satisfactory access arrangements in accordance with Local Plan Policy TP1 relating to development and highway safety and paragraphs 32 and 35 of the NPPF.
- 14 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking and/or re-enacting that order) the first floor windows to the west facing elevation serving Flat 4 shall be glazed with obscure glass and shall incorporate a restricted opening mechanism, details of which shall be submitted to and approved in writing by the Local Planning Authority prior to installation. The window shall be installed in accordance with the details so approved and shall be maintained as such thereafter.
Reason: To safeguard the amenities of the adjoining properties in accordance with Local Plan Policy CP4 relating to safe and sustainable living.
- 15 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and/or re-enacting that order with or without modification), no extensions, garages, walls, fences or other structures of any kind (other than those forming part of the development hereby permitted) shall be erected without planning permission.
Reason: Any further extension or alteration requires detailed consideration to safeguard the amenities of the locality in accordance with Local Plan Policies CP4 and CP7 relating to safe and sustainable living and design.

INFORMATIVES

- 1 In accordance with the requirements of The Town and Country Planning (Development Management Procedure) (England) (Amendment No. 2) Order 2012 and the provisions of the NPPF, the Local Planning Authority adopts a positive and proactive approach to dealing with planning applications and where possible, will seek solutions to any problems that arise when dealing with a planning application with the aim of fostering the delivery of sustainable development.

At the heart of this positive and proactive approach is the authority's pre-application advice service for all types of development. Further to this however, the authority publishes guidance on the Council's website on how to submit planning applications and provides full and up-to-date information in relation to planning applications to enable the applicant, and other interested parties, to track progress.

In this instance, having had regard to all material considerations, the application constitutes sustainable development and has therefore been approved in a timely manner.

- 2 The applicant's/developer's attention is drawn to the Council's 'Code of Good Practice - Building and Demolition Site Operators' leaflet which sets out reasonable working hours for noisy activities which would be audible beyond the site boundary. The hours are 7:30am - 6:00pm Monday to Friday, and 8:00am - 1:00pm on Saturdays.

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APPLICATION NO: 15/00354/FUL		OFFICER: Miss Michelle Payne	
DATE REGISTERED: 4th March 2015		DATE OF EXPIRY : 3rd June 2015	
WARD: St Pauls		PARISH:	
APPLICANT:	Cheltenham Borough Homes Ltd		
LOCATION:	York Place, 47 Swindon Road, Cheltenham		
PROPOSAL:	Erection of 10no. residential units comprising 5no. one bed flats, 3no. 2 bed flats and 2no. 2 bed houses following demolition of all existing buildings on land at corner of Swindon Road and Brunswick Street		

REPRESENTATIONS

Number of contributors	5
Number of objections	5
Number of representations	0
Number of supporting	0

41 St Pauls Road
Cheltenham
Gloucestershire
GL50 4ES

Comments: 27th March 2015

We neither need nor want any further single accommodation but rather we need family homes with suitable parking

10 Dunalley Parade
Cheltenham
Gloucestershire
GL50 4LX

Comments: 26th March 2015

I live in St. Pauls and I support the redevelopment of the garage for CBH family housing, but object to the prospect of even more flats in an area that already has a high density of flats and HMO's in the St Pauls area. If Additional Licensing is applied to St. Pauls then the number of registered HMOs in the area will be even higher. As a committee member of the St. Pauls Road Area Residents Association (SPRA) I can say from my observations at last nights, and previous resident association meetings that this development in its current form would directly contradict the St. Pauls Road Area Residents Association (SPRA) aspiration to reduce this density.

This corner site is a key point to define where the residential St Paul community begins, an important opportunity to undertake place making through design. The natural design would be to extend the terrace of family homes to the end of Brunswick Street creating homes for households with a long term commitment to the neighbourhood. The whole design proposal is not in keeping with the Brunswick Street scene which is a terraced street.

This development by its size and architectural form does nothing positive to contribute to the neighbourhoods sense of identity. This is a community with a history and the building ought to be sympathetic to that character. Communities need a sense of identity to prosper. It is surprising that the council has ignored this as one of the borough councils stated aspirations is to build and support community cohesiveness.

There is also ample criminological research to suggest that persons in an area take their cues from the perceived values that prevail in that area. The 'broken windows' theory introduced in a 1982 article by social scientists James Q. Wilson and George L. Kelling is perhaps the best known theory of all. St. Pauls residents have worked hard both through the St. Pauls Road Area Residents Association (SPRA) and also through Streetwatch to alter and set norms of behaviour, and build a settled and cohesive community.

Crime is not new to this location. The properties in this location were a mix of large tenements called Courts@ and Robert Cox built many workers cottages there. By the 1930s the road known as Rutland Street, had such a dreadful reputation that the Borough Council demolished many of the properties, and renamed the Street Brunswick Street. This location still suffers from crime with previous attempts to break into the garage and sexual assaults. I note from documents submitted that the Crime Prevention and Design Advisor has expressed reservations about the current design.

Additionally there are inadequate parking facilities (7 places for 10 households) and the development will have road safety issues caused by parking and by adding another junction so close to the junction of Swindon Road and Brunswick Street. The inadequate parking facilities are surely an own goal and must weaken the councils ability to expect other planning applications to provide adequate parking facilities.

Shouldn't the council set an example?

53 Swindon Road
Cheltenham
Gloucestershire
GL50 4AH

Comments: 26th March 2015

We support the redevelopment of the garage for CBH family housing but believe the concentration on flats is an error that is not justified given the high density of flats and HMO's in the St Pauls area. In fact this design seems to directly contradict the Residents Associations aspiration to reduce this density and will deny the St Pauls the opportunity to develop as an identifiable neighbourhood, to build a sense of place.

This corner site is a key point to define where the residential St Paul community begins , an important opportunity to undertake place making through design. The natural design would be to extend the terrace of family homes to the end of Brunswick Street creating homes for households with a long term commitment to the neighbourhood. The whole design proposal is not in keeping with the Brunswick Street scene which is a terraced street.

Additionally there are inadequate parking facilities (7 places for 10 households) and the development will have road safety issues caused by parking and by adding another junction so close to the junction of Swindon Road and Brunswick Street.

Further there are serious concerns about the design proposals in relation to community safety given the previous break in attempts at the former garage itself and the range of assaults that have occurred in this area.

Opening up the rear of the new properties to public access linked to proposals to reduce the height of the existing back garden walls of all the 8 properties adjacent to the site increasing vulnerability to crime in all these homes in St Pauls Street North.

I also object to the overbearing and overshadowing impact of the development as an East facing development it will have a significant impact on our light.

13 St Pauls Parade
Cheltenham
Gloucestershire
GL50 4ET

Comments: 27th March 2015

On behalf of the St Pauls Road Area Residents' Association, we are pleased to hear that Cheltenham Borough Homes will be developing this site as housing. We appreciate the ongoing need for affordable housing in Cheltenham, and this gives the opportunity for people to move into the area on a secure tenancy and put down roots in the community. This location gives the tenants the option of tapping into the facilities and support available in the St Pauls Walk development. We hope that the criteria and contracts for being housed here is the same as for the St Pauls Walk development.

However we do have a few concerns as follows based on points that have regularly come up as concerns for residents:

- 1) Over-density of occupation and the make up of the planned development. The residents association has been concerned for some time about over density of housing and occupancy in St Pauls with many family houses having been converted into multiple occupancy households. This has led to an imbalanced and transient community with increasingly disproportionate numbers of 18 -25 year olds, many on very short-term tenancies and with no stake in the community. While we appreciate that CBH's plans are possibly lower density than a private developer's plans for this site could have been, we would have preferred to have seen more 2 or 3 bed properties rather than five one bed properties proposed. We hope that when CBH are selecting tenants for this property they are careful not to add to the community imbalance. In other areas of St Pauls where we have had a concentration of young single people in social housing this has led to problems making the tenants themselves vulnerable and creating problems for their neighbours.
- 2) Parking. We have concerns about the number of parking spaces available relative to the number of units. We appreciate that in St Pauls we are lucky enough to have excellent walking, cycling and public transport links, but despite this many residents choose to have cars, including social housing tenants. Surveys by Gloucestershire Highways have shown there are already significant pressures on parking in St Pauls. In response to residents concerns about previous developments in the area, our local councillor has assured us that there will be no more development in St Pauls without adequate parking. Merely building houses without adequate parking is not enough to persuade people not to own a car. Where this has been done elsewhere in St Pauls, e.g. St Pauls Lane and the site of the former St Pauls Garage in St Pauls Road, this has led to ongoing problems with illegal and obstructive parking (as can be evidenced by complaints to the police, Apcoa and local councillors), and has had a knock-on effect on parking in neighbouring streets. If properties are to be built without sufficient parking spaces, this should be accompanied by other measures to support non-car ownership, such as personalized travel planning and possibly access to a car club. But the preferred solution would be fewer residential units relative to the number of parking places. Considering the number of units and the developments proximity to a major through road and junction, we are surprised that Gloucestershire Highways has not appear to have been included as a statutory consultee.
- 3) Style of building. We agree with Mark's point about this corner marking an entrance point to the residential area of St Paul's and the missed opportunity for place-making. A continuation of the existing terrace would have been more in keeping with the character of the area, as would a more sympathetic use of materials. This is a conservation area and we would hope that any development is sympathetic to the characteristics of the area as defined in the area assessment of 2008.

53 Swindon Road
Cheltenham
Gloucestershire
GL50 4AH

Comments: 26th March 2015

I live in St Pauls and support the planning of housing for families . we are swamped by HMO

This corner site is a key point to define where the residential St Pauls community begins, an important opportunity to undertake place making through design. The natural design would be to extend the terrace of family homes to the end of Brunswick Street creating homes for households with a long term commitment to the neighbourhood. The whole design proposal is not in keeping with the Brunswick Street scene which is a terraced street.

This development by its size and architectural form does nothing positive to contribute to the neighbourhoods sense of identity. This is a community with a history and the building ought to be sympathetic to that character. Communities need a sense of identity to prosper. It is surprising that the council has ignored this as one of the borough councils stated aspirations is to build and support community cohesiveness.

It also will effect greatly light coming into my home and garden and I believe will effect my right to light . there is also a safeguarding issue of security of my children having bedroom windows 3 meters from theirs and as a victim of crime it increases vulnerability .

APPLICATION NO: 15/00354/FUL	OFFICER: Miss Michelle Payne
DATE REGISTERED: 4th March 2015	DATE OF EXPIRY: 3rd June 2015
WARD: St Pauls	PARISH:
APPLICANT:	Cheltenham Borough Homes Ltd
AGENT:	Mrs Samantha Harrison
LOCATION:	York Place, 47 Swindon Road, Cheltenham
PROPOSAL:	Erection of 10no. residential units comprising 5no. one bed flats, 3no. 2 bed flats and 2no. 2 bed houses following demolition of all existing buildings on land at corner of Swindon Road and Brunswick Street

Update to Officer Report

1. CONDITIONS

- 1.1. The scheme proposes all 10 units as affordable housing and therefore a contribution is not required towards recreational facilities. The recommendation therefore is to remove condition 7.
- 1.2. The application has also agreed to a condition being attached to ensure that the 10 units will be retained as affordable housing. The following condition is recommended to achieve this.

