



Notice of a meeting of Planning Committee

**Thursday, 16 November 2017
6.00 pm
Council Chamber - Municipal Offices**

Membership	
Councillors:	Bernard Fisher (Vice-Chair), Paul Baker, Mike Collins, Colin Hay, Karl Hobley, Garth Barnes (Chair), Adam Lillywhite, Helena McCloskey, Chris Nelson, Tony Oliver, Louis Savage, Diggory Seacome, Pat Thornton, Simon Wheeler and Alex Hegenbarth

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 - 16)
6. **PLANNING/LISTED BUILDING/CONSERVATION AREA
CONSENT/ADVERTISEMENT APPLICATIONS,
APPLICATIONS FOR LAWFUL DEVELOPMENT
CERTIFICATE AND TREE RELATED APPLICATIONS**
 - a) **17/01411/OUT Phase 1, Land at Old Gloucester Road** (Pages 17 - 48)
 - b) **17/01220/FUL Cotswold View, Reddings Road** (Pages 49 - 130)
 - c) **17/01521/FUL 32 Noverton Lane, Prestbury** (Pages 131 - 146)
 - d) **17/01303/FUL 66 Townsend Street** (Pages 147 - 154)
 - e) **17/01719/FUL Lindens Tower, New Barn Lane** (Pages 155 - 160)

f) 17/01790/FUL Playground, Old Reddings Road

(Pages 161 - 170)

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

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Planning Committee

19th October 2017

Present:

Members (13)

Councillors Barnes, Chair (GB); Fisher, Vice-Chair (BF); Baker (PB); Colin Hay (CH); Hegenbarth (AH); Hobley (KH); Lillywhite (AL); McCloskey (HM); Nelson (CN); Savage (LS); Wheeler (SW).

Substitutes: Councillor Rowena Hay, Councillor Mason.

Present as an speaker/observer: Councillor John Payne

Officers

Martin Chandler, Team Leader, Development Management (MC)

Michelle Payne, Senior Planning Officer (MP)

Harry DuBois Jones, Planning Officer (HDJ)

Joe Seymour, Senior Planning Officer (JS)

Nick Jonathan, Legal Officer (NJ)

1. Apologies

Councillors Seacome, Thornton, Collins and Oliver.

2. Declarations of interest

17/01266/FUL 102 Prestbury Road

Councillor Fisher – has known the proprietor of the business for many years – will leave the Chamber.

3. Declarations of independent site visits

None.

4. Public Questions

None.

5. Minutes of last meeting

Resolved, that the minutes of the meeting held on 21st September 2016 be approved and signed as a correct record *without* corrections.

Councillor Barnes welcomed two new members to the planning team – Joe Seymour (Senior Planner) and Matt Haslam (Senior Urban Designer).

6. Planning applications

Application Number:	17/01266/FUL
Location:	102 Prestbury Road, Cheltenham
Proposal:	Construction of 30 new dwellings with associated infrastructure and parking following the demolition of existing commercial buildings
View:	Yes
Officer Recommendation:	Permit subject to a 106 Obligation
Committee Decision:	Permit subject to a 106 Obligation
Letters of Rep:	11
Update Report:	Conditions

MP introduced the application as above, saying that officers have worked closely with the applicants to secure improvements to the lay-out, reducing the number of dwellings from 35 to 30 units, with three affordable housing units included. Additional information was provided by County Highways and Leading Local Flood Authority in response to officer concerns, and it is now felt that the proposal is in line with local and national policy and that permission should be granted, subject to an S106 agreement regarding affordable housing, education and libraries, and a number of conditions. It is at Committee at the request of Councillor Lillywhite, in view of the potential impact on neighbouring amenity.

Public Speaking:

Ms Catherine Sheppard, applicant, in support

Introduced herself as Planning Manager at Newland Homes, a Gloucestershire-based business, presenting plans for redevelopment of 100-102 Prestbury Road, with an officer recommendation to permit homes and associated works. This recommendation follows extensive discussions with planning officers since the application was submitted at the end of June. The number of dwellings has been reduced from 35 to 30, with a mix of styles from one-bedroomed apartments to four-bedroomed houses, inspired by recently constructed houses in the area and offering a contemporary style. As the site has been largely vacant for a number of years, and many of the on-site buildings have deteriorated, vacant building credit has been applied resulting in three affordable housing units. Access from the adoptable highway to the site has previously been approved, and a recently signed agreement with Marchants Coaches allows associated works in the area to be carried out. As CBC currently cannot demonstrate a 5-year housing supply, these 30 homes will make a positive contribution on a site which at present makes no contribution – it is important that this brownfield site is given the opportunity to be developed. Newland Homes prides itself on understanding the locations in which it builds and developing sites which enhance an area and where people want to live. Officers say the proposal will enhance to area, providing new homes on a brownfield site, to be enjoyed in by future and existing residents.

Member debate:

PB: on planning view, noted that this is a big site, currently an eyesore, though interesting to see cars and coaches on display. This application in welcome, a nicely designed scheme in a sustainable location. It is adjacent to the industrial unit – Marchants – which may operate anti-social hours of work, but conditions are included to manage this. It is a creditable scheme, and is happy to support it.

SW: is puzzled by Condition 16's reference to glazing and ventilation for six of the 30 plots. No-one will move into a house without windows so why is it worded that way?

MP, in response:

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- The noise impact assessment set out concerns and noise mitigation measures. The ventilation and glazing will be different on the plots adjacent to the industrial site. The level of glazing is set out.

CH: traffic speeds on Prestbury Road have been high, and the development at Starvehall Farm has put an extra bend in the road, slowing traffic down at that point. Has been out with the local highways manager who understands residents' concerns about this and is looking introducing traffic calming measures along this route. A key area is just beyond the garage at the bend in the road. In putting this development here, it is useful to understand that this means looking at some sort of crossing in this area. Is surprised – it is clear that highways planning officers don't talk with the the local highways manager, who was unaware of the conclusions on another recent planning application. Highways officers ought to be able to get hold of insurance claim data for accidents, rather than just accident injury data. This would better inform their comments.

GB: this point was mentioned the other day, and passed to officers as something to discuss later. Would an informative about the crossing be appropriate in this case?

MP, in response:

- Does not think it would be appropriate as an informative. However, Newland Homes are present at the meeting and will have heard the discussion.

Vote on officer recommendation to permit

10 in support - unanimous

PERMIT

Application Number:	17/01380/FUL & LBC
Location:	Lypiatt Lodge, Lypiatt Road, Cheltenham
Proposal:	17/01380/FUL: Conversion of residential care home (Class C2) to 13no. apartments (Class C3) comprising 2no. one bed units and 11no. two bed units 17/01380/LBC: Internal and external alterations to facilitate a conversion of residential care home to 13no. apartments
View:	Yes
Officer Recommendation:	Permit / Grant
Committee Decision:	Permit / Grant
Letters of Rep:	0
Update Report:	Letter from applicant

MP introduced the application as above, to convert a GII listed building in a prominent location . Officers consider the scheme to be in accordance with local and national policy and therefore recommend it be permitted, with conditions. It is at Committee at the request of Councillor Fisher, due to concerns about the loss of the care home and employment.

Public Speaking:

None.

Member debate:

BF: asked for this to come to Planning Committee as not long ago, another planning application for this property was submitted and we were told that the facility was very much needed in the town, that Cheltenham has a shortage of this type of care. The care home employs 20 or so people, so is also important from an employment point of view – skilled people in this type of business are much needed

in the town. There is also the question of the people who live there; permission was given to extend the premises, make it more comfortable for the elderly residents. Officers were originally reluctant to allow the alterations, but Members felt it was the right thing to do. Now these residents will have to be found somewhere else to live. Has concerns about the loss of the loss of a facility we can't afford to lose. Planning structures and systems do little to support these people; it is a tragedy, and needs to be highlighted. Vulnerable people will be evicted so that that building can be turned into flats – the building is clearly worth more as flats than as a care home. Was elected as a councillor because he cares about people. Can this application be refused on loss of employment or loss of a facility needed in the town?

LS: BF makes some good points, and would be interested to know from officers what consideration can be given to these, in particular the disruption and adverse consequences of residents being rehoused. Can we give any weight to this as a Committee?

AH: is not for or against this proposal, but comes from a long line of carers and there are some issues of which councillors need to be aware. There has been a trend in recent years to turn larger houses into residential homes, but most of these are not fit for purpose, especially listed buildings – truck pulling and lifts are required, which damage the fabric of the building. This recommendation could potentially be looking at/encouraging the developer to build a brand new nursing home which is fit for purpose. On the flip side, moving residents from here to somewhere else could drastically reduce their life expectancy; this should be taken into account.

SW: is in a quandary, like BF. A lot of alterations to this building have been permitted in the last few months which were not brilliant – but we allowed them because of the needs of the people who live there, to make their lives better. Now the owners want to make the building into flats. Have they been pulling the wool over our eyes? This isn't a planning objective, but we have allowed things to be done to the building for the good of the elderly people. This is a nursing home, somewhere we need, and the alterations have been allowed for those people. Would prefer therefore to keep the building as it is; cannot support people having to be moved elsewhere.

GB: we are on slightly dodgy ground here; no planning reasons for refusal have been suggested. The developer is a commercial business and has set out the reasons for the change which are, in part, based on the needs of the residents.

AL: there are several newly-built residential homes in town; how many care beds have been created in recent years? Do officers have any idea of the number of residential care beds throughout the town?

CN: isn't quite sure of the relevance of what he is about to say but wants to share the knowledge with Members nonetheless. Was out canvassing recently, chatting to a lady whose husband is a resident in this care home. She said that the home is a lot better now under new management than it used to be, and that residents' families know all about the proposal being considered today. Cannot be completely sure of the credibility, but she said that the owners are short of cash to improve access to the upper floors and that this application is more about increasing the value of the property so that they can raise more money on the mortgage. Have officers picked up on this?

GB: doubts that this story can be validated, or that it is a planning issue.

CH: when applications for this building have come up in the past, has voted against the majority to try and get changes to make life better for the people in the home. Has some sympathy, and the care of the residents is important, but it is not a planning consideration. It was important to do everything possible to improve life for residents in the listed building, but they would be better looked-after in purpose-built accommodation. It would have been nice if we knew what the plan is for residents and

how they will be re-housed, to allay Members' fears, but will vote to permit. There are no valid reasons not to, and if the owners can't make the business succeed, this planning application is irrelevant – if the home has to close, a new use will be found for the building anyway. It would be good to know what happens. We have heard one rumour that if the owners can't make the place work, they will sell and use the cash for a purpose-built home – if this is the case, it is a win-win situation. As discussed at Council on Monday, this building would be perfect for long-term five-year lets for 25-40-year-olds – the Local Plan can do something really useful with a building like this.

Councillor Hobley arrived at this point – agreed not to vote but asked if it would be alright for him to speak; NJ felt it would be OK for him to speak.

KH: has no remarks about the current care home, but in terms for the proposal for the building, agrees with CH on the suitability of this for certain demographics – though this will be in the future as we are not yet at that point. There is not enough car parking space for the number of flats proposed, though there isn't much to be done about this other than tarmac-ing the garden, which would be too much. Would be interested to know from officers, given the age and historical significance of the building, whether they are aware of any interiors that should be protected in any way?