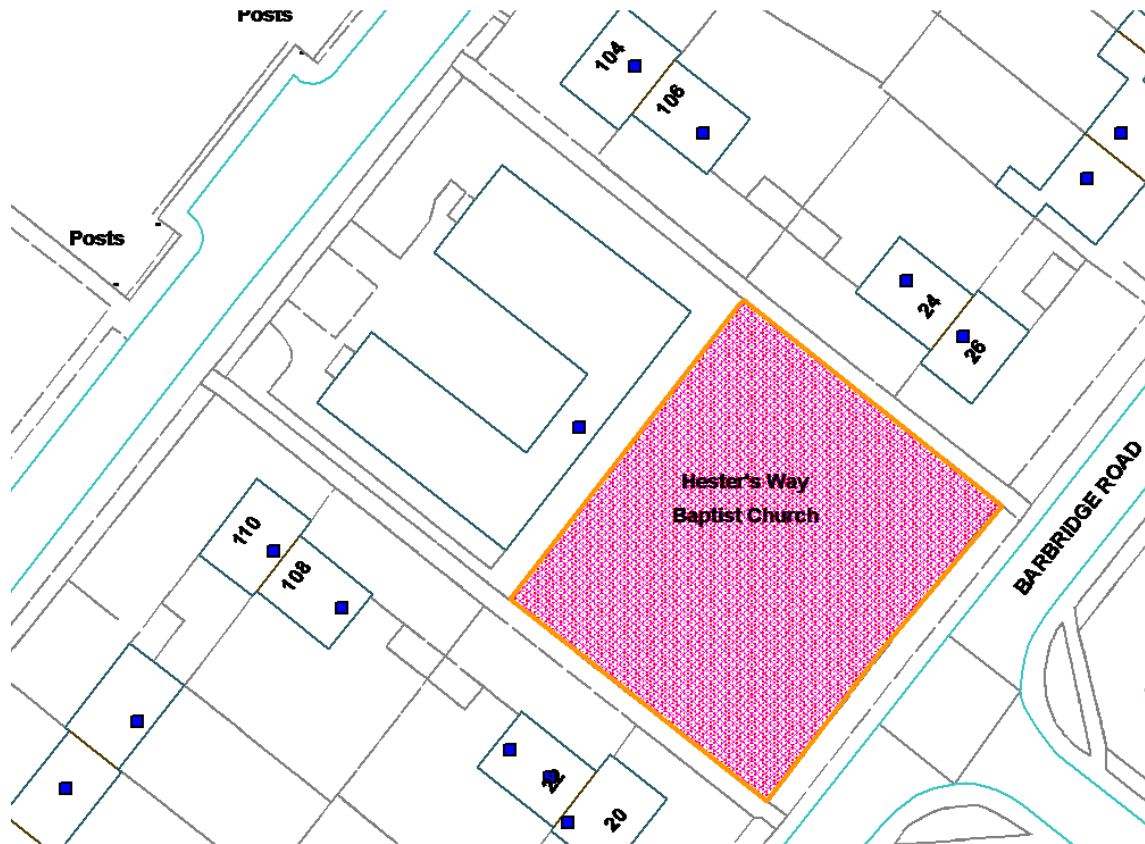
The residential units hereby approved shall be occupied in perpetuity as Affordable Housing in accordance with the definition of Affordable Housing provided in the Glossary of the National Planning Policy Framework, or any national planning policy statement revoking and/or re-enacting the National Planning Policy Framework, or in such other manner to be first agreed in writing by the Local Planning Authority.

Reason: To ensure that the residential units are provided as Affordable Housing in accordance with the requirements of the National Planning Policy Guidance.

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APPLICATION NO: 15/00517/FUL	OFFICER: Mr Ed Baker
DATE REGISTERED: 8th April 2015	DATE OF EXPIRY: 8th July 2015
WARD: Hesters Way	PARISH:
APPLICANT:	Cheltenham YMCA and Hesters Way Baptist Church
AGENT:	Forge Design Studio
LOCATION:	Hesters Way Baptist Church, Ashlands Road, Cheltenham
PROPOSAL:	Erection of 10 no. YMCA "move on" residential units (revised scheme)

RECOMMENDATION: Permit



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1. BACKGROUND

- 1.1 The application is referred to the Planning Committee at the request of the Vice Chairman.

2. DESCRIPTION OF SITE AND PROPOSAL

- 2.1 The application site is a square shaped area of open space situated to the north-west side of Barbridge Road, opposite the junction with Lechmere Road.
- 2.2 The site is approximately 0.1 hectares (ha) in size and is grassed and relatively flat.
- 2.3 The site is surrounded by housing on either side to the north-east and south west. These adjacent houses are Nos. 20, 22, 22A, 24 and 26 Barbridge Road. Nos. 22, 22A and 24 face towards the site on either side. There is a narrow alley on each side that provides access to the front of these properties as well as the houses and church further to the north-west.
- 2.4 At the rear of the site is Hesters Way Baptist Church, which is a modern church building that backs onto the site.
- 2.5 The application seeks full planning permission for the erection of ten "Move On" YMCA residential units. The development would comprise two single storey blocks perpendicular to the highway. The blocks would face each other with a communal garden area in between. At the rear, the units would each have a small rear garden with direct access to the alley ways on either side of the site. Each garden would have a bicycle and bin store.
- 2.6 The buildings would have a low mono-pitch metal roof and the walls would be faced in brick. The windows and doors would either be timber, UPVC or power coated aluminium. A parking area of nine spaces would be provided at the front of the site perpendicular to Barbridge Road.
- 2.7 The plans show new tree planting at the front of the site either side of the parking area, and within the communal garden area between the buildings.
- 2.8 The proposal follows the granting of planning permission for an alternative scheme of ten "Move On" YMCA residential units in 2012 (12/00929/FUL).
- 2.9 Amended plans have been received at the request of the planning officer, which reduce the size of the rear gardens, add a recessed window in each front facing gable wall, and make more of a design feature of the back wall in the central courtyard.

3. CONSTRAINTS AND RELEVANT PLANNING HISTORY

Constraints:

Smoke Control Order

Relevant Planning History:

12/00929/FUL 24th August 2012 OBL106
Construction of 10no. YMCA "move-on" dwellings

15/00353/AMEND 12th March 2015 WDN

Non material amendment to planning permission 12/00929/FUL - amendment to design removal of two storey area of development

4. POLICIES AND GUIDANCE

Adopted Local Plan Policies

CP 1 Sustainable development
CP 4 Safe and sustainable living
CP 7 Design
NE 1 Habitats of legally protected species
NE 3 Biodiversity and geodiversity of local importance
HS 1 Housing development
HS 2 Housing Density
HS 4 Affordable Housing
RC 5 Development of amenity space
RC 7 Amenity space in housing developments
UI 7 Renewable energy
TP 1 Development and highway safety
TP 2 Highway Standards
TP 6 Parking provision in development

Supplementary Planning Guidance/Documents

Affordable housing (2004)

National Guidance

National Planning Policy Framework

5. CONSULTATIONS

GCC Highways Planning Liaison Officer

28th April 2015

The above application seeks consent for the erection of 10 x 1 person move-on studio flats for residents of the town centre YMCA facility who wish to move into 'independent living' accommodation. This application is similar to application 12/00929/FUL to which no highway objections were raised and was granted permission in August 2012.

The development site is situated to the rear of Hesters Way Baptist Church and will be accessed from Barbridge Road opposite its junction with Lechmere Road. Lechmere Road forms a short link between Barbridge road and Princess Elizabeth Way which provides a primary link between A 40 Gloucester Road to the southwest of Cheltenham with A 4019 Tewkesbury Road to the northwest of Cheltenham.

No on-site parking is proposed, however the location is felt to provide favourable access to sustainable forms of transport with a regular bus service with Cheltenham Town Centre operating along Princess Elizabeth Way.

The proposed design shows parking for 9 cars provided on street by way of a parking bay with the footway behind the parking. These spaces should be a minimum size of 4.8 m x 2.4 m. However, to implement this the Applicant will be required to enter into a legal agreement for the construction of the lay-by and footway, as some of these works will be on existing highway, and the dedication of these areas as publicly maintainable highway. This will mean that this area could be used as general parking for vehicles not associated with the proposed development.

I recommend that no highway objection be raised subject to the following condition being attached to any permission granted:-

No works shall commence on site until details of the new highway arrangement, which includes the amended footway alignment and parking bay with perpendicular parking, has been submitted to and approved in writing by Local Planning Authority. The works shall then be completed in accordance with the approved details prior to occupation of the 10 no. dwellings.

Reason: To ensure adequate car parking is provided to serve the development in accordance with paragraph 39 of NPPF and policies CP5 & TP6 of Cheltenham Borough Council Local Plan.

NOTE:

The Local Highway Authority will require the developer to enter into a legally binding agreement to secure the proper implementation of the proposed highway works including an appropriate bond.

29th April 2015 - ADDITIONAL COMMENT:

I am advised that as the works have been secured by condition the agreement would be between ourselves as the Highway Authority and the applicant under a section 278 agreement.

Social Housing

22nd April 2015

The proposal is for Cheltenham YMCA to provide 10 self-contained units for supported accommodation for people with housing and support needs

The scheme will meet an identified affordable housing need in Cheltenham. The units will provide short term tenancies for existing residents of the YMCA in Vittoria Walk who are considered ready for move on into independent living whilst still receiving floating support.

The proposal will be subject to applications for funding from the HCA and the Local Authority.

The Design and Access Statement states that it considers this proposal meets the requirements of the core policies of the local plan - seeking to promote sustainable development and environment, safe and sustainable living and good design. At construction stage the development will be carried out to a standard that ensures compliance with Part M of the Building Regulations.

There is a high demand for move on accommodation from the YMCA to ensure that Vittoria Walk remains available for new residents finding themselves to be homeless. We have no objections and fully support the proposed application for 10 clusters flats for YMCA 'move-on' accommodation. We consider that the changes to the building will ensure now and in the future that the scheme's accommodation will be fit for purpose and meet the Council's strategic priorities and evidenced need of supported housing and the supporting people programme.

Landscape Architect

14th May 2015

The Architects' Panel's comments regarding the size of the central space and the lack of a focal point are noted and agreed with.

The front elevations of the existing houses face each other across the green. In the proposed layout the front elevations of the existing houses will face the rear elevations of the proposed units (i.e. they will be looking at back garden walls and gates). This arrangement is generally to be avoided in urban design. This is also a problem with the extant permission.

Security could be an issue in the proposed development as both the front and rear of the dwellings are easily accessible from public footpaths. The proximity of public footpaths to rear garden boundaries is especially to be avoided because of the security problems that can arise.

The proposed layout offers little informal surveillance of the public footpaths. The rear garden boundaries could contribute to a sense of enclosure along the paths and could deter people from using them, especially at night.

Bin management could be a problem if wheelie bins left outside back gates for collection cause obstruction to the public footpath.

Suggest considering revising the layout such that:

The front elevations of the proposed dwellings face the front elevations of the existing dwellings across the footpaths. The proposed dwellings are set back from the footpath behind small front gardens. This would allow for informal surveillance of the path, while ensuring it is unobstructed by people entering or leaving their dwellings.

To the rear of each proposed dwelling there could be a small private garden which opened into a central space. The central space would be narrower than that shown in the extant planning permission but with the appropriate landscape treatment - boundary materials, gates, paving could be made attractive. Suggest making this space secure with a lockable gate. A signature tree and low level planting could form the focal point at the end of this courtyard space.

Notwithstanding the above points and the fact that there is an extant planning permission, in my opinion the site would be better left as green space where it could continue to provide a sense of spaciousness to this residential area and retain the potential to contribute to urban green infrastructure.

Crime Prevention Design Advisor

19th May 2015

The Landscape Architect had proposed moving or repositioning each building to create back to back gardens will offset the known problem and generate a new one. In order to maintain access to the back of each property a communal footpath/ alleyway will need to pass through the middle of the site and between each garden. This alleyway will then offer a secluded entrance into each garden, thereby replicating the original problem. As shown in the attached illustration.