MP, in response:

- In terms of principle, there is no specific policy in the Local Plan which could be used to support a refusal. The use falls outside the B1-B8 employment categories, which are safeguarded. The building was originally a residential property and is therefore excused; residential use is wholly appropriate;
- To BF, the flats now proposed don't include the extension previously permitted; that will not be built out;
- To AL, does not have the numbers he requests to hand so unfortunately cannot help here;
- To CN, the story he told also appeared in the *Echo*. The update from the applicant actually sets out the process and what has happened – issues regarding the lift and the need to secure funds – although these are not part of the planning consideration;
- To KH, one parking space is provided for each flat; appreciates his thinking that this is not enough, but there is no standard parking requirement at the moment;
- To his second question, this is, of course, a listed building and is therefore protected; the conservation officer has visited and secured various changes to ensure no harm will be done.

BF: will not vote in favour of this. Was unhappy about the proposal anyway, and AH's confirmation that moving people at this time of life will shorten their lives has sealed his view.

CH: before the vote: notes that one parking space is provided for each dwelling, but that the application doesn't specify whether these are allocated? In his own ward, flats have been built without allocated car parking spaces, but the sales team doesn't seem to have taken this on board, advising prospective residents that they will need to apply for resident parking. While this statement is true, it is worrying because it causes stress to people who don't read the fine print – they can apply, but they stand a chance of not getting a permit. This has been an issue elsewhere, and while we cannot include a condition, we need to be very much aware that there may be complaints to the County or borough if this is not made clear. Is raising this as an issue which might arise if the parking spaces are not allocated.

MP, in response:

- Believes that the spaces are allocated but can't guarantee that they are.

CH: can we ask that they are?

Vote on officer recommendation to permit

10 in support

1 in objection

1 abstention

PERMIT

Application Number:	17/01521/FUL
Location:	32 Noverton Lane, Prestbury
Proposal:	Replacement of single storey side/rear sunroom and internal alterations (retrospective)
View:	View
Officer Recommendation:	Permit
Committee Decision:	Defer
Letters of Rep:	2
Update Report:	None

HDJ introduced the application as above, at Committee at the request of Councillor Payne, due to the potential harm it will cause to the the neighbour's amenity – being overbearing and causing loss of light. The sun room has been built with a 300mm parapet wall, and this application seeks to reduce that to a 28mm coping stone. Officers believe the impact on the neighbouring property will be negligible, and that the reduction of the parapet will improve the appearance of the extension. The recommendation is to permit.

Public Speaking:

Councillor Payne, in objection

Members on planning view will have seen structure and may have wondered why he asked for it to come to Planning Committee. This application has been fraught with problems all the way through. To give some context: the applicant bought the bungalow, made some modifications, including a new sun room following demolition of previous conservatory. The plans for sun room were not shared with neighbour, which was sad, and regarding the design, the architect ignored the PD restrictions on the property. The neighbour contacted JP when the east wall was being constructed higher and higher. JP visited the site, took photos, talked with planning officers, who confirmed that there had been a breach of permitted development rights, and that the neighbour needed to talk to the enforcement team. JP advised the neighbour, who did so. Planning enforcement advice was a recommendation to read the government's pamphlet on party walls – even though this not a party wall matter. They spoke with enforcement officers who were not able to inspect the site due to resource issues – enforcement is not a quick fix. Building work continued; the original drawings show what was proposed, which is not what has been built here. The neighbours were anxious the light to their conservatory would be blocked off - unfortunately, Members were unable to witness this on Planning View. JP then wrote to the enforcement team, expressing his and the neighbour's concerns and asking them to intervene; they visited that day, advised that the building had breached PD, and said the applicant should submit a new planning application. A new application was submitted but the drawings were wrong and rejected by planning officers. The second drawings were correct, showing the relationship between sun room and conservatory. Officers don't agree, but JP and the neighbours still feel the extension is overbearing. There are always winners and losers in planning - in this case, the applicant knows the neighbour is unhappy, and their neighbour knows that the applicant has used the system to build a bigger extension than permitted. Would Members consider deferring their decision on this application, to see if any sort of compromise can be reached; what is proposed is inadequate and there must be a better solution. Would like the applicant to be given time to look at that.

Member debate:

PB: Councillor Payne has made a good case for deferral, for two reasons: firstly, that this is a dog's dinner. The smallest applications often cause the most problems, and it is clear that this extension will be overbearing to the side and is unnecessarily high. Unfortunately, Members couldn't experience what the neighbours are experiencing on Planning View. The decision should be deferred to give the parties chance for further discussions.

SW: Members are told in training and at other times that they should always look at a retrospective application as if it were a new one. If this was a new application and hadn't been built yet, would not be happy with what is proposed – would suggest the sun roof was built to the eaves only. The extra height is required because the level of the floor has been raised; has experience of the same situation in his own house when the garage was knocked through to the kitchen and the garage floor had to be raised for insulation, resulting in a low ceiling. This doesn't cause any problem, but in this case, reducing the parapet by a few inches will do nothing at all to improve the situation for the neighbours. Would like to see the sun room reduced to the height of the eaves. Agrees that it is a bit of a dog's dinner, and would therefore be very much in support of a deferral to allow time to reach a better compromise.

CN: was impressed by Councillor Payne's speech, and knows that deferral isn't something that planning officers particularly like, but is minded to agree with what the two speakers have said so far. The point has been made that Members couldn't get access to the neighbour's conservatory to view the impact of the proposal. Has had a similar issue on his own patch, which emphasises how important it is to visit the site to get a proper view of the potential amenity issues. Understands that light calculations have been done and suggest that the impact won't be unreasonable, but the councillors present are on Planning Committee for a reason, and should be allowed to figure out for themselves the impact this proposal is likely to have on the neighbouring amenity. It is a messy neighbourhood situation, and this is an opportunity to sort it out and reach a compromise, with which both sides will hopefully be happy. Will vote in support of a deferral.

BF: is open-minded about this proposal. The wall is east-facing, so when the sun rises, it won't cast any shadow on the neighbour's room; the sun will then move east to west, which will also have no impact, and then set in the west, with no effect on the existing situation. At certain times of day, the extension may cause minor problems with the light, but cannot think it will be anything major. If Members are to see the effect it will have on the neighbour's light, there will be a very small window of opportunity when they can – a site visit would need to be arranged for this. This proposal complies with planning guidance and the light test; cannot see the point in deferral.

HM: can see the point in deferral. Not long ago, Members were asked to consider an extension in Leckhampton; the officer report stated that there would be some reduction in the light to the neighbour's window, but on Planning View Members could see that it would result in a considerable loss of light and refused the application on account of this. It is important that Members visit the neighbouring property to see the impact of this proposal.

RH: if this application wasn't retrospective, would the officer have accepted the parapet height at 28mm? Would it have been recommended for approval?

MJC, in response:

- Regarding the suggestion of deferral, is not convinced that this will achieve anything. Officers have had lengthy discussions with the applicant. The result has been to reduce the height of the parapet by a couple of blocks. Officers feel this is a sensible compromise, but even if the blocks were not being removed, the recommendation would still be for a retrospective approval;

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- Officers feel that there will be an impact on the neighbours but that this isn't unacceptable;
- Regarding the site visit, has sympathy with Members, that they weren't able to access the neighbouring property, but also with the applicant. The neighbour had the opportunity to allow a full site visit; the planning system aims to deliver results, and it is not the applicant's fault if it can't deliver;
- Deferral should only be used when really necessary and when there is a possibility of improving matters. When considering retrospective applications, planners have to consider the principle of proportionality – think about the level of harm against the amount of work the applicant would have to do to mitigate the harm. In this case, do Members think the applicant should be required to take the whole roof off? Officers feel that this would be disproportionate;
- To RH's question – would officers have accepted this scheme if it wasn't retrospective? – that is hypothetical, and we have to consider the scheme before us now. The key issue is proportionality, and that is how a planning inspector will look at it if it goes to appeal. This is why officers have recommended approval. There is no value in deferring.

PB: appreciates the proportionality argument, but if the applicant hadn't done the work before getting permission and had followed the correct process, we wouldn't be having this conversation now. It is right to consider deferring the decision on this scheme; it will give Members an opportunity to look at the situation from the affected property, as officers couldn't arrange it for this month's planning view.

RH: regarding the height of the wall and the parapet, was 300mm the original parapet height or is this a compromise? Is there any opportunity for it to be lower still?

MJC, in response:

- The original scheme proposed a 300mm parapet; the applicant suggested taking out a couple of blocks, and replacing these with a 28mm coping stone. It cannot be reduced any further into the roofing structure without taking the roof off and reconfiguring the whole thing;
- To PB, yes it's true, the applicant undertook this work at their own risk, but the planning system doesn't exist to punish people;
- Regarding visiting the neighbouring property, Members are responsible to their constituents, which is why planning committee and planning view exists. Planning view is useful for Members to get a full picture, but can also be dangerous. Officers don't necessarily know which residents are keen for their properties to be visited and taken into account; sometimes it is obvious, sometimes not. It isn't fair to put the onus onto officers; it is Members who call applications to Committee, often following their discussions with their constituents.

BF: if we defer, future consideration of this scheme hinges on witnessing the over-shadowing of the house next door; Members will have to visit at a specific time – it will be difficult to appreciate in winter, and there may be nothing to witness.

CN: following on from MJC's comments, if the proposal is deferred, can Councillor Payne do his best to make sure Members get access to the property next door before it comes back to Committee?

Vote on PB's move to defer

8 in support

4 in objection

DEFER

Application Number:	17/01609/FUL
Location:	99 - 101 London Road, Cheltenham
Proposal:	Erection of new four storey building to provide 8no. flats (7no. two bed and 1no. one bed) following demolition of existing building
View:	Yes
Officer Recommendation:	Permit
Committee Decision:	Permit
Letters of Rep:	8
Update Report:	None

MP introduced the application as above; the scheme will also include landscaping and car parking. The existing building is currently trading as ATS Euromaster, a tyre and exhaust business. The plan originally submitted was for five units and a ground floor retail units, but following concerns from local residents, the retail element was omitted and the number of flats increased. The proposal is in line with local and national planning guidance, and is recommended for permission with a number of conditions. It is at committee at the request of Councillors Baker and Harvey, in view of the level of concern among local residents.

Public Speaking:

None.

Member debate:

PB: has mixed views about this proposal. Aesthetically, it will be an improvement to the street scene, on an important route into town. Also, Cheltenham needs more housing for local people, which this scheme provides. The omission of the conflicting commercial use in a residential area is also welcome. However, some concerns remain, in particular the loss of employment. The current use is *sui generis*, but provides six full-time jobs in this location. These are good jobs, but the *sui generis* classification is not protected, so loss of employment isn't a consideration. Hopes that this will be changed in the new Local Plan, offering more protection to more people. Is pleased with the work the case officer has done on this scheme, from the pre-app stage to the final version – she has done an excellent job. The developer understands that the road at the back is unmade, and it will have to be photographed and returned to its present state when the construction work is finished. This scheme is a major achievement, and the developer should be congratulated. It will certainly cause huge disruption during the demolition and construction phase, but realises that this is something residents will just have to accept. The conditions should take care of all concerns, and will therefore, on balance, support the proposal. Can planning enforcement officers please make sure that the developer works in a balanced way? Thanks to Michelle Payne for all her work on this scheme.

BF: supports PB. This is the second application tonight which will involve people losing their jobs and livelihoods. We shouldn't have a system which makes some jobs less important than others – they all provide people with the livelihoods and finding another job can be a lengthy process.

Vote on officer recommendation to permit

12 in support – unanimous

PERMIT

Application Number:	17/00887/LBC		
Location:	42 London Road		
Proposal:	Repair of stone stair treads to basement steps		
View:	Yes		
Officer Recommendation:	Grant		
Committee Decision:	Grant		
Letters of Rep:	0	Update Report:	None

MJC introduced the application for repair works to exterior steps of this listed building, by slicing new stone in. The conservation officer is satisfied with the proposals. The application is at Committee because the building is owned by CBC.