In an effort to apply some practical crime prevention and designing out crime principles to this proposed design, I've enclosed the central space to create a communal garden which will offer a secure boundary, restricted access, increase surveillance from each apartment, while encouraging a defensible space with ownership. The ongoing management and maintenance of this area will be easier to facilitate. Changing the emphasis of each front garden by relocating the individual bin and cycle store, using a 1.2 – 1.4 metre boundary wall will provide better surveillance and create a better relationship with the existing residences.

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A communal bin store or cycle shed would allow the formation of a shared facility, requiring less space which will be easier to manage and maintain. These features can be seen in the following illustration.

This development has been designed to place 10 identical apartments in a restricted space and would benefit from further design options. Future design considerations should address the plot size, location, existing features and ultimate use and management of this facility has been needs to be considered in a holistic capacity, not the creation and placement of individual living units.

Cheltenham Borough Council's Local Plan which contains Policy CP 4:

"Development will be permitted only where it would:

*(c) make adequate provision for security and the prevention of crime and disorder;
and*

(b) not, by nature of its size, location, layout or design to give rise to crime or the significant fear of crime or endanger public safety."

"Create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion." Paragraph 58, National Planning Policy Framework, DCLG 2012

21st May 2015 -

Even if the design didn't change and as long as each apartment use BS PAS24: 2012 doors and windows this development would meet Secured by Design Part 2, thereby meeting the requirements of the Housing Association.

As for the redesign, my suggestion reworked the site plan to follow the principles of Designing out Crime and the seven attributes of Safer Places. To create a new front garden I removed the various structures and orientated the plans to change the purpose of these outdoor spaces, resulting in both footpaths being flanked by small enclosed front gardens; the very nature of these gardens will create defensible spaces and a sense of ownership.

The central space would be enclosed with a 1.8m high gap boarded fence to offer a communal garden. The bin and cycle store was provided in order to free up the front gardens; the possible location of the bins would allow for easy servicing on collection days, while the cycle stores would benefit from extra natural surveillance from the neighbouring properties and less congestion on each footpath.

I have no formal reason to object to this development, but it would be a shame to miss an opportunity to design something fitting the area; I can't help but notice the similarity between each apartment and the layout of a static caravan.

Tree Officer

24th April 2015

The Tree Section has no objections with this application. If permission is granted please use condition:

Detailed Landscaping

The landscaping proposal shall be carried out no later than the first planting season following the date when the development is ready for occupation or in accordance with a programme agreed in writing with the Local Planning Authority. The current Landscape Planning Proposals must be modified to also specify species, planting size, root type (it is anticipated that container grown trees will be planted) and protection so as to ensure quick

successful establishment. The size of the trees shall be at least a Selected Standard as per BS 3936-1:1992. The trees shall be maintained for 5 years after planting and should they be removed, die, be severely damaged or become seriously diseased within this period they shall be replaced with another tree as originally required to be planted.

Reason: To preserve the visual amenities of the locality in accordance with Local Plan Policies GE5 and GE6 relating to the retention, protection and replacement of trees.

Environmental Health

22nd April 2015

With regard to this application I have the following comment to make:

Noise - From Construction

Construction works on the development shall not take place other than during the following times:

1. Monday to Friday 0800 to 1800 hours
2. Saturday 0800 to 1300 hours

Nor at any time on Sundays, Bank or Public holidays, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to protect existing residents who are in close proximity to this site.

Architects Panel

11th May 2015

The site for this proposal carries an extant approval which demonstrates a more traditional 'alms-house' type approach as opposed to the modern proposal put forward under this application. There were some good features to the proposed design, for example, the access from side alleys through private yards; however, the disadvantage to this approach is that the accommodation on either side is pushed closer together creating a very narrow central space which might lead to overlooking issues. We were concerned that, because of overlooking and the fact that access could be from the sides, the central space could become lifeless and unused. It also seemed strange that a clear symmetry had been set up but with no focal point. In this respect, the previous scheme was more successful in that the central space was given priority and further emphasised by the focal nature of the architecture. Elevationally, the mono-pitch approach seemed weak (almost garage like) and lacked any sense of relationship with the street - for example, could the end units be handed so some windows could look out? Overall the scheme lacked presence and substance and would require significant re-design before it could be supported.

6. PUBLICITY AND REPRESENTATIONS

Number of letters sent	25
Total comments received	7
Number of objections	7
Number of supporting	0
General comment	0

6.1 Comments Received - attached.

7. OFFICER COMMENTS

7.1 Determining Issues

7.2 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning decisions should be made in accordance with the Development Plan, unless material considerations indicate otherwise.

7.3 The Development Plan for the area comprises the Cheltenham Borough Local Plan (adopted 2006).

7.4 The main issues relevant to the consideration of the planning application are:

- (i) Planning history
- (ii) Loss of amenity space
- (iii) Whether this is a suitable location for housing
- (iv) Provision of affordable housing
- (v) Impact on neighbour amenity
- (vi) The effect on the character and appearance of the area
- (vii) Crime and disorder
- (viii) Access and parking
- (ix) Ecology
- (x) Drainage
- (xi) Other issues raised during the consultation process.

7.5 Planning history

7.6 The site already benefits from planning permission for the erection of ten “Move On” YMCA residential units granted in August 2012 (12/00929/FUL). The planning permission remains extant until August 2017. The existing permission is a material consideration relevant to the consideration of the current proposal and represents a “fall-back position” – what could lawfully take place if planning permission for the current proposal is not granted. The current application should therefore be assessed in the context of the existing planning permission.

7.7 Loss of amenity space

7.8 The proposal would result in the loss of a reasonable-sized area of amenity space which may be used by the local community, contrary to Saved Policy RC 5 of the Local Plan. However, the loss of amenity space was considered acceptable when the previous planning permission for development of the site was granted. There is an extant planning permission for a similar scheme and so the principle of the loss of amenity space has already been established.

7.9 Policy RC 7 of the Local Plan requires play space to be provided for new housing. However, National Planning Policy Guidance makes it clear that contributions should not be sought in relation to schemes of ten residential uses or less. Therefore, it would be unreasonable to apply Policy RC 7 in this case.

7.10 Whether this is a sustainable location for new housing

7.11 The site is located within a built up residential area. It benefits from reasonable access to shops, services, public transport and jobs. The site is considered to be a good and sustainable location in principle for new housing.

7.12 Moreover, the proposal would make effective use of land.

7.13 The site has previously been found to be acceptable for residential use through the granting of the earlier planning permission.

7.14 Provision of affordable housing

7.15 The proposal comprises 10 residential units, which is below the threshold for the negotiation of affordable housing set by Policy HS4 of the Local Plan and National Planning Policy Guidance, but within the threshold set by the emerging Joint Core Strategy for Cheltenham, Gloucester and Tewkesbury ("JCS").

7.16 Policy SD13 of the emerging JCS states that the Local Planning Authority will seek through negotiations to deliver 40% affordable housing on sites of 10 or more dwellings. It is considered that reasonable weight can be given to this policy.

7.17 The proposal is for supported housing, or "Move On" accommodation as the applicant describes it. Such housing is not excluded from the requirement for affordable housing. The YMCA confirms that this type of accommodation is affordable housing in its own right.

7.18 The application provides the following description of the proposed tenure:

'The YMCA provides help to young people in a number of ways including the provision of housing, training and supporting facilities and providing support for young people and their families. The organisation is the largest voluntary provider of safe, secure and affordable supported housing for young people in England and every night over 7,000 young people stay at a YMCA in 250 communities through England.' (para. 1.2 of the applicant's Design & Access Statement)

'Cheltenham YMCA is a fully autonomous and independent local charity and affiliated to the National Council of YMCA. Cheltenham YMCA is also Registered Provider (previously referred to as a Registered Social Landlord), and is regulated by the Homes and Communities Agency (HCA). Cheltenham YMCA currently provides fully-supported young person's accommodation at their town centre site at Vittoria Walk. That site is currently under development with the first phase having recently been completed.'

'At the Vittoria Walk site, YMCA residents are fully supported and are offered individual support packages, designed to help find suitable employment and education and training opportunities, whilst engaging in personal development and independent living plans. It is part of the YMCA's housing strategy for residents to stay in the this town centre starter accommodation for up to 2 years, allowing the provision at Vittoria Walk to remain available for new residents finding themselves to be homeless. After this time, YMCA residents are supporting into appropriate move-on accommodation.'

'As a further part of the YMCA's housing strategy, suitable move-on accommodation needs to be identified early on for those residents who wish to progress into independent living whilst still receiving floating support. In reality, in the absence of any such purpose built accommodation, many of the YMCA's current residents have struggled to find suitable local accommodation at affordable rent levels and the YMCA are aware of how difficult this can be in the present economic climate.' (paras. 2.2 and 2.3)

7.19 The proposal will provide supported accommodation for young people who have previously lived and been supported at Vittoria Walk:

'The units will be offered to selected residents who have achieved a required level of independence and have the appropriate level of maturity to live independently, albeit with floating support still provided by the YMCA. Residents would generally have lived at the YMCA in Vittoria Walk and proved that they are able to live independently; would be employed or in training; and would be considered by the YMCA as being suitable for living in this particular accommodation in this particular location.'

- 7.20** The applicant's Design & Access Statement goes onto cite three examples of young people who have been successfully housed in YMCA accommodation (par. 5.1).
- 7.21** The Council's Affordable Housing Officer supports the application. They confirm that:
- '[The scheme] will meet an identified affordable housing need in Cheltenham... There is a high demand for move on accommodation from the YMCA to ensure that Vittoria Walk remains available for new residents finding themselves to be homeless. We have no objections and fully support the proposed application for 10 clusters flats for YMCA 'move-on' accommodation. We consider that the changes to the building will ensure now and in the future that the scheme's accommodation will be fit for purpose and meet the Council's strategic priorities and evidenced need of supported housing and the supporting people programme.'*
- 7.22** It is clear that the proposal would provide a very important housing service for the area and this is a significant material consideration in support of the proposal.
- 7.23** A condition is recommended that requires at least four of the ten units (i.e. at least 40% of in accordance with Policy SD13) are provided as affordable housing in perpetuity.
- 7.24 Impact on neighbouring property**
- 7.25** The proposed buildings are smaller than the previous scheme. The neighbours likely to be most affected by the proposal are Nos. 20, 22, 22A, 24 and 26 Barbridge Road, which are adjacent to the site on its north-east and south west sides.
- 7.26** The buildings are now exclusively single storey whereas the previous scheme had a central two storey element. The height of the single storey wings has been reduced from 5.2 metres to 4.0 metres in the current proposal. The buildings would be only slightly closer to the alley than before at 3.4 metres rather than 4.0 metres. The impact of the physical buildings on the immediate neighbours would therefore likely be less.
- 7.27** Some neighbours have expressed concerned about overlooking of their properties. However, the proposed buildings are single storey and the rear elevation of the buildings facing the neighbours would only have doors and no windows. The rear gardens next to the alley ways have been significantly reduced in size at the request of the planning officer. The gardens have been set back 1.2 metres from the alleyway and would comprise a bin/bicycle store, raised planting bed and path to the rear entrance door. The rear gardens are too small to be used as a general amenity area. The proposal would not give rise to harmful overlooking or disturbance to neighbouring properties.
- 7.28** It is considered that there would be sufficient amenity space within the development for residents. The distance between the internal elevations is relatively short at 10 metres (the previous scheme was 11.5 metres between elevations). However, it is considered that the scheme would unlikely give rise to unacceptable inter-overlooking between properties in view of the design, the nature of tenure and the community ethos that the scheme seeks to engender.
- 7.29 The effect on the character and appearance of the area**
- 7.30** The proposed buildings have a broadly similar layout to the previous scheme although the two storey building at the rear of the courtyard at the back of the site has been removed.
- 7.31** The current proposal has a much more modern design whereas the previous scheme had a rather ordinary, suburban and arguably dated appearance. The new design approach is contemporary with simple lines and a mono-pitched metal sheeted parapet roof. The walls

would be faced in a red brick which is the predominant material in the area. Whilst the architecture of the new buildings is different to the circa mid-20th Century houses on this part of the estate, the use of similar brick materials will provide important visual continuity. Most importantly, the scheme is a quality design, which responds to and respects its context. The new buildings would have a limited height and would generally be low-impact. They would have an attractiveness borne out of their simplicity. The scheme is considered to be a good design solution for the site.

7.32 The Architects Panel discussed the original plans and was critical of some aspects of the design and felt that the approved scheme is perhaps more successful. The planning officer has sought a number of design changes in response to the Panel's comments. It is felt that these amendments have definitely helped improve the design. The existing approval is arguably a little dated and "ordinary" in comparison to the new scheme, which is much fresher and more interesting. The proposed buildings originally presented blank end gables to the street. However, in response to the Panel's concerns, a full height narrow recess with window has been added to each gable. This adds articulation and interest to these elevations.

7.33 It is felt that the overall attractiveness of the scheme comes from its economy and simplicity. The visual acceptability of the development will be further enhanced by the planted internal courtyard and the quality of hard landscaping. In particular, it will be important to differentiate the parking areas from the footway, perhaps with paving or other contrasting surface materials. The soft and hard landscaping can be controlled by means of condition.

7.34 The presentation of rear gardens facing the front of the adjacent houses has been an area of discussions with the applicant. Consideration was given to switching the gardens to inside the courtyard but this would likely create its own design difficulties, particularly by creating a narrow alley within the courtyard itself. The rear garden boundary walls next to the existing alleys would not be tall at 1.4 metres in height. The garden wall has also been shifted back from the edge of the alleyway (it is now set back 1.2 metres from the pathway). In this regard, the alleyways would remain quite open and wide. This layout would not create a confined and unattractive alley way to either side of the site.

7.35 The Architects Panel suggested that they preferred the previous scheme because they felt that the two storey element at the rear provided an important focal point at the rear. The current proposal has no building in this location and the back of the site would be defined by a garden boundary wall instead. It is considered that the soft landscaped courtyard would provide an important visual focal point. Moreover, the rear wall has since been redesigned to include recessed planters which would provide an interesting termination at the end of the courtyard, perhaps giving the feel of an attractive walled-in garden. The visual benefits to the street scene of removing the two storey building are considered to considerably outweigh the concern about the loss of visual focus point.

7.36 Crime and disorder

7.37 The prevention of crime and disorder can be a material planning consideration. Local people have expressed concerns that the proposal might give rise to crime and anti-social behaviour problems because of the nature of the tenure.

7.38 The applicant responds to these concerns as follows:

'... the Tenants of the new Units would essentially be moving-on from the YMCA's new Hub in Vittoria Walk and Tenants would only be moved to the St. Silas development when they are ready to move-on, have the self-confidence and have demonstrated that they are capable of independent living – again, residences at Vittoria Walk will have to be proved before any one is considered for [the site]. Appropriate management tools would also be installed to assist staff to monitor and provide floating support to residents – these include

remote access CCTV; overnight and weekend concierge monitoring; and the YMCA's coded locking system – equally the proposals would include secured by design recommendations.'

- 7.39** It is considered that the applicant has provided sufficient assurances on this issue.
- 7.40** Furthermore, the Police Crime Prevention Design Advisor does not object to the application. They have offered some recommendations on how the layout and design might be improved. These including making the central space an enclosed communal garden and relocating the private bin and bicycle stores to two communal stores on either street facing gable. However, the Design Advisor suggests that even if these design changes are not made, and provided that each apartment uses the necessary standard windows and doors, the proposal would achieve *Secure by Design Part 2*, thereby meeting Housing Association requirements.
- 7.41** It is considered that there are both benefits and dis-benefits of the Design Advisor's recommended approach. In response to the suggestions, the applicant cites management concerns and that the relocation of the stores next to the highway would render them more easily accessible by others, that they doubt that the public would intervene if they witnessed bicycles being thieved. Moreover, they feel that residents would still likely park their bicycles in the rear gardens. It is considered that the provision of communal bin and bicycle stores at the prominent frontage of the building would be a retrograde step in urban design terms.
- 7.42** Given the absence of an objection from the Police Crime Prevention Design Advisor, it is considered that there are no reasonable grounds to refuse permission because of concerns about crime and disorder.
- 7.43** Moreover, it must be remembered that the site already benefits from planning permission for YMCA units of the same tenure.
- 7.44 Access and parking**
- 7.45** The proposal re-configures the off-street parking arrangements in front of the site. The nine spaces which are proposed would technically be on the highway and would be available to any member of the public. This is fully understood by the applicant. The site is a sustainable location and it is considered that sufficient parking provision for the development would be available. Car ownership amongst tenants is likely to be low and so the overall parking requirement for the scheme is also likely to be low.
- 7.46** The Highway Authority does not object to the application. It is therefore considered that the proposed access and parking arrangements are acceptable. A condition is recommended that requires further approval of the design of the parking area.
- 7.47 Ecology**
- 7.48** The existing planning permission requires an ecological survey of the site to be undertaken as a condition of the permission. The site is currently grassed which is kept short and there are no hedges, bushes or shrub areas within the site. There would be limited scope for ecological richness within the site and as such it is considered unreasonable and unnecessary to require an ecological survey to be carried out. For this reason, it is recommended that no ecological survey is required.
- 7.49 Drainage**
- 7.50** A condition requiring details of surface water drainage incorporating Sustainable Urban Drainage Systems (SuDS) is recommended. This was a requirement of the previous planning permission.

7.51 Other issues raised during consultation

7.52 The devaluation of property is not a material planning consideration.

8. CONCLUSION AND RECOMMENDATION

8.1 It is recommended that the application is approved with conditions.

9. CONDITIONS / INFORMATIVES

- 1 The development hereby permitted shall be begun before the expiration of five years from the date of this permission.
Reason: To accord with the provisions of Section 91 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.
- 2 The development hereby permitted shall be carried out in accordance with submitted drawing number PL001 received on 07 April 2015; and drawing numbers PL002A, PL003A and PL004A, PL005A and PL006A received on 02 July 2015.
Reason: To ensure the development is carried out in strict accordance with the approved drawings.
- 3 At least four of the residential units hereby approved shall be occupied in perpetuity as Affordable Housing in accordance with the definition of Affordable Housing provided in the Glossary of the National Planning Policy Framework, or any national planning policy statement revoking and/or re-enacting the National Planning Policy Framework, or in such other manner to be first agreed in writing by the Local Planning Authority.
Reason: To ensure that at least 40% of the residential units are provided as Affordable Housing in accordance with the requirements of the National Planning Policy Guidance and the Joint Core Strategy for Gloucester, Cheltenham and Tewkesbury (Submission Version, November 2014).
- 4 Notwithstanding the submitted details, no development shall commence until details of the access and parking arrangements from Barbridge Road, as indicated on submitted drawing number PL003A received on 02 July 2015, have been first submitted to and approved in writing by the Local Planning Authority. None of the residential units shall be occupied unless the works have been carried out in accordance with the approved details and the parking area shall be retained as such in perpetuity.
Reason: In the interests of highway safety and to ensure adequate parking provision, having regard to Saved Policies TP 1 and TP 6 of the Cheltenham Borough Local Plan (adopted 2006).
- 5 None of the residential units hereby approved shall be occupied until the bin and bicycle stores have been provided in accordance with the approved drawings. The bin and bicycle stores shall be retained as such at all times.
Reason: To provide appropriate bin storage to serve the development and to promote sustainable means of travel, having regard to the provisions of the Cheltenham Borough Local Plan and National Planning Policy Framework.
- 6 Notwithstanding the submitted details, no development shall commence until a schedule of external materials and finishes has been first submitted to and approved in writing by the Local Planning Authority. The development shall not be carried out unless in accordance with the details so approved.

Reason: In the interests of the character and appearance of the area, having regard to Saved Policy CP 7 of the Cheltenham Borough Local Plan (adopted 2006).

- 7 No development shall commence until a sample panel of all external facing materials to be used has been erected on site and approved in writing by the Local Planning Authority. The approved sample panel shall be kept on site for reference until the development is completed. The development shall not be carried out unless in accordance with the approved details.

Reason: In the interests of the character and appearance of the area, having regard to Saved Policy CP 7 of the Cheltenham Borough Local Plan (adopted 2006).

- 8 No development shall commence until a sample of all roofing materials to be used has been provided on site and approved in writing by the Local Planning Authority. The approved sample(s) shall be kept on site for reference until the development is completed. The development shall not be carried out unless in accordance with the approved details.

Reason: In the interests of the character and appearance of the area, having regard to Saved Policy CP 7 of the Cheltenham Borough Local Plan (adopted 2006).

- 9 Notwithstanding the submitted details, no development shall be commenced until a hard and soft landscaping scheme has been submitted to and approved in writing by the Local Planning Authority. Such a scheme shall include details of all walls, fences, trees, hedgerows and other planting which are to be retained; details of all new walls, fences and other boundary treatment and finished ground levels; a planting specification to include density, size, species and positions of all new trees and shrubs; the location of grassed areas details of the hard surface treatment of the open parts of the site and a programme of implementation.

All hard and soft landscaping works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation of any part of the development or in accordance with the programme agreed in writing with the Planning Authority. Any trees or plants indicated on the approved scheme which, within a period of five years from the date of planting, die, are removed or become seriously damaged or diseased shall be replaced during the next planting season with other trees or plants of a species and size to be first approved in writing by the Planning Authority. All hard landscape works shall be permanently retained in accordance with the approved details.

Reason: To ensure the provision of an appropriate landscape setting to the development, having regard to Saved Policy CP 7 of the Cheltenham Borough Local Plan (adopted 2006).

- 10 No development shall commence until details of surface water drainage which incorporate the principles of Sustainable Urban Drainage Systems (SuDS), have been submitted to and approved in writing by the Local Planning Authority. The submitted details shall include a maintenance strategy and timetable for the implementation of the scheme. The development shall not be carried out unless in full accordance with the details so approved and shall thereafter be retained as such in perpetuity.

Reason: In the interests of the character and appearance of the area, having regard to Saved Policy CP 7 of the Cheltenham Borough Local Plan (adopted 2006).

INFORMATIVES

- 1 In accordance with the requirements of The Town and Country Planning (Development Management Procedure) (England) (Amendment No. 2) Order 2012 and the provisions of the NPPF, the Local Planning Authority adopts a positive and proactive approach to dealing with planning applications and where possible, will seek solutions to any

problems that arise when dealing with a planning application with the aim of fostering the delivery of sustainable development.

At the heart of this positive and proactive approach is the authority's pre-application advice service for all types of development. Further to this however, the authority publishes guidance on the Council's website on how to submit planning applications and provides full and up-to-date information in relation to planning applications to enable the applicant, and other interested parties, to track progress.

In this instance, having had regard to all material considerations, the application constitutes sustainable development and has therefore been approved in a timely manner.