Public Speaking:

None.

Member debate:

AH: this applications seems cut and dried; there is nothing to say.

CH: hopes that the greenery on the wall can be preserved.

Vote on officer recommendation to grant

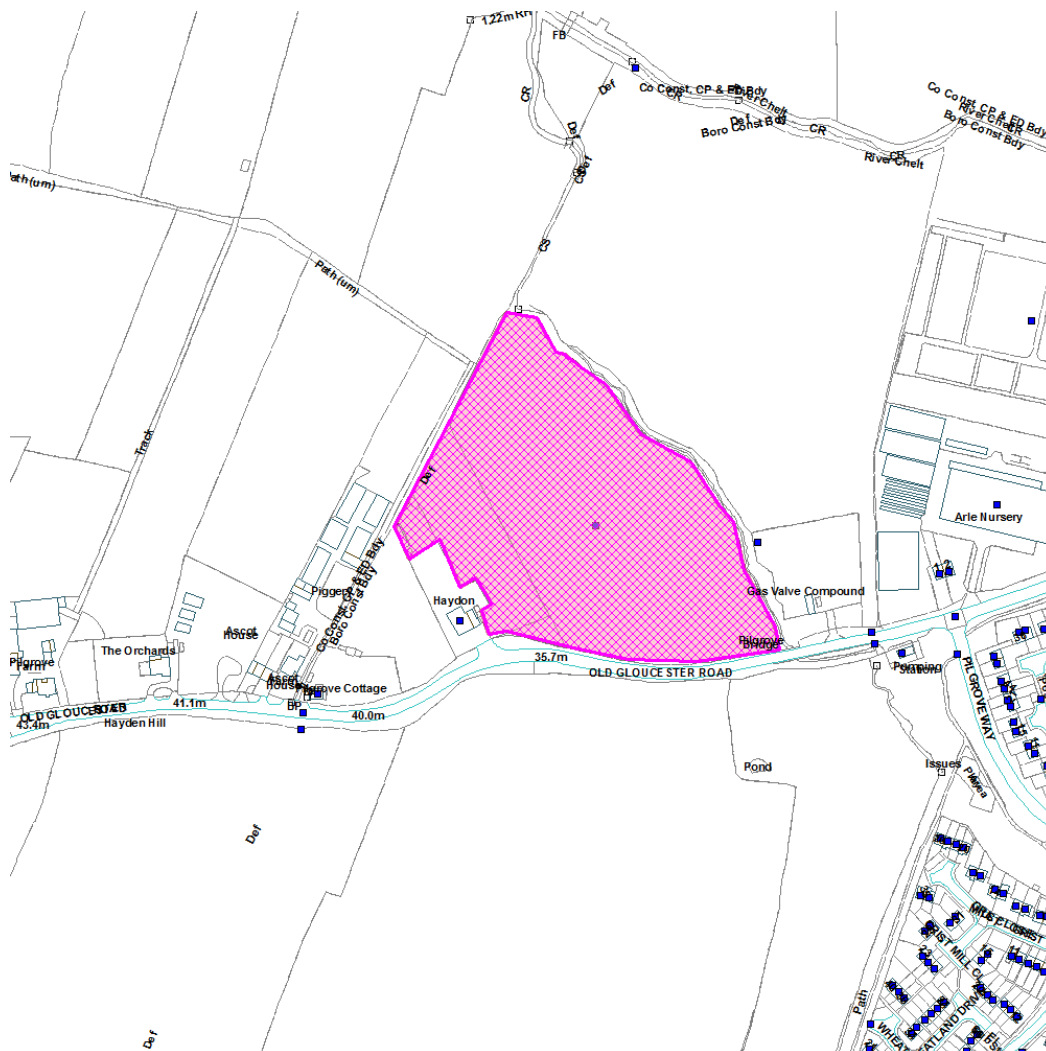
12 in support – unanimous

GRANT

The meeting ended at 7.10pm.

APPLICATION NO: 17/01411/OUT		OFFICER: Miss Michelle Payne
DATE REGISTERED: 19th July 2017		DATE OF EXPIRY: 18th October 2017
WARD: Springbank		PARISH: n/a
APPLICANT:	Finch Investments Ltd	
AGENT:	PJS Development Solutions Ltd	
LOCATION:	Phase 1, Land At Old Gloucester Road, Cheltenham	
PROPOSAL:	Outline application for proposed residential development of up to 90 dwellings, associated open space, landscaping and infrastructure, including new vehicular access to Old Gloucester Road	

RECOMMENDATION: Recommendation at Committee



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1. DESCRIPTION OF PROPOSAL

- 1.1 This application seeks outline planning permission for the erection of up to 90 houses (40% affordable) on a 3.14ha parcel of land located to the northwest of the borough, with all matters reserved. As the application is in outline, it is only seeking to establish the general principle of development, with matters relating to access, appearance, landscaping, layout and scale reserved for future consideration.
- 1.2 Notwithstanding the 'all matters reserved' nature of the outline application, the application is supported by an indicative layout which seeks to demonstrate that up to 90 houses could be successfully accommodated within the site.
- 1.3 The application has also been accompanied by the following detailed reports and statements:
 - Design and Access Statement
 - Planning Statement
 - Flood Risk Assessment
 - Sustainable Drainage Statement
 - Utilities Report
 - Tree Survey
 - Ecology Report
 - Historic Environment Desk Based Assessment
 - Archaeological Evaluation
 - Geophysical Survey
 - Landscape and Visual Impact Assessment
 - Transport Assessment
 - Travel Plan
 - Non-Motorised User Audit
 - Sustainability Checklist
 - Waste Minimisation Statement
 - Statement of Community Engagement
- 1.4 The application is before planning committee as it is one that would, if granted, be a departure from the adopted Local Plan. Members will visit the site on planning view.

2. CONSTRAINTS AND RELEVANT PLANNING HISTORY

Constraints:

Airport safeguarding over 15m
Flood Zone 2
Greenbelt
Smoke Control Order

Relevant Planning History:

There is no planning history of any particular relevance to this application

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
GE 7 Accommodation and protection of natural features
CO 1 Landscape character
CO 5 Definition of green belt
CO 6 Development in the green belt
CO 14 Development abutting the countryside
NE 1 Habitats of legally protected species
NE 3 Biodiversity and geodiversity of local importance
HS 1 Housing development
HS 4 Affordable Housing
RC 6 Play space in residential development
UI 1 Development in flood zones
UI 2 Development and flooding
UI 3 Sustainable Drainage Systems
UI 4 Maintenance strips for watercourses
TP 1 Development and highway safety

Supplementary Planning Guidance/Documents

Affordable housing (2004)
Development on garden land and infill sites in Cheltenham (2009)
Flooding and sustainable drainage systems (2003)
Landscaping in new development (2004)
Planning obligations (2003)

National Guidance

National Planning Policy Framework

4. CONSULTATION RESPONSES

Planning Policy Team

24th August 2017

It is worth drawing a parallel between this application and the application that is currently on appeal at Leckhampton. Both lie outside the PUA and both represent isolated development in a semi-rural location yet we are treating them differently in terms of their potential acceptability.

I feel the difference with the Old Gloucester Road application is that the landscape value of the site is a lot lower and there is probably more chance of getting a statement of intention from the neighbouring land owners (i.e. Gloucester CC and Cheltenham BC) to help demonstrate that their respective parcels of land will be developed and that a more comprehensive development will be achieved in future.

The site

The application site lies to the west of Arle nurseries on Old Gloucester Road to the north-west of Cheltenham.

Policy Framework

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning decisions should be taken in accordance with the relevant adopted Development Plan unless material considerations dictate otherwise. Therefore, in determining this application, the following must be considered;

- The saved policies of the Cheltenham Borough Local Plan (CLP) Second Review 2006, which comprise the adopted development plan, and;
- Relevant material considerations which include:
- National Planning Policy Framework (NPPF)
- National Planning Practice Guidance (NPPG)
- The emerging Joint Core Strategy (JCS) and its evidence base
- The emerging Cheltenham Plan and its evidence base.

Core issues in this case

The core policy issues in the case of this proposal are considered to be:

- The need for sustainable development
- New residential development
- Development in the Green Belt

These are considered in turn below.

The need for sustainable development

NPPF (2012)

Paragraph 14 of the NPPF states that a presumption in favour of sustainable development is a golden thread running through both plan making and decision taking. When making decisions, this means approving development proposals that accord with the development plan unless material considerations indicate otherwise.

Adopted Cheltenham Local Plan (2006)

The land which is subject to this proposal is not allocated for any particular use and lies outside the Principal Urban Area as defined on the Proposals Map of the adopted Cheltenham Local Plan. The purpose of the Principal Urban Area (PUA) is to help concentrate development to sustainable locations within the Borough.

Policy CP1 - Sustainable Development states:

"Development will be permitted only where it takes account of the principles of sustainable development. In particular, development should:

- a) conserve or enhance natural resources and environmental assets, and
- b) give priority to the use of previously developed land, and
- c) make the most efficient and effective use of land."

New residential development

NPPF (2012)

Paragraph 49 states that:

"Housing applications should be considered in the context of the presumption in favour of sustainable development."

Cheltenham Borough Local Plan

Policy HS1 seeks to prevent the building of new dwellings other than on local plan allocations or brownfield land.

Policy HS2 requires housing development to be between 30 and 50 dwellings per hectare in order to demonstrate the efficient use of land.

Policy HS4 requires a minimum of 40% affordable housing to be provided in residential developments of 15 dwellings or more.

Development in the Green Belt

NPPF (2012)

Para 87 states:

"As with previous Green Belt policy, inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances."

Para 88 states:

"When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations."

Para 89 states:

"A local planning authority should regard the construction of new buildings as inappropriate in Green Belt. Exceptions to this are:

- buildings for agriculture and forestry;
- provision of appropriate facilities for outdoor sport, outdoor recreation and for cemeteries, as long as it preserves the openness of the Green Belt and does not conflict with the purposes of including land within it;
- the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building;
- the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;
- limited infilling in villages, and limited affordable housing for local community needs under policies set out in the Local Plan; or
- limited infilling or the partial or complete redevelopment of previously developed sites (brownfield land), whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development."

Para 90 states:

"Certain other forms of development are also not inappropriate in Green Belt provided they preserve the openness of the Green Belt and do not conflict with the purposes of including land in Green Belt. These are:

- mineral extraction;
- engineering operations;
- local transport infrastructure which can demonstrate a requirement for a Green Belt location;
- the re-use of buildings provided that the buildings are of permanent and substantial construction; and
- development brought forward under a Community Right to Build Order."

Adopted Cheltenham Local Plan (2006)

Policy CO6: Development in the Green Belt, states:

"Within the Green Belt, except in very special circumstances, there will be a presumption against the construction of new buildings for purposes other than:

- agriculture and forestry; or
- essential facilities for outdoor sport and outdoor recreation, for cemeteries, or for other uses of land which preserve the openness of the Green Belt and which do not conflict with the purposes of including land in it; or
- limited rebuilding, replacement, or extension of existing dwellings, subject to policies CO7 (Rebuilding or replacement of dwellings in the green belt) and CO8 (Extension of dwellings in the green belt); or
- limited residential infilling within existing and previously undeveloped gaps in built up frontages along The Reddings, Shaw Green Lane and Bowbridge Lane, if there is no adverse impact on the openness of the Green Belt; or
- development in accordance with policy CO9 (Cheltenham Racecourse).

Engineering or other operations or any material change of use will not be permitted unless

they maintain the openness of the Green Belt and do not conflict with the purposes of including land in it."