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APPLICATION NO: 15/00517/FUL		OFFICER: Mr Ed Baker	
DATE REGISTERED: 8th April 2015		DATE OF EXPIRY : 8th July 2015	
WARD: Hesters Way		PARISH:	
APPLICANT:	Cheltenham YMCA And Hesters Way Baptist Church		
LOCATION:	Hesters Way Baptist Church, Ashlands Road, Cheltenham		
PROPOSAL:	Erection of 10 no. YMCA "move on" residential units (revised scheme)		

REPRESENTATIONS

Number of contributors	7
Number of objections	7
Number of representations	0
Number of supporting	0

7 Oldbury Road
Cheltenham
Gloucestershire
GL51 0HH

Comments: 3rd May 2015

Myself and my family wish to object to the proposal for the YMCA move on residential units, we feel this is not a appropriate area for this project and is not fair to the local residents having more problems on their doorstep. We have also noticed the YMCA have more plans for 21 of the move on units to be placed up Coronation Square, why must it be Hesters Way why not build say in Charlton Kings or Bishops Cleeve or an area where there is less trouble. We have enough of our own already without adding more problems to the area.

41 Oldbury Road
Cheltenham
Gloucestershire
GL51 0HH

Comments: 11th April 2015

This is too close to schools and could potentially be a child protection issue

43 Barbridge Road
Cheltenham
Gloucestershire
GL51 0BP

Comments: 11th April 2015

We do not want or need another reason in this area for aggressive and criminal behaviour. We've got Edwards Wilson and Scott House full of "Difficult" people, and you want to give us ten more, on our doorsteps ?

Some of us are fortunate enough to own our own homes in this area, do you have any idea how much this is going to lower the property values ?

And the people who live there at the moment park terribly, can you imagine what its going to be like with 10 more ?

2 Farm Close
Cheltenham
Gloucestershire
GL51 0DW

Comments: 13th April 2015

Having read the application and the supporting documents, myself and my family wish to object to the proposed development.

Firstly, the site is being described in the application as unattended and full of rubbish, however, this area is normally kept clean and tidy and it is an open and green area in an otherwise built-up community. I walk past this field every day and have never seen dumped trolleys or rubbish left in the field. The residents of the Barbridge Road properties that overlook the field always ensure that they have a nice area to look out onto.

Secondly, the area already has a 'reputation' and, especially, this part of Barbridge Road is very negatively affected because of the Edward Wilson and Scott Houses. I do not believe that adding more residents with 'difficulties' would help the community nor the residents themselves. Although the 3 profiles of typical beneficiaries listed in the application are heart-warming, I'm afraid that they do not cover the full range of issues of all potential residents. There are schools at either end of Barbridge Road and I believe that putting this facility in the middle would cause trouble and make children and their parents feel unsafe during the school walk.

Thirdly, the proposed development would negatively affect the house prices in the area. I fully accept the reputation of Hester's Way, however, the rest of the troublesome properties (as mentioned above) are long established and we (as well as potential buyers) are already familiar with their level of 'trouble'. Adding a new unknown element of risk to the area will be extremely detrimental to those of us trying to sell our houses in the near future. It is the same as moving into a house with an empty property next door, you just don't know who is going to move in and how much trouble they could be, whereas with a long-standing neighbour, no matter how troublesome they may be, you know what to expect.

Please reconsider the project as our area cannot really afford to have any more troubled individuals, both for theirs and our sakes.

24 Barbridge Road
Cheltenham
Gloucestershire
GL51 0BX

Comments: 28th April 2015

I strongly object to this building as it will be literally right outside my front door!

I will have issues with privacy as my kitchen window will be directly opposite the building and residents will be able to look in from the YMCA property. I do not want this. As you can imagine, every time I will look out of my window I will be looking at flats!

I currently park where the entrance is proposed. Where will I park a) during construction and b) I cannot be guaranteed a parking space if this goes ahead

The noise will affect me directly as, for example, if a resident decides to have their window open and play loud music, it will hit my property.

I will not feel safe being in my own property with this type of resident literally on my doorstep!

This building work will de-value my property greatly - who will compensate for that?

16 Barbridge Road
Cheltenham
Gloucestershire
GL51 0BX

Comments: 9th April 2015

There is no need want or any justification to put 10 Flats on this plot of land. There is no area for children to play as it is. With the some occupants of Scott and Edward Wilson being of challenging personalities you plan to place 10 more individuals who are socially challenged on top. A number of years ago a resident put into buy some of this land to have access to have his car outside of his property and this was turned down. Now you want to increase the traffic issue's that we already have further with 10 more potential cars requiring parking space. I have people who decide to park inconsiderately already without this potentially increased volume. I whole heartedly agree that there should be residential premises made available to this group of individuals but I guess the people making these decisions are not the ones who will have to live with this issue that you will cause.

43 Barbridge Road
Cheltenham
Gloucestershire
GL51 0BP

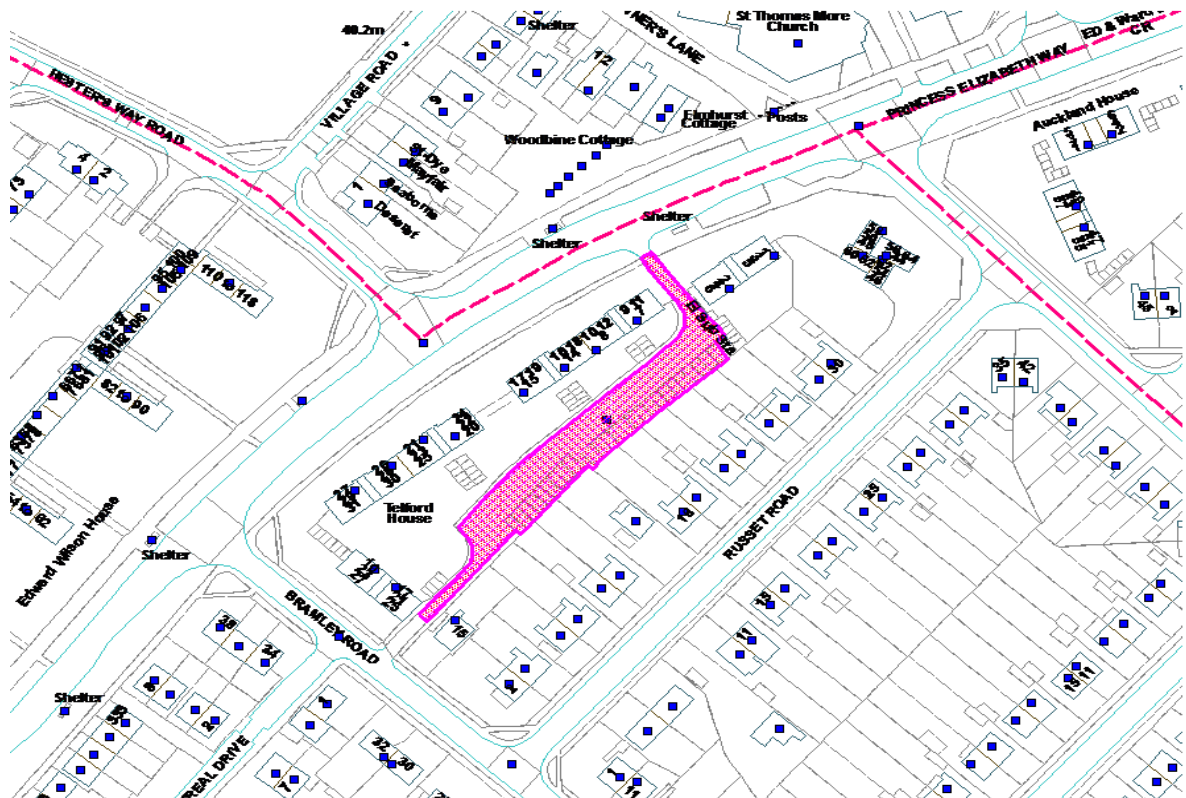
Comments: 11th April 2015

I do not think that building these premises will help the individuals because of the problems already in this area. Also as a property owner I feel it would put potential buyers off & would the YMCA have the capabilities to control these individuals or would it be down to policing.

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APPLICATION NO: 15/00840/FUL	OFFICER: Miss Chloe Smart
DATE REGISTERED: 20th May 2015	DATE OF EXPIRY: 15th July 2015
WARD: Hesters Way	PARISH:
APPLICANT:	Cheltenham Borough Council
AGENT:	Cheltenham Borough Homes Ltd
LOCATION:	Telford House Garages (1 to 25), Princess Elizabeth Way, Cheltenham
PROPOSAL:	Demolition of existing garages, re-surfacing of the service road leading to garages and marking of service road to create unallocated open car parking spaces.

RECOMMENDATION: Permit



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1. DESCRIPTION OF SITE AND PROPOSAL

- 1.1 This application relates to the rear of Telford House which is a residential building located on Princess Elizabeth Way, in the ward of Hester's Way.
- 1.2 The applicant seeks planning permission for the re-surfacing of the service road to the rear of the building, and the marking out of the road to create parking spaces. The parking spaces will be sited in the location of an existing row of garages, which the applicant proposes to remove.
- 1.3 The proposal is before Planning Committee as the Council is the applicant.

2. CONSTRAINTS AND RELEVANT PLANNING HISTORY

Constraints:

N/A

Relevant Planning History:

C15/00009/DEMO REC

Demolition of property.

3. POLICIES AND GUIDANCE

Adopted Local Plan Policies

CP 4 Safe and sustainable living

CP7 Design

GE 5 Protection and replacement of trees

GE 6 Trees and development

TP 1 Development and highway safety

National Guidance

National Planning Policy Framework

4. CONSULTATIONS

Tree Officer

10th June 2015

It is unclear on the plans that have been provided if there is going to be any resurfacing where the existing garages are. If there is no intention to resurface where the existing garages are the Tree Section would have no objections to this application. However if there is to be resurfacing where the existing garages are the Tree Section would want a method statement with how the neighbouring trees would be protected. If there is to be resurfacing where the existing garages are please could a method statement be submitted and approved prior to a decision being issued.

Tree Officer

25th June 2015

I am happy with the method statement, if there is no intent to excavate and the plan is only to break up the current concrete I have no significant concerns with the neighbouring conifers.

GCC Highways Planning Liaison Officer

25th June 2015

The proposal is to demolish the existing garages and replace them with 27 no marked parking spaces located at the rear of Telford House.

The existing accesses are to remain unchanged including existing speed humps, the accesses are from the A4013 (Princess Elizabeth Way) and Bramley Road both which are subject to a 30mph speed limit. The proposed plan submitted shows the proposed parking layout, yet contains no detail as to the size of the parking spaces. The minimum of dimensions for the parking spaces will need to be 2.4m wide and 4.8m long. I consider that there is sufficient space on the site to enable vehicles to manoeuvre into and out of the parking spaces so as to enable vehicles to enter and exit the site in forward gear.

I recommend that no highway objection be raised subject to the following condition(s) being attached to any permission granted:-.

(1) No beneficial occupation of the approved car park shall occur until the vehicular parking facilities have been provided in accordance with the submitted drawing no 00840:4 (parking layout) with a minimum dimension(s) per parking space being 2.4m wide and 4.8m long and shall be maintained available for that purpose thereafter.

Reason: To reduce potential highway impact in accordance with paragraph 39 of the NPPF and CBC LP Policy CP5 & TP6.

(2) No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period.

The Statement shall:

- i. specify the type and number of vehicles;
 - ii. provide for the parking of vehicles of site operatives and visitors;
 - iii. provide for the loading and unloading of plant and materials;
 - iv. provide for the storage of plant and materials used in constructing the development;
 - v. provide for wheel washing facilities;
 - vi. specify the intended hours of construction operations;
 - vii. measures to control the emission of dust and dirt during construction;
 - viii specify the access points to be used and maintained during the construction phase(s);
- Cheltenham

Reason: To reduce the potential impact on the public highway and in accordance with paragraph 35 of the NPPF and CBC LP Policy TP1.

5. PUBLICITY AND REPRESENTATIONS

Number of letters sent	1
Total comments received	0
Number of objections	0
Number of supporting	0
General comment	0

- 5.1 A site notice has been displayed to advertise the application. No letters of representation have been submitted.

6. OFFICER COMMENTS

6.1 Determining Issues

6.2 The main considerations in relation to this application are the design, the impact on highway safety and neighbouring amenity.

6.3 Design

6.4 Local Plan Policy CP7 requires development to be of a high standard of architectural design and to complement and respect neighbouring development.

6.5 The applicant proposes a tarmac surface which will be of similar appearance to the existing road surface. The introduction of marked car parking spaces is considered acceptable and will not look out of place in a rear service road such as this. The proposal will therefore respect the character of the area in accordance with Local Plan Policy CP7.

6.6 Access and highway issues

6.7 Due to the nature of the application, Gloucestershire County Council Highways has been consulted on the application. No objection has been raised to this proposal.

6.8 The Highway Officer is satisfied there will be sufficient space for vehicles to manoeuvre in and out of the spaces and exit the area in a forward gear. There are minimum standards for parking spaces, which are 2.4 metres wide and 4.8 metres long. Whilst the application does not include specific detail of this, having measured the submitted plan the spaces are sufficient to achieve this. To ensure the parking spaces are implemented according to minimum standards, GCC Highways has suggested a condition is attached.

6.9 Trees

6.10 The Trees Officer has been consulted in relation to this application due to the proximity of the proposal to neighbouring trees. Following initial comments from the Tree Officer, a method statement has been submitted confirming there is no intention to excavate as part of this proposal. As such, no objection has been raised in relation to the impact of the proposal on nearby trees.

6.11 Impact on neighbouring property

6.12 Local Plan Policy CP4 requires development to protect the amenities of neighbouring land users.

6.13 The proposal will have minimal impact on neighbouring amenity. There will be no unacceptable increase in noise disturbance as a result of the introduction of marked parking spaces, given the existing garages can be used for parking.

6.14 The proposal is therefore in accordance with Local Plan Policy CP4.

7. CONCLUSION AND RECOMMENDATION

7.1 Overall, the proposal is considered acceptable in terms of its impact on the character of the surrounding area, highway safety, nearby trees and the amenity of neighbouring land users.

7.2 The recommendation is therefore to permit this application subject to the conditions below.

8. CONDITIONS / INFORMATIVES

- 1 The development hereby permitted shall be begun before the expiration of five years from the date of this permission.

Reason: To accord with the provisions of Section 91 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

- 2 The development hereby permitted shall be carried out in accordance with drawing numbers 00840:1, 00840:2 and 00840:4 received 12th May and 19th May 2015.

Reason: To ensure the development is carried out in strict accordance with the approved drawings.

- 3 No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall:

- i. specify the type and number of vehicles;
- ii. provide for the parking of vehicles of site operatives and visitors;
- iii. provide for the loading and unloading of plant and materials;
- iv. provide for the storage of plant and materials used in constructing the development;
- v. provide for wheel washing facilities;
- vi. specify the intended hours of construction operations;
- vii. measures to control the emission of dust and dirt during construction;
- viii specify the access points to be used and maintained during the construction phase(s); Cheltenham

Reason: This information is required prior to the commencement of works, as the site is within close proximity of the A4013 (Princess Elizabeth Way) and due to the potential increased vehicular movements throughout construction, to ensure the potential impact on the public highway is reduced and in accordance with paragraph 35 of the NPPF.

- 4 No beneficial occupation of the approved parking spaces shall occur until the vehicular parking facilities have been provided in accordance with the submitted drawing no 00840:4 (parking layout) with a minimum dimensions per parking space being 2.4m wide and 4.8m long and shall be maintained as such thereafter.

Reason: To reduce potential highway impact in accordance with paragraph 39 of the NPPF.

INFORMATIVES

- 1 In accordance with the requirements of The Town and Country Planning (Development Management Procedure) (England) (Amendment No. 2) Order 2012 and the provisions of the NPPF, the Local Planning Authority adopts a positive and proactive approach to dealing with planning applications and where possible, will seek solutions to any problems that arise when dealing with a planning application with the aim of fostering the delivery of sustainable development.

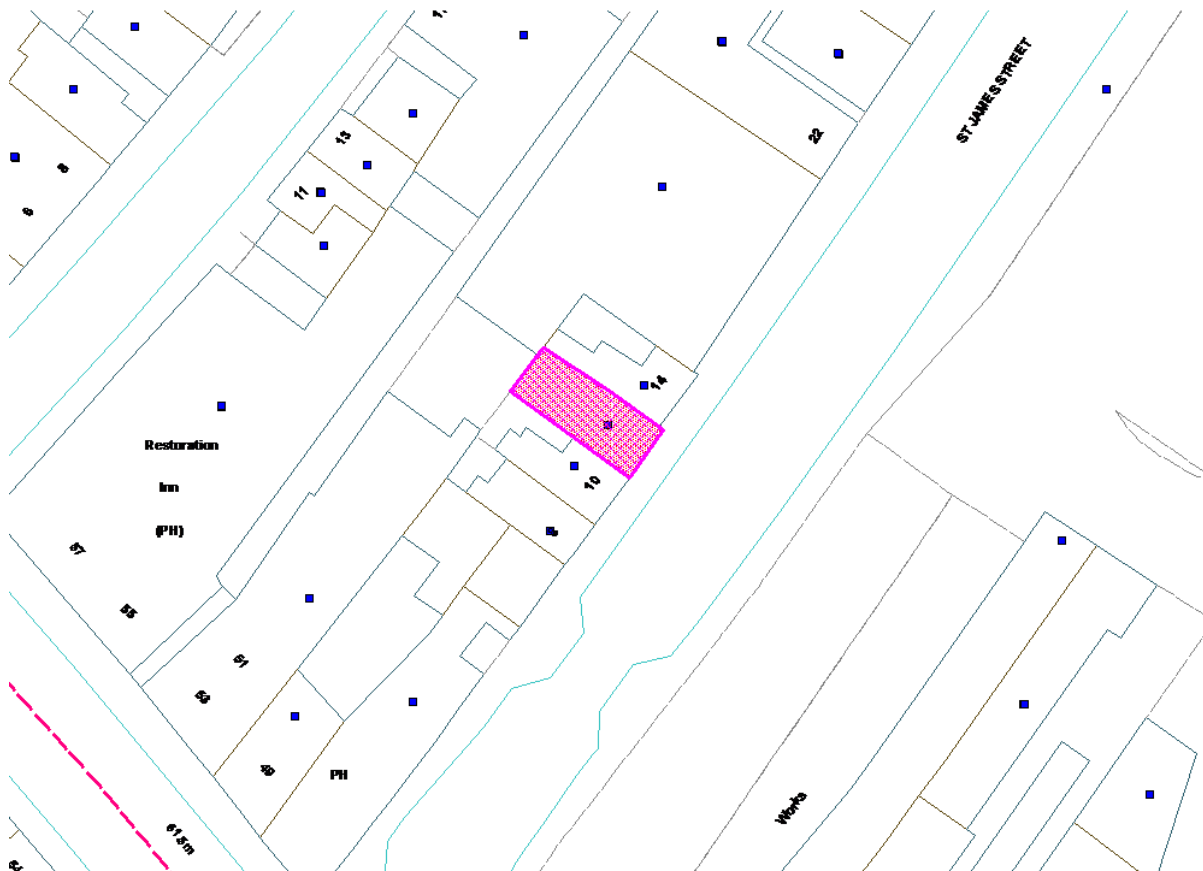
At the heart of this positive and proactive approach is the authority's pre-application advice service for all types of development. Further to this however, the authority publishes guidance on the Council's website on how to submit planning applications and provides full and up-to-date information in relation to planning applications to enable the applicant, and other interested parties, to track progress.

In this instance, having had regard to all material considerations, the application constitutes sustainable development and has therefore been approved in a timely manner.

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APPLICATION NO: 15/00895/FUL	OFFICER: Mr Ben Hawkes
DATE REGISTERED: 21st May 2015	DATE OF EXPIRY: 16th July 2015
WARD: All Saints	PARISH:
APPLICANT:	Cheltenham Borough Council
AGENT:	Graham Harper Associates Ltd
LOCATION:	12 St James Street, Cheltenham
PROPOSAL:	Construction of new single storey extension with flat roof. Creation of small courtyard area and alterations to boundary walls

RECOMMENDATION: Permit



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1. DESCRIPTION OF SITE AND PROPOSAL

- 1.1 The application site is a mid-terraced property located on St James Street which is within the Cheltenham Central Conservation Area.
- 1.2 The applicant is seeking planning permission for the erection of a single storey rear extension and alterations to the boundary wall.
- 1.3 The application is for consideration by planning committee as the site is owned by Cheltenham Borough Council.

2. CONSTRAINTS AND RELEVANT PLANNING HISTORY

Constraints:

Conservation Area
Core Commercial Area
Central Shopping Area
Smoke Control Order

Relevant Planning History:

99/00577/COU 29th July 1999 PER

Change Of Use From Retail To Radio Control Centre For Private Car Hire/Taxis (Issued 12th July 99)

05/01953/FUL 23rd February 2006 PER

Rear extension

77/00712/PF 11th August 1977 PER

Change of use to retail shop

80/01119/PF 6th February 1980 PER

Limited period permission for use as a shop

3. POLICIES AND GUIDANCE

Adopted Local Plan Policies

CP 4 Safe and sustainable living
CP 7 Design

Supplementary Planning Guidance/Documents

Residential Alterations and Extensions (2008)

National Guidance

National Planning Policy Framework

4. CONSULTATIONS

None.

5. PUBLICITY AND REPRESENTATIONS

Number of letters sent	4
Total comments received	1
Number of objections	0
Number of supporting	0
General comment	1

5.1 4 Letters were sent to neighbouring properties with one letter of objection received.

5.2 The application was also advertised by way of a site notice and an advert published in the Gloucestershire Echo.

5.3 Summary of comments received

Concerns relate to:

- safety and privacy at the time the wall would be removed
- close proximity of the proposal to the neighbouring window/building
- existing utilities that are attached to the existing party wall

6. OFFICER COMMENTS

6.1 Determining Issues

6.2 The main considerations in relation to this application are the design and the impact of the proposal on neighbouring amenity and the wider conservation area.

6.3 Design

6.4 Local Plan Policy CP7 requires development to be of a high standard of architectural design and to complement and respect neighbouring development.

6.5 The proposed materials are facing brick with painted wood windows and doors. These are considered acceptable as they match the existing building.

6.6 The principle of the proposed single storey rear extension is considered acceptable. The modern design is not considered to compete with the existing building nor detract from its character and would sit comfortably as an addition to the property.

6.7 The proposed extension and alterations are seen to be an improvement on the existing structure and boundary wall that stands at the rear of the property. The extension and alterations are considered to have a positive impact on its surroundings and the wider conservation area.

6.8 The guidance set out in the Supplementary Planning Document: Residential Alterations and Extensions (Adopted 2008) requires extensions to play a supporting role, to read as a subservient addition and should not detract from the character of the existing dwelling. The proposal accords with this guidance.

6.9 Impact on neighbouring property

6.10 Local Plan Policy CP4 requires development to protect the existing amenity of neighbouring land users and the locality.