The emerging Gloucester, Cheltenham and Tewkesbury Joint Core Strategy - Main modifications version (2017)

The JCS is now well advanced in its preparation with adoption anticipated at the end of the year. It therefore should be taken into account as a significant material consideration in decision making on planning matters.

Policy SD6: Green Belt, states:

"To ensure the Green Belt continues to serve its key functions, it will be protected from harmful development. Within its boundaries, development will be restricted to those limited types of development which are deemed appropriate by the NPPF unless very special circumstances can be demonstrated...."

Assessment

The need for sustainable development

The site is located on the north-western edge of Cheltenham and occupies greenfield land beyond the Principal Urban Area (PUA) as defined on the Cheltenham Borough Local Plan Proposals Map. Whilst this is not a preferred location for development in the adopted plan, the NPPF has superseded the plan on this matter. Para 14 of that document indicates that where a development plan is out of date, planning permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits unless specific policies in the national framework indicate development should be restricted.

An example of such policies applies to sites located in the Green Belt where there is a strong presumption against development unless in very special circumstances (see 'Development in the Green Belt' below).

The site lies close to the strategic highway network which is reasonably well served by public transport at this location. It is also located approximately half a mile from Gallagher Retail Park and is approximately 2 miles from the wider services and facilities of Cheltenham Town Centre.

New Residential Development

The 2016 Local Development Framework Annual Monitoring Report (AMR) for Cheltenham Borough shows a supply of dwellings equating to 2.6 years over the period 1st April 2016 - 31st March 2019 (based on a 20% buffer). Whilst this falls short of meeting the 5 year requirements set out in the NPPF, the JCS and Cheltenham Plan are setting out proposals to remedy this situation and both documents make residential allocations that ensure the Objectively Assessed Housing Need for the Borough is met and that the statutory 5 year supply of housing land is also achieved. In the case of the JCS, the contribution arises from the West Cheltenham and North-West Cheltenham Strategic allocations. In the case of the Cheltenham Plan, the contribution arises from a number of smaller allocations that include an indicative proposal for residential development at Arle Nurseries.

The Arle nurseries proposal includes the land that is the subject of this outline application as well as the land that is shown as comprising the future Phases 2 and 3 of the development. An indicative capacity of around 200 dwellings is considered appropriate for the whole site taking into account the need to provide elements of green space / recreation space.

The Arle Nurseries proposal has been cascaded from the JCS process where the Inspector conducting the Examination recommended that the land be removed from the Green Belt. This recommendation was made on the basis that the site will no longer make a significant

contribution to the Green Belt given the West Cheltenham and North-West Cheltenham strategic allocations which are being proposed to the north and south.

Development in the Green Belt

The proposal falls within the Green Belt where there is a strong presumption against development unless in very special circumstances.

With preparation of the JCS now well advanced, there is a strong likelihood that the Green Belt at this location will be amended as outlined above. Should this prove to be the case, it will free up the land from the constraining designation and allow the continued progression of the Arle Nurseries residential allocation through the Cheltenham Plan process.

The primary deciding factor on this planning application is therefore whether the advanced preparation of the JCS provides the special circumstances that would help facilitate the granting of planning permission. The policy team is of the view that by virtue of the Green Belt proposals contained within the JCS, special circumstances do indeed exist on this occasion.

Summary

The positive contribution that the proposed development could make is acknowledged, particularly in terms of helping to meet the Borough's objectively assessed housing need and statutory 5 year housing land supply.

Its position in the Green Belt which would normally prohibit development is tempered by the fact that by virtue of the advanced nature of emerging policy, very special circumstances exist that add weight to the argument for the application to be permitted.

Footnote: As outlined earlier, the site represents Phase 1 of 3 possible residential phases in this area with each phase occupying land owned by a different land owner. If Phases 2 and /or 3 did not come forward in future, the scheme embodied in this application would constitute a somewhat isolated development. To prevent this scenario from arising, it would be beneficial if a joint statement could be obtained from the 3 relevant parties that gives a commitment to developing the whole area in future (Phases 1,2 and 3) so that ultimately a comprehensive development is achieved.

County Archaeology

27th July 2017

Thank you for consulting me concerning the above planning application. I wish to make the following observations concerning the archaeological implications of this scheme.

I advise that the application site is located in the Severn Vale, where there is widespread evidence for settlement and activity of prehistoric and Roman date. Development proposed in this area therefore has the potential to have an adverse impact on significant archaeological remains.

I note that this planning application is supported by reports on an historic environment desk-based assessment (Ecus, July 2017), a geophysical survey (Thames Valley Archaeological Services, May 2017) and a report on an archaeological evaluation (Thames Valley Archaeological Services, June 2017).

No significant archaeological remains were observed during these investigations. On the basis of those results I am of the view that there is low potential for archaeological remains to be adversely affected by the proposed development.

Therefore, I am pleased to recommend that no further archaeological investigation or recording should be undertaken in connection with this planning application, and I have no further observations regarding this scheme.

GCC Highways Development Management

6th October 2017

I refer to the above outline planning application with all matters reserved received on the 1st August 2017, submitted with application form, Transport Assessment, Speed Survey, Design & Access Statement, NMU Context Report, Travel Plan, Planning Statement and drawing ref. AL.P.001 Rev. A.

Location

The proposed development site is located approximately 3.5km northwest of Cheltenham town centre, off Old Gloucester Road, adjacent to Springbank, Cheltenham. The land is currently undeveloped agricultural land with no formalised access bound to the north east and north west by undeveloped land; to the south west by residential dwellings; to the east by the gas works; and to the south by the B4634 Old Gloucester Road.

The development site is to be accessed via Old Gloucester Road, a class 2 B Road (B4634) highway subject to the sign posted 40mph speed limit. There is no street lighting or footways fronting the site.

Access & Visibility

The development will be served by a new vehicle/pedestrian access from Old Gloucester Road. Safe and suitable access in accordance with paragraph 32 of the NPPF has to be demonstrated in order to deem the access acceptable. The access therefore has to demonstrate sufficient levels of junction visibility. In the absence of a speed survey a 40mph road would require 2.4m x 120m of emerging visibility to the nearside carriageway edge.

A speed survey was undertaken in support of this of this application in accordance with DMRB TA22/81, with the 85th percentile speeds being 40.0mph for eastbound traffic and 43.5mph for westbound traffic. The survey was undertaken in dry conditions, therefore a wet weather reduction of 4kph (2.48mph) can be applied. Therefore as the mean vehicle speeds are above 37mph MfS2 visibility parameters of a 2s reaction time and 3.68m/s deceleration rate will be applied. The adjusted 85th percentile speeds of 37.6mph eastbound and 41.1mph westbound would require emerging visibility splays of 72m to the right and 83m to the left. The required forward visibility of 74m to the right and 85.1m to the left are considered to be achievable on Old Gloucester Road. Drawing no. SK03 has demonstrated that the required emerging visibility is achievable within land under applicant control or within highway land. It is therefore considered that a safe and suitable access can be provided along the site frontage.

Pedestrian Access

Indicative drawing no SK03 illustrates a 2.0m wide footway linking the development site to the existing pedestrian footway along Pilgrove Way. As at this stage access is a matter reserved for future consideration, a condition requiring details to be submitted of a connecting footway at the reserved matters stage has been secured by way of planning condition.

Vehicular Trip Generation

Automated Traffic Count (ATC) data has been interrogated from a local donor site to determine an average of the AM and PM inbound/ outbound movements across a five day survey. Given its relative proximity to the development, number of dwellings and geometry (cul-de-sac) with no through movements Roman Hackle Avenue is considered to be a suitable donor site to calculate the trip rate per dwelling from.

As the donor site Roman Hackle Avenue has 543 dwellings the average number of trips for each movement has been divided by the total number of dwellings to provide a trip rate for both arrivals and departures. This trip rate has then been multiplied by the number of proposed dwellings to provide the trip generation for both arrivals and departures.

Based on above calculations from the donor site used the development is anticipated to generate approximately 45 two-way trips in the AM peak (0800-0900) and 41 two-way vehicle movements in the PM peak (1700-1800) equating to less than one additional vehicle trip during the peak hours.

Distribution

Based upon origin and destination 2011 census data, the majority of peak hour trips would be distributed towards Cheltenham, Tewkesbury and Gloucester. The majority of the traffic with a work place origin in Cheltenham was to super output area Cheltenham 009 to south of the proposed development site. Based upon the census data it can be robustly demonstrated that approximately 15.1% of the developments peak hour traffic would be distributed towards the south, with the remaining 84.9% being distributed through various routes across Cheltenham, Tewkesbury, Gloucester and Cotswolds .

Traffic Impact

A Manual Turning Count (MTC) survey was undertaken at the A4019 Tewkesbury Road / B4634 Old Gloucester Road / Gallagher Retail car park signalised junction on Tuesday 22nd September 2015 between 0700 - 1000 and 1600 - 1900. The data compiled from these resulted in the following flows;

AM peak: 2,605 vehicle movements through this junction

PM peak: 2,999 vehicle movements through this junction

70% of the AM peak hour trips will be distributed to the east towards this junction; this would result in an additional 24 eastbound trips increasing the traffic flow to 336 movements. With 29% of traffic distributed to the west, increasing the southbound flow by 10 trips to 320 movements.

The PM eastbound flow will increase by 19 trips from 332 movements to 351 movements. The westbound flow will increase by 8 trips from 389 to 397 movements.

As the flow of traffic on Old Gloucester Road is high the increase as a result of the development traffic is not considered to be significant in regards to capacity on the local network and at the A4019 / B4634 Old Gloucester Road / Gallagher Retail Park traffic signal controlled junction. Overall the impact traffic assessments identify that there will be a 3% increase on this junction in the future forecast year (2022) generated by the development.

Personal Injury Collisions

A personal injury collision study was undertaken in the local area as demonstrated by figure 1 in Appendix D of the Transport Assessment.

Over the last 5 years, which is regarded as a robust time scale, 12 Personal Injury Collisions have occurred within the study area consisting of four collisions occurring at the junction between the B4634 Old Gloucester Road and Hayden Road, resulting in six slight injuries and one serious injury with the remaining eight occurring at various points along the B4634 Gloucester Road resulting eight slight injuries and two serious injuries.

No highway blame was attributed to the 8 slight injuries. Therefore it does not appear that the highway layout was attributed blame in any of the recorded injury collisions.

Statement of Due Regard

Consideration has been given as to whether any inequality and community impact will be created by the transport and highway impacts of the proposed development. It is considered that no inequality is caused to those people who had previously utilised those sections of the existing transport network that are likely to be impacted on by the proposed development.

It is considered that the following protected groups will not be affected by the transport impacts of the proposed development: age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex, sexual orientation, other groups (such as long term unemployed), social-economically deprived groups, community cohesion, and human rights.

Recommendation

The Highway Authority recommends that no highway objection be raised subject to the following conditions being attached to any permission granted:

Condition #1 Visibility

The vehicular access hereby permitted shall not be brought into use until the existing roadside frontage boundaries have been set back to provide visibility splays extending from a point 2.4m 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 72m to the right and 83m to the left distance (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 1.05m and 2.0m at the X point and between 0.26m and 2.0m 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 the National Planning Policy Framework.

Condition #2 Access, Layout & Parking

Details of the layout and access including right hand turning ghost island, (hereinafter called "the reserved matters") shall be submitted to and approved in writing by the local planning authority before any development begins and the development shall be carried out in accordance with the approved plans. No dwelling on the development shall be occupied until the carriageway(s) (including surface water drainage/disposal, vehicular turning head(s) and street lighting) providing access from the nearest public Highway to that dwelling have been completed to at least binder course level and the footway(s) to surface course level.

Reason: - To minimise hazards and inconvenience for users of the development by ensuring that there is a safe, suitable and secure means of access for all people that minimises the conflict between traffic and cyclists and pedestrians in accordance with the National Planning Policy Framework.

Condition #3 Parking & Turning

The details to be submitted for the approval of reserved matters shall include vehicular parking and turning facilities within the site, and the building(s) hereby permitted shall not be occupied until those facilities have been provided in accordance with the approved plans and shall be maintained available for those purposes for the duration of the development.

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 National Planning Policy Framework.

Condition #4 Vehicular Access Location

Means of vehicular access to the development hereby permitted shall be from B4634 Old Gloucester Road only.

Reason: - To minimise hazards and inconvenience for users of the development by ensuring that there is a safe, suitable and secure means of access for all people that minimises the conflict between traffic and cyclists and pedestrians in accordance with the National Planning Policy Framework.

Condition #5 Junction Completion

No works shall commence on site (other than those required by this condition) on the development hereby permitted until the first 20m of the proposed access road, including the junction with the existing public road and associated visibility splays, has been completed to at least binder course level.

Reason: - To minimise hazards and inconvenience for users of the development by ensuring that there is a safe, suitable and secure means of access for all people that minimises the conflict between traffic and cyclists and pedestrians in accordance with the National Planning Policy Framework.

Condition #6 Estate Roads

Details of the layout and access, (hereinafter called "the reserved matters") shall be submitted to and approved in writing by the local planning authority before any development begins and the development shall be carried out in accordance with the approved plans. No dwelling on the development shall be occupied until the carriageways (including surface water drainage/disposal, vehicular turning heads and street lighting) providing access from the nearest public Highway to that dwelling have been completed to at least binder course level and the footways to surface course level.

Reason: - To minimise hazards and inconvenience for users of the development by ensuring that there is a safe, suitable and secure means of access for all people that minimises the conflict between traffic and cyclists and pedestrians in accordance with the National Planning Policy Framework.

Condition #7 Estate Road Maintenance

No development shall be commenced until details of the proposed arrangements for future management and maintenance of the proposed streets within the development have been submitted to and approved in writing by the local planning authority. The streets 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.

Condition #8 Fire Hydrants

No development shall commence on site until a scheme has been submitted to, and agreed in writing by the Council, for the provision of fire hydrants (served by mains water supply) and no dwelling shall be occupied until the hydrant serving that property has been provided to the satisfaction of the Council.

Reason: - To ensure adequate water infrastructure provision is made on site for the local fire service to tackle any property fire.

Condition #9 Pedestrian Footway

Prior to works commencing on the development permitted, details of a pedestrian footway with dropped tactile kerbing where necessary, from the site connecting to the existing footway located on Pilgrove Way shall be submitted to and agreed in writing by the local planning authority, and approved pedestrian links shall be provided including tactile dropped paving with side of the access road, and linking the proposed footpaths on Gloucester Road linking to the existing footpath opposite, and made available for public use prior to first occupation of the dwellings hereby permitted.

Reason: - To ensure that the priority is given to pedestrian and cycle movements and that a safe and secure layout that minimises conflict can be created in accordance with Paragraph 35 of the NPPF.

Condition #10 Pedestrian Crossing

Prior to works commencing on the development hereby permitted, details of a pedestrian crossing for the bus stop closest to the site on Pilgrove Way to include tactile paving shall be submitted to and agreed in writing by the Local Planning Authority, the works shall then be constructed in accordance with the approved plan and made available for public use prior to the first occupation of the dwellings hereby permitted.

Reason: - To ensure that the priority is given to pedestrian and cycle movements and that a safe and secure layout that minimises conflict can be created in accordance with Paragraph 35 of the NPPF.

Condition #11 Cycle Storage

The development hereby permitted shall not be occupied until details of secure and covered cycle storage facilities for a minimum of 1no. bicycles per dwelling has been made available in accordance with details to be submitted to and approved in writing by the LPA.

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.

Condition #12 Construction Method Statement

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

Reason: - To reduce the potential impact on the public highway and accommodate the efficient delivery of goods and supplies in accordance paragraph 35 of the National Planning Policy Framework.

Informatives

Note I: The applicant is advised that to discharge condition #6 that the local planning authority requires a copy of a completed dedication agreement between the applicant and the local highway authority or the constitution and details of a private management and maintenance company confirming funding, management and maintenance regimes.

Note II: The developer will be expected to meet the full costs of supplying and installing the associated infrastructure.

Note III: The proposed development will involve works to be carried out on the public highway and the applicant/developer is required to enter into a legally binding highway works agreement (including appropriate bond) with the County Council before commencing those works.

Note IV: You are advised to contact Amey Gloucestershire 08000 514 514 to discuss whether your development will require traffic management measures on the public highway.

Note V: The proposed development will involve hedgerow/verge clearance in order to supply the required emerging visibility splays. Therefore under S142 of the Highways Act 1980, the applicant is advised to contact Amey Gloucestershire (08000 514 514) regarding a license to cultivate.

Severn Trent Water Ltd

28th July 2017

Thank you for the opportunity to comment on this planning application. Please find our response noted below:

With Reference to the above planning application the company's observations regarding sewerage are as follows.

I can confirm that we have no objections to the proposals subject to the inclusion of the following condition:

- The development hereby permitted should not commence until drainage plans for the disposal of foul and surface water flows have been submitted to and approved by the Local Planning Authority, and
- The scheme shall be implemented in accordance with the approved details before the development is first brought into use. This is to ensure that the development is provided with a satisfactory means of drainage as well as to prevent or to avoid exacerbating any flooding issues and to minimise the risk of pollution.

Tree Officer

17th August 2017

The CBC tree section does not object in principal to this application.

There does not appear to be trees of particular individual merit (there are only 2 'B' class trees as per BS5837 (2012) detailed in the Ecus Tree Survey of May 2017. However whilst most of the trees are not of individual merit, as a whole they are significant (in terms of visual amenity and ecology) within the landscape, and as such efforts need to be made to create a design which retains as many trees as possible. Such an estate layout must consider the end-user (ie occupant's/inhabitant's) relationship to the belt of trees adjacent to the stream banks. Similarly there is a gas main to the west of this stream and it is assumed that no building will be above this. As such it is possible that the stream banks and adjacent could be transformed into public open space.

As a part of any full application or Reserved Matters application, it is anticipated that

1) All dwelling foundation details will take account of soil types so trees do not become a legal actionable nuisance.

- 2) A tree protection plan will be submitted and agreed.
- 3) A shade analysis of all retained trees at their anticipated full mature height will be made which will demonstrate that trees within the sphere of influence of buildings be the cause of undue shade.
- 4) Details of all tree removals and retention as well as proposed pruning works to any tree retained.
- 5) Proposed mitigation and other tree planting to be undertaken as a part of this proposed development. Such details must include species, size, location, root type, tree planting pit details, tree protection or other landscaping adjacent.
- 6) The ecology survey states that there is an infestation of Himalayan balsam within the site and recommends that this is addressed during the course of on-site works (para 4.4.25) However such treatment and eradication must occur prior to the commencement of works.

Environment Agency

15th August 2017

Thank you for referring the above application which was received on 25 July 2017. The Environment Agency has no objections to the proposed development but wishes to make the following comments:

We would not normally expect to be consulted for bespoke comments on this application as it does not feature in our local consultation checklist (it is 'green cell', G7, in our local flood risk consultation matrix). However in this instance we have reviewed the details as we commented on the corresponding site allocation in the emerging Cheltenham Local Plan. In addition we are investigating options for an ecological improvement project at land to the north which may have a bearing on/be affected by phase 2 and 3 of this development. This project is related to improving the geomorphology of the River Chelt to the north of this site, and would not affect the current proposed development.

We have reviewed the information submitted in support of the proposed development, including the Flood Risk Assessment (FRA) submitted by BWB Consultants dated June 2017.

The site is currently shown in Flood Zone 2 as shown on our Flood Map for Planning and defined in Table 1 of sub-section 25 within the Flood and Coastal Change section of the National Planning Practice Guidance (NPPG).

The proposals are considered to be a 'more vulnerable' use and as such is considered to be an appropriate use at this location as set out in Table 3 of sub-section 25 within the Flood and Coastal Change section of the National Planning Practice Guidance (NPPG).

The Flood Zone 2 shown on our flood map for planning is related to a historic event, but may be defining other forms of flooding that do not originate from the watercourses upon the site. We recommend you consult the Lead Local Flood Authority (LLFA) for any comments on other (non-fluvial) sources of flooding as the LLFA lead on these matters.

We can confirm that the most up to date climate change figures have also been investigated within section 2.18 of the FRA.

The resulting levels shown within table 3.1 of the technical note in Appendix 4 are well below the ground levels set out in the survey reference NOG-BWB-00-02-DR-G-0001/P2

and therefore in this instance we would not recommend any conditions in relation to floor levels.

I trust the above will assist in your determination of the application. Please do not hesitate to contact me if you have any queries. A copy of the subsequent decision notice would be appreciated.

Environment Agency

20th October 2017

I write further to our letter dated 15 August 2017, our reference SV/2017/109519/01-L01. Since then we have received notification of the application from the Health and Safety Executive (HSE) on 4 September 2017. This in the context of the COMAH Regulations (Control of Major Accident-Hazards).

The Control of Major Accident Hazards Regulations 2015 is regulated by the Environment Agency and Health and Safety Executive as the joint competent authority.

The HSE has highlighted the gas pipeline in the vicinity of the application site, details as follows:

Pipeline HSE Ref: 7220
Transco No: 1490
Operator: Wales and West Utilities
Pipeline: Uckington/Gloucester (Ref UG)

Accordingly I have consulted our Environmental Permitting Regulations Team for any additional comments on the application in the context of the COMAH Regulations. They have advised that we would have no additional/specific comments to make regarding the development and adjacent pipeline further to any comments made by the HSE.

I trust the above will assist in your determination of the application. Please do not hesitate to contact me if you have any queries. A copy of the subsequent decision notice would be appreciated.

Minerals and Waste Policy Gloucestershire

26th July 2017

Please accept this correspondence as the initial view of the Minerals & Waste Planning Authority (M&WPA) for Gloucestershire concerning the aforementioned planning application(s).

All major planning applications (10 or more dwellings, residential sites of 0.5ha or more and other development in excess of 1,000m² or over 1ha) should be accompanied by an appropriately detailed Waste Minimisation Statement (WMS).

The production of a WMS is a specific requirement of the development plan for Gloucestershire as set out under WCS Core Policy 02 - Waste Reduction. It is needed to show how waste arising during the demolition (including site preparation), construction and occupation of development will be minimised and managed, and how recycling during the occupational life of the development will be provided for.

Full policy text and supporting information for WCS Core Policy 02 - Waste Reduction can be obtained online at: - <http://www.gloucestershire.gov.uk/planning-and-environment/planning-policy/gloucestershire-waste-core-strategy/>.

To support applicants preparing planning applications and assist decision makers in their consideration of waste minimisation matters, local guidance has been published - Gloucestershire Supplementary Planning Document: Waste Minimisation in Development Projects (WM-SPD).

The WM-SPD can be obtained online at: - <http://www.gloucestershire.gov.uk/planning-and-environment/planning-policy/waste-minimisation-in-development-projects-spd/>.

Please note that a WMS is not the same as a voluntary Site Waste Management Plan (SWMP), although much of the information required for both is very similar. A significant difference of a WMS is the need to consider waste minimisation commitments, which go beyond the construction phase.