- 6.11** Initial concerns were raised whilst on site regarding a potential loss of light to the adjoining property. This is because the existing extension and boundary wall currently impacts on light levels to the rear elevation window of number 10 St James Street. Whilst this is the case, the additional impact of the proposal has been considered and whether this in itself would constitute an unacceptable impact.
- 6.12** The proposed extension and the alteration of the boundary wall will result in an increase in height of approximately 250mm. The height increase will result in a loss of light, however as this is only a minimal increase, it is not considered that the impact will be particularly noticeable and would not have a significant detrimental impact over and above the current situation. The overall impact is therefore not considered to be unacceptable.
- 6.13** The proposal is a single storey addition that would not cause a loss of privacy to any neighbouring land users.
- 6.14** The proposal is in accordance with Local Plan Policy CP4 in terms of protecting the existing amenity of neighbouring land users.
- 6.15 Neighbour concerns**
- 6.16** The neighbour at number 10 St James Street has raised some concerns regarding the application. The concerns relate to their safety and privacy at the time the wall would be removed, the close proximity of the proposal to the neighbouring window/building and the utilities that are attached to the existing party wall.
- 6.17** Although the concerns regarding privacy and safety during the carrying out of the works, along with concerns regarding the utilities of the party wall have been noted, these are considered to be a civil matter that would need to be dealt with between property owners and therefore does not form part of the consideration for this application.
- 6.18** The neighbour concern regarding the party wall and its proximity of the proposal to their window/building has been addressed in paragraph 6.11 above.

7. CONCLUSION AND RECOMMENDATION

- 7.1** For the reasons discussed above it is considered that the proposal is in accordance with policy CP7 in terms of achieving an acceptable standard of design and would not have an unacceptable impact on neighbouring amenity.
- 7.2** As such, the recommendation is to permit this application subject to the conditions set out below.

8. CONDITIONS / INFORMATIVES

- 1 The development hereby permitted shall be begun before the expiration of five years from the date of this permission.
Reason: To accord with the provisions of Section 91 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.
- 2 The development hereby permitted shall be carried out in accordance with drawing numbers 01, 02A, 03, 04 and 05 received 20th May 2015.

Reason: To ensure the development is carried out in strict accordance with the approved drawings.

- 3 The materials to be used in the construction of the external surfaces of the development hereby permitted shall match those used in the existing building.

Reason: To ensure a satisfactory form of development in accordance with Local Plan Policy CP7 relating to design.

INFORMATIVES

- 1 In accordance with the requirements of The Town and Country Planning (Development Management Procedure) (England) (Amendment No. 2) Order 2012 and the provisions of the NPPF, the Local Planning Authority adopts a positive and proactive approach to dealing with planning applications and where possible, will seek solutions to any problems that arise when dealing with a planning application with the aim of fostering the delivery of sustainable development.

At the heart of this positive and proactive approach is the authority's pre-application advice service for all types of development. Further to this however, the authority publishes guidance on the Council's website on how to submit planning applications and provides full and up-to-date information in relation to planning applications to enable the applicant, and other interested parties, to track progress.

In this instance, having had regard to all material considerations, the application constitutes sustainable development and has therefore been approved in a timely manner.

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APPLICATION NO: 15/00895/FUL		OFFICER: Mr Ben Hawkes	
DATE REGISTERED: 21st May 2015		DATE OF EXPIRY : 16th July 2015	
WARD: All Saints		PARISH:	
APPLICANT:	Cheltenham Borough Council		
LOCATION:	12 St James Street, Cheltenham		
PROPOSAL:	Construction of new single storey extension with flat roof. Creation of small courtyard area and alterations to boundary walls		

REPRESENTATIONS

Number of contributors	1
Number of objections	0
Number of representations	1
Number of supporting	0

10 St James Street
Cheltenham
Gloucestershire
GL52 2SH

Comments: 16th June 2015

A concern for the overall safety and privacy of the location is of concern due to the potential rear access once the wall has been removed. The party wall is in close proximity to the adjacent building where double glazed windows and building are approximately 1.5 metres from the party wall. The party wall also houses an outside water pipe, hence care will need to be taken at all times.

Comments: 26th June 2015

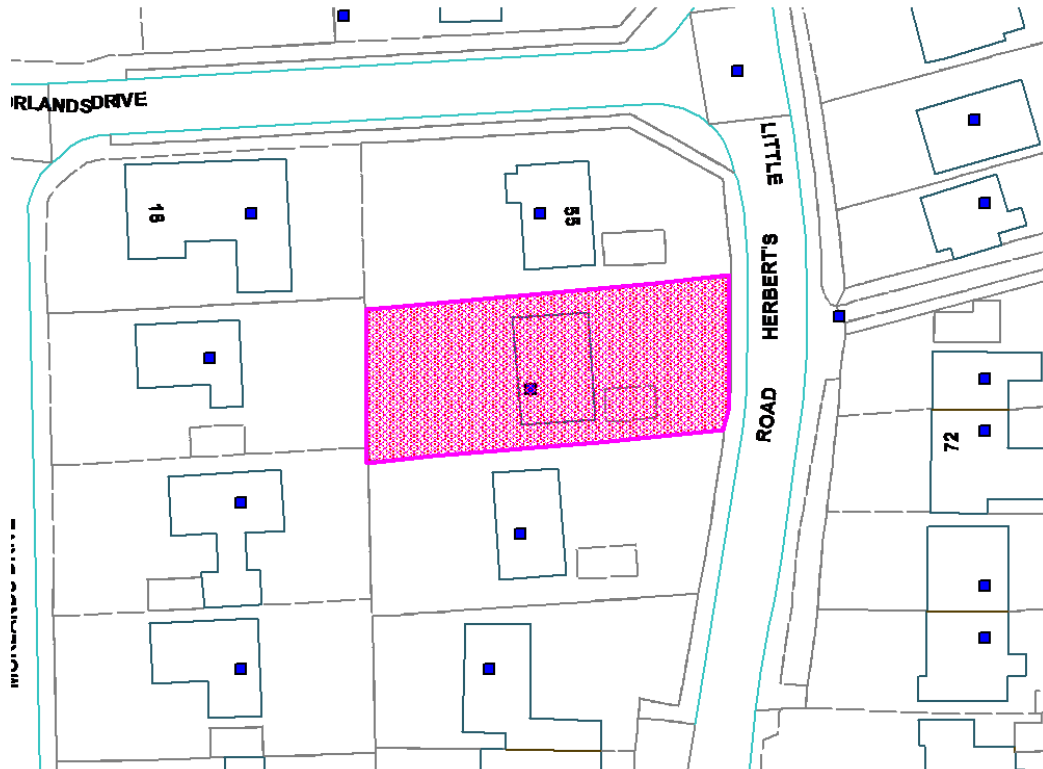
With reference to our telephone conversation yesterday (25th June), please confirm you have contacted the Agent to issue myself with an official Party Wall Notice in relation to the above Reference number as per procedure to the Party Wall Act 1996 to myself at 10 St James Street.

Also as discussed I am waiting for a copy of the drawings for the work to be undertaken as discussed in person with Mr Cater on Tuesday 23rd June 2015 at 08:24 at 10 St James Street.

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APPLICATION NO: 15/00908/FUL	OFFICER: Miss Michelle Payne
DATE REGISTERED: 22nd May 2015	DATE OF EXPIRY: 17th July 2015
WARD: Charlton Kings	PARISH: Charlton Kings
APPLICANT:	Mr And Mrs J Morris
AGENT:	EdgeDesignWorkshop Ltd
LOCATION:	57 Little Herberts Road Charlton Kings Cheltenham
PROPOSAL:	Proposed extension and refurbishment

RECOMMENDATION: Permit



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1. DESCRIPTION OF SITE AND PROPOSAL

- 1.1 This is a householder application for the remodelling and extension of a detached dwelling on the western side of Little Herberts Road, just south of the junction with Morlands Drive. The site is wholly located within Charlton Kings parish. The proposals include the provision of a front entrance porch, a two storey rear extension, and replacement windows and doors throughout.
- 1.2 The existing property is largely facing brick beneath a pitched concrete tiled roof with white UPVC windows and doors. It is one in a row of four similar properties.
- 1.3 The application is before planning committee at the request of Cllr McCloskey as she feels "that a wider debate is needed on the subsidiarity and complementarity of the extension to the existing building". Members will visit the site on planning view.

2. CONSTRAINTS AND RELEVANT PLANNING HISTORY

Constraints:

Landfill Site boundary
Smoke Control Order

Relevant Planning History:

None

3. POLICIES AND GUIDANCE

Adopted Local Plan Policies

CP 4 Safe and sustainable living
CP 7 Design

Supplementary Planning Guidance/Documents

Residential Alterations and Extensions (2008)

National Guidance

National Planning Policy Framework

4. CONSULTATIONS

Gloucestershire Centre for Environmental Records

5th June 2015

Report available to view on line.

Parish Council

10th June 2015

No objection, but comment. We note some concern of the scale of the northern elevation and its proximity to the boundary.

Environmental Health

18th June 2015

With regard to this application I have no adverse comment to make.

5. PUBLICITY AND REPRESENTATIONS

- 5.1 Letters of notification were sent out to nine neighbouring properties. In response to the publicity, one representation has been received from the neighbour at no. 55 Little Herberts Road. The comments have been circulated in full to Members but, in summary, the concerns relate to a less attractive outlook when looking south; a reduction in light to the garden; and the choice of facing materials proposed.

6. OFFICER COMMENTS

6.1 Determining Issues

6.1.1 The main considerations when determining this application are design, and impact on neighbouring amenity.

6.2 Design

6.2.1 Local plan policy CP7 (design) requires all new development to be of a high standard of architectural design; to complement and respect neighbouring development; and to avoid causing harm to the architectural integrity of the existing building.

6.2.2 Additional design guidance set out within paragraph 59 of the National Planning Policy Framework (NPPF) advises that *“design policies should avoid unnecessary prescription or detail and should concentrate on guiding the overall scale...massing, height...and materials...of new development in relation to neighbouring buildings”*. Paragraph 60 goes on to say that *“planning policies and decisions should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles”*.

6.2.3 This application is seeking to overhaul and modernise the property rather than simply extend it in a “traditional” way hence the overtly contemporary design approach. Officers acknowledge that the palette of materials proposed, together with the extent of flat roof, will undoubtedly alter the character and appearance of the building but the scale and massing of the proposals is considered to be appropriate. Furthermore, whilst the extension cannot perhaps be considered subservient to the existing building, the contrast in materials will ensure that the extension clearly reads as a modern later addition. In addition, given that much of the development is located to the rear of the property with only limited views available from the public realm, it is not felt that the proposals will be particularly harmful within the street scene.

6.2.4 With regard to the palette of materials proposed, although the use of dark coloured render, timber cladding and black powder coated windows and doors is not a common feature within the locality, a small number of recent developments have introduced a similar mix of materials; most notably the residential development diagonally opposite the site at no. 84 Little Herberts Road, and an extension to no. 52 Little Herberts Road. To the front, the modest porch extension which is to be horizontally clad in timber, will be read in the context of the existing flat roofed garage projection and the new horizontal timber garage door.

6.2.5 In light of the above, officers consider that the proposed scheme is well-considered and represents a high quality design which will sit comfortably in its context. The

proposals therefore accord with the requirements of local plan policy CP7 and the general design advice set out within the NPPF.

6.3 Impact on neighbouring amenity

6.3.1 Local plan policy CP4 (safe and sustainable living) advises that development will only be permitted where it would not cause unacceptable harm to the amenity of adjoining land users or the locality.

6.3.2 The principal windows in the rear extension will look directly into the rear garden and will be in excess of 10.5 metres from the rear boundary. There are no windows proposed to the north facing (side) elevation, and a first floor window to the south facing (side) elevation will have a horizontal timber screen to restrict outlook.

6.3.3 The resultant massing and scale of the extension should not result in any significant loss of outlook or daylight currently afforded to neighbouring properties or have an overbearing effect.

6.3.4 The concerns raised by the neighbour at no. 55 Little Herberts Road have been duly noted and whilst it is acknowledged that the extension will undoubtedly have an impact on this neighbouring property, it is not considered that any such impact would be so significant as to warrant a refusal of planning permission. Furthermore, no objection has been raised by the parish council.