Where decision makers are satisfied that the waste minimisation matters of a particular proposal have and / or will be sufficiently addressed in accordance with WCS Core Policy 02 - Waste Reduction, the advice of the M&WPA is to attach relevant conditions to any subsequent planning approval that may materialise. Examples of conditions for outline, full and reserved matters applications can be found in Appendix F of the WM-SPD.

Not engaging or providing insufficient information in respect of waste minimisation matters could put at risk the acceptability of proposed development. The failure to address waste minimisation may be a reasonable ground for a decision maker to refuse planning permission.

The M&WPA for Gloucestershire reserves the right to submit an additional response(s) to that contained in this correspondence with respect of the aforementioned planning application(s).

If you have any further queries regarding this consultation response, please do not hesitate to contact the M&WPA for Gloucestershire via: - m&wplans@gloucestershire.gov.uk.

GCC Local Flood Authority (LLFA)

6th September 2017

I have reviewed the above planning application on behalf of the Lead Local Flood Authority (LLFA) in respect of flood risk and surface water drainage.

The LLFA objects to the application in its current form due to a lack of information including the following:-

- The applicant has stated that post development discharge rates will be based on the pre-development whole site area rather than the post development impermeable area of each phase. Whilst this may be acceptable in certain circumstances the impermeable areas are relatively small and the proposed storage volumes of the attenuation ponds have been calculated based on the impermeable areas rather than the whole site area. Clarification is required regarding this strategy.
- The applicant considers that the site should not be classed as being in the Environment Agency's Flood Zone and that any overtopping of the River Chelt will be to the North rather than to the South. Clarification is sought how it is proposed to drain the site of surface water when the River Chelt is in flood and the tributary is also backed up.
- Whilst that applicant may be correct regarding the Flood Zone some form of validation or agreement from the Environment Agency is required.

NOTE 1: The Lead Local Flood Authority (LLFA) will give consideration to how the proposed sustainable drainage system can incorporate measures to help protect water quality, however pollution control is the responsibility of the Environment Agency.

NOTE 2: Future management of Sustainable Drainage Systems is a matter that will be dealt with by the Local Planning Authority and has not, therefore, been considered by the LLFA.

NOTE 3: Any revised documentation will only be considered by the LLFA when resubmitted through suds@gloucestershire.gov.uk e-mail address. Please quote the planning application number in the subject field.

GCC Local Flood Authority (LLFA) – revised comments

17th October 2017

I have reviewed the additional information from the applicant and discussed the Environment Agency's response with them in relation to the Flood Zone designation of this area and sources of flooding.

With regard to my previous correspondence dated 6th September, 2017 and one of the reasons for objection, the applicant has agreed to reduce the proposed surface water discharge rate to 5 l/s which is now acceptable to the Lead Local Flood Authority (LLFA).

My other objection point related to the modelling which the applicant refers to and which is in contradiction to the Environment Agency's modelled Flood Zone 2 (as shown on their Flood map for Planning (Rivers and Sea)).

Following consultation with the Environment Agency on this issue it is clear that there is no current intention to amend the Flood Zone in this area but that the historic flooding which occurred may have also been attributable to ground water and or surface water.

The concern for the LLFA remains that irrespective of the source of the flooding, flooding has occurred in the proposed development area which has necessitated its inclusion in the Flood Zone and any attenuation feature within that Zone will be compromised by future floods. Surface water discharged from the proposed development during that period of time will be uncontrolled and may increase flood risk elsewhere.

The applicant to date has not demonstrated how any future flood event irrespective of its source would be dealt with. The LLFA therefore, retains its recommendation to object to this application in its current form.

NOTE 1: The Lead Local Flood Authority (LLFA) will give consideration to how the proposed sustainable drainage system can incorporate measures to help protect water quality, however pollution control is the responsibility of the Environment Agency

NOTE 2: Future management of Sustainable Drainage Systems is a matter that will be dealt with by the Local Planning Authority and has not, therefore, been considered by the LLFA.

NOTE 3: Any revised documentation will only be considered by the LLFA when resubmitted through suds@gloucestershire.gov.uk e-mail address. Please quote the planning application number in the subject field.

GCC Local Flood Authority (LLFA) – further revised comments

2nd November 2017

I refer to the most recent correspondence dated 25th October 2017 from BWB, the applicant's consultant engineers for this application and to their argument for siting the proposed attenuation basin for the development within the Environment Agency's Flood Zone 2.

The LLFA concern to the applicant's proposal to locate the attenuation within FZ 2 has always been the increased flood risk this poses when the River Chelt and its tributaries are in flood. At that time the surface water runoff from the development will be in free flow with no control on the discharge rate at a time when it is most required, with the resultant increase in flood risk to properties elsewhere.

BWB argues that 'there is no planning or technical requirement for Surface Water Attenuation to be located outside Flood Zone 2'. The LLFA relies on the DCLG document, 'Technical Guidance to the NPPF' which states, 'as per NPPF inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk.....areas at risk of flooding means land within Flood Zones 2 and 3....'.

Additionally, the Ciria SuDS Manual (C753) comments that apart from managing routine rainfall, all storage volume should normally be provided within the development footprint, outside of the floodplain.

BWB's claim that 'any historic flooding from other sources should be disregarded' is difficult to accept; the Technical Guidance advises 'flood risk means risk from all sources of flooding'. Probably at the heart of BWB's argument is their site specific hydraulic model of the River Chelt and the comments on this application made by the Environment Agency. Despite having this model the applicant is not challenging the Flood Zones, which is a process open to them and which could result in a change to the Environment Agency's Flood Map for Planning if the modelling was validated and proved to be more accurate. Equally, the Environment Agency is not proposing to amend the Flood Zones and state 'the Flood Zone 2 designation stands and is the best available baseline information, notwithstanding obviously the fact that the applicant has produced a site specific Flood Risk Assessment that accompanies the planning application'.

It is clear that whilst the Environment Agency has no plans to amend the extent of the Flood Zones there is some uncertainty both to the source of the flooding and to its extent. In this respect the LLFA has some sympathy with the applicant who has produced a hydraulic model which may be more accurate than the current Flood Map for Planning. However, the LLFA's overriding concern is to ensure that flood risk is not increased as a result of inappropriate development and the locating of an attenuation basin within the current Flood Zone 2 is considered inappropriate especially when the development itself is within Flood Zone 1. Faced with conflicting information on the extent of the Flood Zone, the fact that the Flood Zone 2 designation stands compels the LLFA to maintain its objection to the surface water strategy in this application.

NOTE 1: The Lead Local Flood Authority (LLFA) will give consideration to how the proposed sustainable drainage system can incorporate measures to help protect water quality, however pollution control is the responsibility of the Environment Agency.

NOTE 2: Future management of Sustainable Drainage Systems is a matter that will be dealt with by the Local Planning Authority and has not, therefore, been considered by the LLFA.

NOTE 3: Any revised documentation will only be considered by the LLFA when resubmitted

through suds@gloucestershire.gov.uk e-mail address. Please quote the planning application number in the subject field.

5. PUBLICITY AND REPRESENTATIONS

5.1 Letters of notification were sent out to 46 nearby properties. In addition, two site notices were posted adjacent to the site. In response to the publicity, one objection has been received from the immediate neighbour at Haydon, Old Gloucester Road. The objection has been circulated in full to Members but, in brief, relates to:

- Development in the Green Belt
- Increase in flood risk
- Potential for increase in road traffic accidents / traffic noise
- Danger to pedestrians and cyclists

6. OFFICER COMMENTS

6.1 Determining Issues

6.1.1 As set out above, the application is submitted in outline with all matters reserved, and therefore the main consideration relates to the principle of developing the site for residential purposes. Other relevant considerations include layout and scale; impact on neighbouring amenity; access and highway safety; drainage and flooding; trees and landscaping; and affordable housing and other planning obligations.

6.2 The site and its context

6.2.1 The application site is located at the edge of the town, to the north of Old Gloucester Road, just outside the Principal Urban Area (PUA). The site is currently located within the Green Belt and comprises open grassland; however, the applicant's Planning Statement confirms that the site has not been in formal productive use for many years, with the last grazing licence having expired over twenty years ago.

6.2.2 The only residential neighbour which abuts the site is a property known as Haydon which sits within a good sized plot to the southwest. To the northwest, the site is bounded by a public footpath with farmland beyond. The north-eastern boundary is formed by small brook with riparian vegetation and trees, with a large field beyond which is currently farmed, and owned by Gloucestershire County Council (GCC). To the east, the site is bounded by a Gas Valve Compound, with the Cheltenham Borough Council (CBC) owned Arle Nurseries site beyond. Land within the site gently rises from north to south.

6.2.3 A gas main runs beneath the site along the north-eastern edge of the site which connects to the Gas Compound. There are also two gas pipes running across the GCC land. The applicant, and adjacent land owners, has been in discussion with the utility operator, Wales and West Utilities, to understand the constraints posed by the gas pipes, and following these discussions, in order to maximise the developable area, it is proposed to upgrade and realign the pipe within the application site, closer to the brook.

6.2.5 Hope Farm is located immediately south of Old Gloucester Road, which forms part of the JCS strategic scale mixed-use allocation (employment and housing), known as 'West Cheltenham'. Residential development is located to the east.

6.2.6 The application site is one of three sites which combine to form a housing opportunity that has been recognised through the Joint Core Strategy (JCS). Phase 2

relates to the GCC land to the northeast; with Phase 3 proposed on CBC's Arle Nurseries site.

6.3 Principle of development

6.3.1 The relevant policy framework together with an assessment of the principle of development has been provided by the Planning Policy Team, and can be viewed in full in Section 4 above. It is recognised that the proposed development would make a positive contribution to the Borough's objectively assessed housing need and statutory 5 year housing land supply. In the case of the JCS, the contribution arises from the West Cheltenham and North-West Cheltenham Strategic allocations. In the case of the Cheltenham Plan, the contribution arises from a number of smaller allocations that include an indicative proposal for residential development at Arle Nurseries / Old Gloucester Road

6.3.2 Notwithstanding the above, it is acknowledged that the site is currently located in the Green Belt (GB) wherein there is a strong presumption against development except in very special circumstances. However, the site at Arle Nurseries / Old Gloucester Road has arisen from the JCS; the JCS Inspector having recommended that the site be removed from the Green Belt because, as areas to the north and south of the site will be developed, it will no longer make a significant contribution to the Green Belt. The JCS Inspector's Final Report dated October 2017, at paragraph 176, states that the release would "provide a more appropriate GB boundary to the north of the West Cheltenham allocation and to the south of the North West Cheltenham allocation" and that "Exceptional circumstances exist" for its release.

6.3.3 With the above in mind, given the advanced nature of the JCS, there is a very strong likelihood that the Green Belt at this location will be amended and, as result, would free up the land from the constraining designation and allow the continued progression of the Arle Nurseries residential allocation through the Cheltenham Plan process. Therefore, whilst this application could be considered premature, officers consider that special circumstances exist on this occasion, and that the principle of development is acceptable subject to a number of material considerations set out below.

6.4 Layout and scale

6.4.1 The NPPF highlights the need to secure high quality and inclusive design through the planning system, and states 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". The NPPF also sets out the need to provide for a mix of housing to meet the needs of the community; secure a good standard of amenity for existing and future occupants of land and buildings; and ensure that new developments are visually attractive.

6.4.2 As previously noted, the application is in outline with all matters reserved for future consideration, should the principle of the development be considered acceptable; however, the application has been accompanied by a Concept Site Plan, and a Design and Access Statement. These plans provide only an indication as to how the site could be developed but are likely to inform any subsequent reserved matters officers consider that the indicative layout is sufficient to demonstrate that up to 90 dwellings with adequately sized private gardens could be successfully accommodated within the site. The overall density of the development would be 29 dwellings per hectare, with building heights varying from 2 to 3.5 storeys; the taller buildings located more centrally within the site.

6.4.3 The indicative layout also provides for an equipped play area, areas of landscaped public open space, flood storage measures in the form of a permanently wet pond with enhanced biodiversity features, and a potential vehicle access point into Phase 2.

6.4.4 Additionally, the indicative layout suggests a softened building line and improved hedgerow and additional planting to the new rural-urban interface at the western edge.

6.5 Impact on neighbouring amenity

6.5.1 It is not considered that the development of this site would have any direct adverse impact on the amenity of adjoining land users or the locality.

6.5.2 As previously stated, there is only one residential neighbour which shares a boundary with the application site. The indicative layout suggests there is potential to provide an improved landscape buffer to this boundary edge. Additionally, the indicative plan provides for a minimum distance of 13 metres to the boundary from the rear of the adjacent dwellings. As such, officers are confident that the development of the site for housing would not result in any unacceptable impact on privacy, outlook or daylight to this neighbouring property.

6.6 Access and highway safety

6.6.1 Matters relating to access are reserved for future consideration. Notwithstanding this, the indicative proposals for the site have been fully considered by the GCC Highways Development Management Team and their detailed response, in Section 4 above, covers a wide range of issues including access and visibility, pedestrian access, vehicular trip generation, traffic impact, and personal injury collisions. The response concludes that the Highway Authority raises no highway objection subject to a number of conditions.

6.7 Trees and landscaping

6.7.1 Landscaping is a further matter reserved for future consideration; however, the Trees Officer has reviewed the application and raises no objection in principle. The site is not the subject of any Tree Preservation Orders but whilst most of the trees within the site are not of individual merit, they are significant within the landscape as a whole. Additionally, the hedgerows which bound the site are of significance in this location. The indicative plans look to retain many of the trees along the brook which is welcomed, and it will be important at reserved matters stage to ensure that the new dwellings have an acceptable relationship to these trees. The indicative plan also provides for an improved 5m planted buffer to the northwest and the southwestern corner adjacent to Old Gloucester Road.

6.7.2 Clearly a robust, high quality landscaping scheme would be critical to the success of the development in this semi-rural location, and this will need to be the subject of an appropriately worded condition and the submission of further details at reserved matters stage. Matters in relation to existing trees could also be dealt with by condition.

6.8 Affordable housing and other planning obligations

6.8.1 Local plan policy HS4 (affordable housing) seeks the provision of 40% affordable housing in all new residential developments of 15 or more dwellings. This application is for up to 90 dwellings and therefore policy HS4 is triggered. Additionally, for a development of this nature, contributions to education and libraries will also normally be sought.

6.8.2 The Planning Statement which accompanies the application sets out a commitment to provide 40% affordable housing (up to 36 affordable homes). The applicant has also agreed to all other applicable contributions including education and libraries, and a scheme for the future maintenance of the open space. Should permission be granted, this has been secured through a suitably worded Unilateral Undertaking under section 106.

At the time of publishing this report, matters relating to the drainage and flooding implications of the proposed development have not been finalised. Members will be updated in relation to these issues.

APPLICATION NO: 17/01411/OUT		OFFICER: Miss Michelle Payne
DATE REGISTERED: 19th July 2017		DATE OF EXPIRY : 18th October 2017
WARD:		PARISH:
APPLICANT:	Finch Investments Ltd	
LOCATION:	Phase 1, Land At Old Gloucester Road, Cheltenham	
PROPOSAL:	Outline application for proposed residential development of up to 90 dwellings, associated open space, landscaping and infrastructure, including new vehicular access to Old Gloucester Road	

REPRESENTATIONS

Number of contributors	1
Number of objections	1
Number of representations	0
Number of supporting	0

Haydon
Old Gloucester Road
Cheltenham
Gloucestershire
GL51 0SW

Comments: 15th August 2017

We object to this proposal on three grounds. Our objections relate to the residential development on Phase 1 land.

1. Preservation of the Green Belt outside Cheltenham.

In the planning statement, in section 6.6, it states that 'With regard to the Application site (and the adjacent phase 2 and 3 land), the JCS Inspector specifically identified that this land should be removed from the Green Belt.' This would obviously imply that there is no reason for the phase 1 land to be removed from the Green Belt and should therefore remain as Green Belt. It is proposed that 20 houses are built at this site. In the event that the residential development starts in phase 2 and 3 land, Pilgrove Brook would form a natural boundary that would continue to preserve the Green Belt outside Cheltenham.

2. Increase in flood risk.

It is well known that Pilgrove bridge becomes flooded during heavy rains. This is in spite of the bridge being replaced a few years ago. With houses, roads and associated tarmacking on phase 1 land, the flow of water down hill will only increase the problem. The statement in the planning application 'Moreover, the development will not increase flood risk to the wider catchment area as a result of suitable management of surface water run-off discharging from the site' is only a statement of hope.

3. Possibility of an increase in road traffic accidents.

Before the new tarmac was laid in 2012, there were numerous accidents on the Old Gloucester Road. In one year, we counted 11 accidents (RTA) outside our house! It was only after these incidents that a speed limit restriction was enforced with suitable markings. However, even these markings have been damaged in recent years. The natural bends in the road are the primary cause of these accidents. The increase in traffic has meant that it is virtually impossible to walk from our house to the shops in Gallagher Park during the so-called rush hour. It is even more

difficult for those living further up the hill. The bends also make it difficult for pedestrians to walk on the 'correct' side of the road. An increase in car numbers would make it even more difficult.

The ATC survey referred to in the planning application was carried out in April. It also numbers the traffic in one hour intervals. It does not show the intensity of traffic - ie, it does not show how many cars pass each other per minute. Therefore this survey is of limited value in assessing the probability of RTA. Even with the numbers of cars as shown in the survey, the traffic noise is quite unbearable. This will only worsen with the new development.

4. Danger to pedestrians and cyclists.

We have already stated that the planned residential development will lead to increased traffic along the Old Gloucester Road and across Pilgrove Bridge. It is not clear from the submitted plans, of any new pedestrian or cycle pathway.

The new pedestrian bridge is marked, but it is not clear how it will join on to a pedestrian/cycle path along Old Gloucester Road. This development will result in more car journeys at the expense of pedestrians and cyclists. This is contrary to the national drive to reduce car use.

Summary

We object to the the residential development on phase 1 land on the basis of:

- noise/disturbance resulting from the increase in traffic.
- the increase in traffic will result in more RTAs and PICs.
- the loss of the Green Belt would be a disaster for West Cheltenham.
- there will be no improvement in any amenities associated with the development.

While we have no objection to residential development to ease the housing crisis, it is our belief that the residential development should be carried out on phase 2 & 3 land. The roads adjacent to phase 2 & 3 land have more capacity to handle increased traffic. Also, Tewkesbury Road is wide enough to enable proper cycle/foot paths to be constructed. With such a plan, the Green Belt, with its natural boundary being Pilgrove brook could be kept intact.

APPLICATION NO: 17/01411/OUT		OFFICER: Miss Michelle Payne
DATE REGISTERED: 19th July 2017		DATE OF EXPIRY: 18th October 2017
WARD:		PARISH:
APPLICANT:	Finch Investments Ltd	
AGENT:	Mr Philip Staddon	
LOCATION:	Phase 1, Land At Old Gloucester Road, Cheltenham	
PROPOSAL:	Outline application for proposed residential development of up to 90 dwellings, associated open space, landscaping and infrastructure, including new vehicular access to Old Gloucester Road	

Update to Officer Report

1. OFFICER COMMENTS

1.1. Drainage and flooding

1.1.1 Local plan policy UI1 (development in flood zones) seeks to prevent residential development where it would adversely affect flood flows or flood storage capacities; and would not provide adequate protection against flooding. Policy UI2 (development and flooding) states that development will only be permitted where, in the case of new development, it would not increase the quantity or rate of surface water run-off.

1.1.2. In addition, policy UI3 (sustainable drainage systems) requires the incorporation of a SuDS scheme in all new developments.

1.1.3 As set out in the main report, the application has been accompanied by a Flood Risk Assessment and a Sustainable Drainage Statement.

1.1.4 The north-eastern part of the site is currently shown to be within Flood Zone 2 on the Environment Agency's Flood Map for Planning. The Environment Agency (EA) has reviewed the application, including the Flood Risk Assessment (FRA), and raises no objections to the proposed development. The proposals are considered to be 'more vulnerable', and within Flood Zone 2 such development is considered to be appropriate as set out in Table 3 (flood risk vulnerability and flood zone 'compatibility') of the nPPG.

1.1.5 Notwithstanding the above, the EA identifies that Flood Zone 2 shown on their flood map "is related to an historic event, but may be defining other forms of flooding that do not originate from the watercourses upon the site" and therefore recommend that the Lead Local Flood Authority (LLFA) be consulted in relation to other (non-fluvial) sources of flooding.

1.1.6 Members will have noted the responses from the LLFA in the main report, which set out the LLFA's objection to the proposals. The LLFA's overriding concern relates to the proposed location of an attenuation basin within the current Flood Zone 2; the LLFA considers this inappropriate when much of the development itself is within Flood Zone 1.

1.1.7 Whilst officers acknowledge the LLFA's objection, weight must be afforded to the EA's 'no objection' response. Additionally, it should be noted that the LLFA do not object 'in principle' to the development of the site.

1.1.8 With all of the above in mind, as this is an outline application with all matters reserved, it is suggested that this matter could be reasonably dealt with by way of a

condition, and this approach has been endorsed by the LLFA; the suggested condition reads:

The reserved matters application shall include a scheme for the provision and implementation of a Sustainable Drainage System (SuDS), including the position of any above ground storage features and measures to control post development surface water drainage rates and quality to greenfield equivalents. The drainage works shall thereafter be constructed in accordance with the approved details prior to first occupation of any buildings on the site.

Reason: To ensure sustainable drainage of the development, having regard to Policy UI3 of the Cheltenham Borough Local Plan (approved 2006). Approval is required upfront because the design of the drainage is an integral part of the development and its acceptability.

2. CONCLUSION AND RECOMMENDATION

- 2.1. In conclusion, officers consider that when assessed against the provisions of the NPPF, Local Plan Policy, and the emerging JCS, the proposed development is acceptable in principle.
- 2.2. It should be remembered that the application is in outline with all matters reserved. The information submitted with the application is indicative and only seeks to demonstrate that it is technically feasible to accommodate the amount of development proposed in an acceptable manner.
- 2.3. It is acknowledged that matters relating to drainage and flooding have not been fully addressed at this time but there is no objection in principle, and the outstanding matters are not considered to be insurmountable and should not lead to the conclusion that the proposal is unacceptable.
- 2.4. The proposal would represent an appropriate and efficient use of the site, the principle of which should be supported.
- 2.5. The proposal is considered to be acceptable and is recommended for approval subject to a signed Unilateral Undertaking and a number of conditions relating to, but not limited to, highways, SuDs, landscaping, trees, external materials, etc.
- 2.6. A full schedule of conditions will follow in an update.

APPLICATION NO: 17/01411/OUT		OFFICER: Miss Michelle Payne
DATE REGISTERED: 19th July 2017		DATE OF EXPIRY : 18th October 2017
WARD: Springbank		PARISH:
APPLICANT:	Finch Investments Ltd	
LOCATION:	Phase 1, Land At Old Gloucester Road, Cheltenham	
PROPOSAL:	Outline application for proposed residential development of up to 90 dwellings, associated open space, landscaping and infrastructure, including new vehicular access to Old Gloucester Road	

ADDITIONAL REPRESENTATIONS

Orchard End
Lowdilow Lane
Elmstone Hardwicke
GL51 9TH

Comments: 15th November 2017

We wish to strongly object the above planning application. We have only today become aware of the planning application.