6.3.5 The proposals are therefore in accordance with the requirements of local plan policy CP4.

6.4 Recommendation

6.4.1 With all of the above in mind, the recommendation is to permit the application subject to the following conditions:

7. CONDITIONS

- 1 The development hereby permitted shall be begun before the expiration of five years from the date of this permission.
Reason: To accord with the provisions of Section 91 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.
- 2 The development hereby permitted shall be carried out in accordance with Drawing Nos. 1305_304, 1305_305 and 1305_306 received by the Local Planning Authority on 21st May 2015.
Reason: To ensure the development is carried out in strict accordance with the approved drawings.

INFORMATIVE

- 1 In accordance with the requirements of The Town and Country Planning (Development Management Procedure) (England) (Amendment No. 2) Order 2012 and the provisions of the NPPF, the Local Planning Authority adopts a positive and proactive approach to dealing with planning applications and where possible, will seek solutions to any problems that arise when dealing with a planning application with the aim of fostering the delivery of sustainable development.

At the heart of this positive and proactive approach is the authority's pre-application advice service for all types of development. Further to this however, the authority publishes guidance on the Council's website on how to submit planning applications and provides full and up-to-date information in relation to planning applications to enable the applicant, and other interested parties, to track progress.

In this instance, having had regard to all material considerations, the application constitutes sustainable development and has therefore been approved in a timely manner.

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APPLICATION NO: 15/00908/FUL		OFFICER: Miss Michelle Payne	
DATE REGISTERED: 22nd May 2015		DATE OF EXPIRY : 17th July 2015	
WARD: Charlton Kings		PARISH: CHARLK	
APPLICANT:	Mr And Mrs J Morris		
LOCATION:	57 Little Herberts Road, Charlton Kings, Cheltenham		
PROPOSAL:	Proposed extension and refurbishment		

REPRESENTATIONS

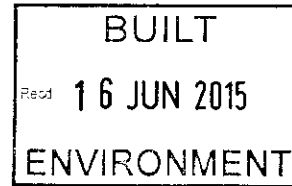
Number of contributors	1
Number of objections	1
Number of representations	0
Number of supporting	0

55 Little Herberts Road
 Charlton Kings
 Cheltenham
 Gloucestershire
 GL53 8LL

Comments: 17th June 2015
 Letter attached.


55 Little Herberts Road
Charlton Kings
Cheltenham GL53 8LL

Tracey Crews, Head of Planning
Cheltenham Borough Council
P.O. Box 12
Municipal Offices
Promenade, Cheltenham GL50 1PP



Dear Madam

Your reference: 15/00908FUL

Proposed extension and refurbishment of 57 Little Herberts Road, Charlton Kings, Cheltenham

My wife and I have owned and lived at 55 Little Herberts Road for 24 years and our house is one of four, four bed roomed, detached houses built circa 1961 in a traditional style with brick and tiled roof. The four properties houses have parallel east and west borders and each house is progressively set back around 2.43 metres (in the case of 55 to 57) to 3 metres (in the case of 57 to 59 onwards) in respect of each other.

With the proposed development at number 57 the western limit of the property would now be in the order of 4.93 metres further west than our property, notwithstanding that we have a single story conservatory facing west at the northern edge of our house. As a consequence our southern outlook would be less attractive and give less light to our garden. By contrast, our near neighbours in number 59 would find that the development at number 57 would bring the limits of the two buildings more or less in parallel and have no impact on the outlook from number 59. Accordingly, it is our property which would be most affected by the development.

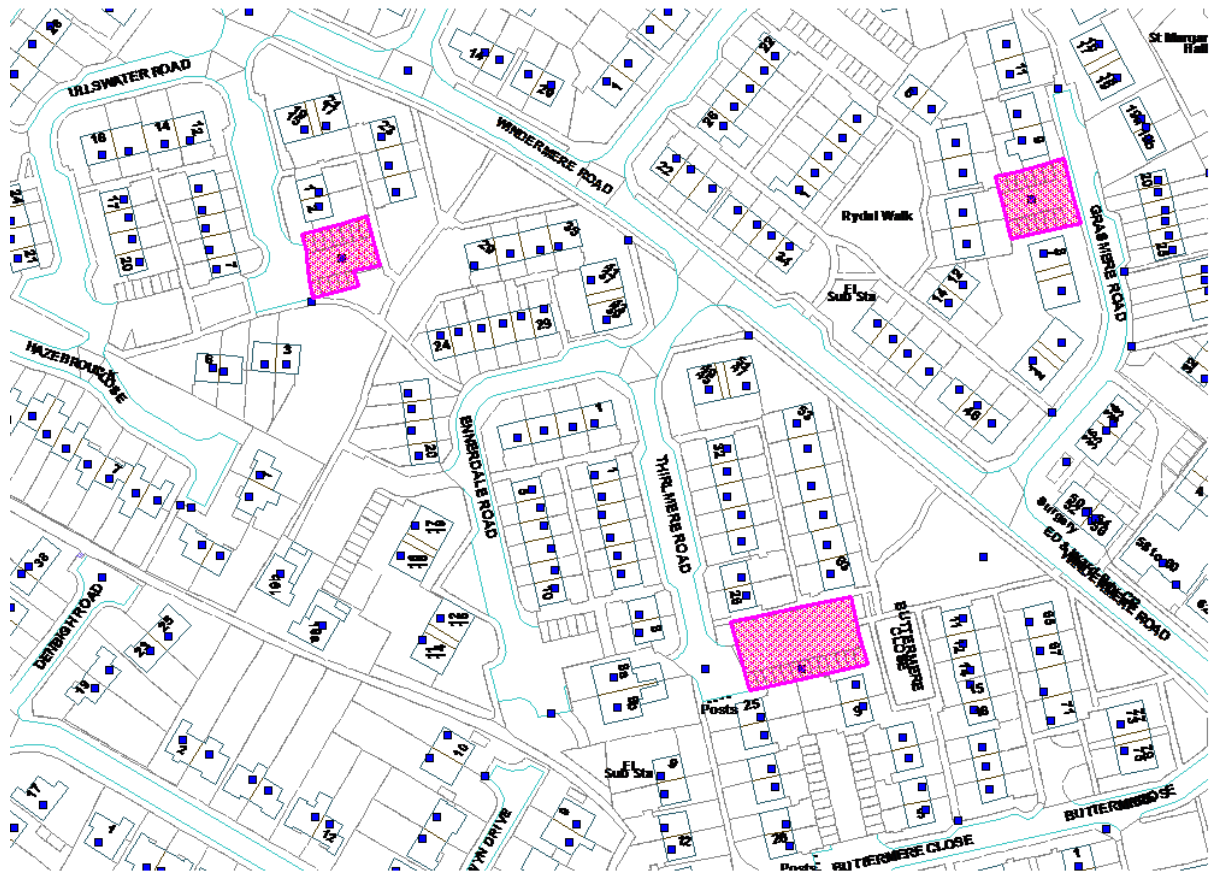
I notice that the proposed plans make reference to dark mortar facings which I am uneasy about. If they were to remain dark I am sure that this would look oppressive. If the development is to proceed we would prefer the materials to be more in keeping with the existing adjacent properties with traditional matching brick walls. I am of the view that rendered walls with or without timber cladding would have a negative visual impact.

Yours faithfully



APPLICATION NO: 15/01086/FUL	OFFICER: Mr Martin Chandler
DATE REGISTERED: 19th June 2015	DATE OF EXPIRY: 14th August 2015
WARD: Up Hatherley	PARISH: Up Hatherley
APPLICANT:	Cheltenham Borough Homes
AGENT:	Quattro Design Architects Ltd
LOCATION:	Garages And Parking, Ullswater Road, Hatherley
PROPOSAL:	Demolition of existing garages and reinstatement of hardstanding to provide car parking (at Ullswater Road, Thirlmere Road, Grasmere Road)

RECOMMENDATION: Delegated Authority To Officers



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1. DESCRIPTION OF SITE AND PROPOSAL

- 1.1 This application is for the demolition of three parking courts within Hatherley and their replacement with hardstanding and unallocated car parking spaces. The specific sites are within Ullswater Road, Grasmere Road and Thirlemere Road.
- 1.2 Members may recall planning permission being recently granted for the redevelopment of other parking courts in the locality; these proposals form part of the wider parking strategy that was discussed at the previous planning committee meeting.
- 1.3 The application is before because the parcels of land are owned by the Council.

2. CONSTRAINTS AND RELEVANT PLANNING HISTORY

Constraints:

Flood Zone 2

Relevant Planning History:

None

3. POLICIES AND GUIDANCE

Adopted Local Plan Policies

CP 4 Safe and sustainable living

CP7 Design

TP 1 Development and highway safety

National Guidance

National Planning Policy Framework

4. CONSULTATIONS

Parish Council – no comments received to-date

5. PUBLICITY AND REPRESENTATIONS

Number of letters sent	0
Total comments received	0
Number of objections	0
Number of supporting	0
General comment	0

- 5.1 Site notices have been posted adjacent to each site and at the time writing this report, no comments have been received. Members are advised that the consultation period does not expire until 21 July 2015. If any comments are received in the lead up to committee, members will be updated accordingly.

6. OFFICER COMMENTS

- 6.1** The provision of unallocated car parking spaces was widely accepted as a positive change during the consideration of the redevelopment scheme in close proximity to these sites. It is therefore pleasing that Cheltenham Borough Homes are seeking to fulfil the promises previously made.
- 6.2** Providing more car parking will help to mitigate the loss of the garages and will result in a significant increase in parking provision within the locality (net gain of 27 spaces).
- 6.3** Members will note that the consultation period will not have expired by the date of the committee meeting. It is therefore recommended that members raise no objection to the proposals and delegate the application back to officers to issue the decision, subject to no new issues being raised post resolution.

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APPLICATION NO: 15/01086/FUL	OFFICER: Mr Martin Chandler
DATE REGISTERED: 19th June 2015	DATE OF EXPIRY: 14th August 2015
WARD: Up Hatherley	PARISH: Up Hatherley
APPLICANT:	Cheltenham Borough Homes
AGENT:	Mrs S Harrison
LOCATION:	Garages And Parking Ullswater Road Hatherley
PROPOSAL:	Demolition of existing garages and reinstatement of hardstanding to provide car parking (at Ullswater Road, Thirlmere Road, Grasmere Road)

Update to Officer Report

1. OFFICER COMMENTS

- 1.1. This application still has five days left of the statutory consultation process. No comments have been received from neighbouring properties to date but the following response has been provided by the Parish Council:
- 1.2. *This seems fairly straightforward but we would be grateful to know if anyone objects and why.*
- 1.3. The recommendation remains that members resolve to delegate authority back to officers to grant planning permission at the expiry of the statutory consultation process.

2. CONDITIONS

- 1 The development hereby permitted shall be begun before the expiration of five years from the date of this permission.
Reason: To accord with the provisions of Section 91 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

INFORMATIVES :-

- 1 In accordance with the requirements of The Town and Country Planning (Development Management Procedure) (England) (Amendment No. 2) Order 2012 and the provisions of the NPPF, the Local Planning Authority adopts a positive and proactive approach to dealing with planning applications and where possible, will seek solutions to any problems that arise when dealing with a planning application with the aim of fostering the delivery of sustainable development.

At the heart of this positive and proactive approach is the authority's pre-application advice service for all types of development. Further to this however, the authority publishes guidance on the Council's website on how to submit planning applications and provides full and up-to-date information in relation to planning applications to enable the applicant, and other interested parties, to track progress.

In this instance, having had regard to all material considerations, the application constitutes sustainable development and has therefore been approved in a timely manner.

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