There has been no consultation with the adjoining neighbourhoods and Parishes of Uckington and Boddington. So there has been no time for these communities to make their concerns known.

Our main objections are concerning :-

- a. The lack of any transport modelling especially the cumulative affect of traffic movements on the local networks, with the addition of the proposed developments at West Cheltenham, and North West Cheltenham.
- b. The lack of evidence on schools, doctors surgeries etc as existing facilities are all at capacity.
- c. The lack of adequate flood modelling especially in relation to the existing properties to the north of the River Chelt in Homecroft Drive and the Civil Service Sports centre the Withybridge Gardens as well as Pilgrove and Glynbridge Gardens.

The LLFA has commented 'this may cause flooding elsewhere'.

d. The constraints of this site and the respective phasing will be massively constrained by the river Chelt floodplain as well as the high-pressure gas mains. There is no evidence from the Health and Safety executive as to whether they have any concerns.

e. The site is currently constrained by its Green Belt status.

The Moat House
Moat Lane
Uckington
Cheltenham
GL51 9SP

Comments: 15th November 2017

We echo the words of [Orchard End] as detailed in the email above.

From the plans shown we see that not only does this proposed development cover an area of ground that was under deep water in 2007 but it also abuts our land and our 13th Century moat that surrounds our property. For your reference this moat constitutes a SCHEDULED MONUMENT (number 32340) and is protected by English Heritage. I should also point out that our house, which dates back to the early 17th century, it's 17th Century barn, 19th century Coach House, lodges and bridge (cast at Coalbrookdale in 1851) are all protected by Grade 2 listing. I have spoken to English Heritage today and they know nothing about this proposal. As a matter of interest English Heritage tell us that we are not allowed to dredge the moat, or dig to any depth more than a spade in and around our property as this is likely to disturb the layers of 'history' that lie beneath the surface. This actually resulted in us withdrawing from an agreed planning permission for the building of garaging within our grounds.

Apart from the above there are other clear reasons to reject this proposal. Top quality farming land and this County's wonderful green belt need protecting at all costs. There are numerous brown field sites in the Cheltenham area, why on earth are we not considering these first.

Our last observation is that no notice of such a proposal seems to have been circulated to local people or English Heritage. Surely this is WRONG!

25 Timperley Way
Up Hatherley
Cheltenham
Gloucestershire
GL51 3RH

Comments: 15th November 2017
Letter attached.

17/01411/OUT - Objection to non-Masterplanned development upon merely the CBC half of the 'Uckington Triangle's Apex' (i.e. the land JCS-planned for removal from Green Belt).

1

It is unwise to give this awkward small site any assent/permission now, before the JCS almost certainly becomes Adopted (decision on December 11th). Only then will this area of land have been confirmed as released from Green Belt.

Moreover, **after December 11th Cheltenham will HAVE its 'five year supply'** (notably from TBC's 'Site SD2' at Leckhampton being allocated 100% to meet Cheltenham's housing need). Then, IF any 'five-year supply' shortfall were to re-emerge in the future, the JCS would trigger its own mechanisms to deal with that eventuality, (i.e. a Review, and Cheltenham's 'stepped trajectory').

Thus there is **no haste or overriding need to determine** (fix in Outline) **this small application** (90 houses) which unwisely blocks a **truly comprehensive masterplan** for the 'Uckington Apex' (explained below).

2

The "Uckington Triangle" is the large triangle of land surrounding Uckington hamlet, **bordered by the A4019** (Tewkesbury Road), by the **B4634** (Old Gloucester Road) and by **Withybridge Lane**. This land was not allocated in the JCS, except that during the JCS the triangle's eastern apex (nearest to Cheltenham) was proposed for removal in order to better link Cheltenham's two major urban extensions (at North West and West Cheltenham).

The JCS Inspector finally recommended the removal of this apex to **"provide a more appropriate GB boundary to the north of the West Cheltenham allocation and to the south of the North West Cheltenham allocation"**.

Part of this apex land's relationship with the two large urban extensions (north and south of it) must be to consider linkage, i.e.:

- (a) for residents of the 4000+ North West houses ('Elms Park'), travelling on foot/cycle or by car to work in the Cyber Park (West Cheltenham), and
- (b) for residents of the 1100 houses proposed just off the Old Gloucester Road ('West Cheltenham') needing to access Elms Park businesses, or just get to the A4019 westbound to M5-J10.

Some **corridor** whether footpath/ cycle or preferably a road through the apex is needed, but this planning application preempts and blocks that kind of masterplanning.

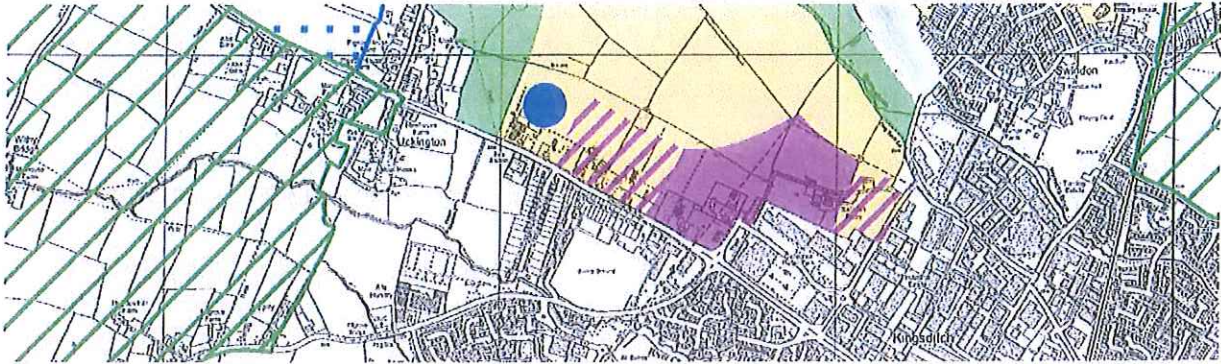
Properly "comprehensive" Masterplanning does not mean just the three "Phases" (Finch, GCC and CBC) lying within CBC territory, because more than half of this Apex (i.e. the land north of the River Chelt) lies in TBC territory, yet no cooperation with TBC is even being mentioned in the application papers, which is poor short-sighted planning.

TBC will gain considerable developable (non-GreenBelt) land, west of Holmcroft Drive, although any housing on this land would be solely for Cheltenham (according to the JCS 'apportionment' strategy).

Moreover, the latest 'Indicative Site Layout A4 - North West Cheltenham' (published by Gloucester City: Item 6 at:

<http://democracy.gloucester.gov.uk/ieListDocuments.aspx?CId=238&MId=6291>)

shows TBC intending to take **even the Moat** at Uckington out of Green Belt, (which has certainly not been consulted upon). See map below:



Cheltenham Plan (Preferred Options) states in para. 6.6.4:

"The site will require masterplanning ..."

Why has Tewkesbury BC not been consulted for the **masterplanning** of the whole 'Uckington Apex' (whose layout this application acts to preempt) ?

This is a serious omission, considering that Finch Developments' site borders TBC territory.

3

The applicant's Planning Statement claims that during the JCS process his site *"proved to be uncontentious. Indeed, **not a single objection or comment** was lodged in respect of the Application site (one representor made some comment on the nursery site)."*

This misrepresents the lengthy comments which I submitted on the Uckington Apex, both to the JCS and to the Cheltenham Plan (Preferred Options).

I expect all these issues concerning 'comprehensive masterplanning' of the Apex to be picked up now and be resolved properly in the Local Plans, (not be pre-determined via a minor 'Outline' planning application).

A principal reason for requesting the removal of the 'Uckington Apex' from Green Belt was to enable a Link Road to come forward, to **continue the West Cheltenham 'spine road' onwards to reach the A4019**, and thereby provide some relief for Princess Elizabeth Way (which is already overloaded).

Regrettably, this application would rule out (prematurely) any through-route ever being considered.

4

There will inevitably be a spine road through the large 'West Cheltenham' urban extension, from Telstar Way to Old Gloucester Road. There will also inevitably be a road from 'West Cheltenham' to reach the A4019 and M5 Junction 10.

If the latter road retains the **option** of going across the 'Uckington Apex', then that would also amount to a "Western Bypass" (from A40 to A4019) **to relieve Princess Elizabeth Way**, which will otherwise be dire once the 4000+ Elms Park houses contribute their traffic, (much of it needing to access the Golden Valley Bypass towards Gloucester).

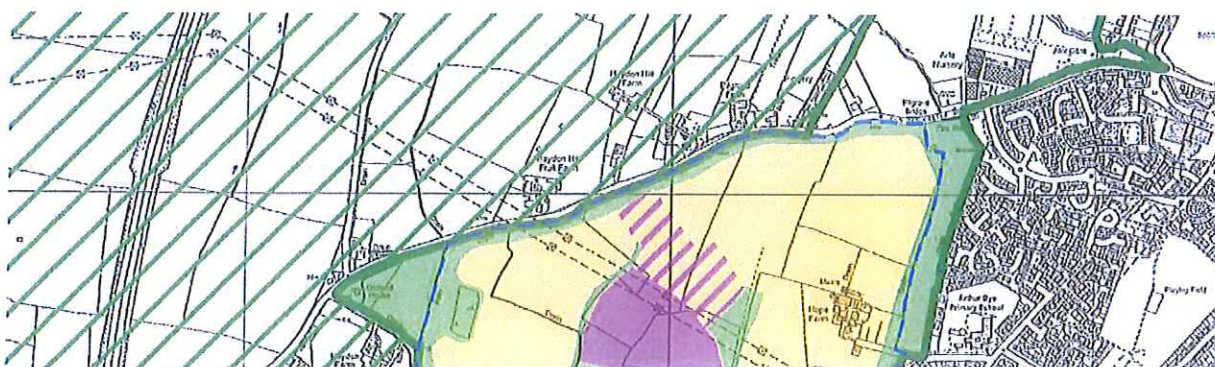
This application should not be allowed to block that possible route, prematurely and piecemeal.

The JCS Transport Strategy for West & NorthWest Cheltenham is still far from finalised in any detail. The need for a 'Western Bypass' for Cheltenham was acknowledged in the last-but-one transport scheme (called **DS5**), although its replacement (**DS7**) has removed all detail.

In effect, Gloucestershire Highways has ducked out of committing to any transport details at Cheltenham, merely assuring the JCS Inspector that some roads solution will be found.

Therefore, highways options need to be kept open.

This application's access (off Old Gloucester Road) ought to fit with the much more important entrance into the **1100 houses** in the 'West Cheltenham' strategic site, preferably via a joint junction on the **B4634**. This 'West Cheltenham' access road is not yet defined.



Indicative Site Layout A7 - West Cheltenham

Incidentally, the indicative capacity for Finch Investments' site (called "Phase 1") in the JCS Interim Findings (EXAM-232, para. 145, plot CP035) is 59 units (not 90, which would be 50% more). Perhaps space for a 'link road' through the Apex was envisaged.

5

The planning officer's report is too concessionary, inadequate for such a key site linking between two major urban extensions.

In particular, the following formula is far too 'put off' and therefore unreliable.

"If Phases 2 and /or 3 did not come forward in future, the scheme embodied in this application would constitute a somewhat isolated development. To prevent this scenario from arising, it would be beneficial if a joint statement could be obtained from the 3 relevant parties that gives a commitment to developing the whole area in future (Phases 1,2 and 3) so that ultimately a comprehensive development is achieved."

Instead, the "comprehensive development" needs to be specified (masterplanned) first.

The **prematurity** is clear; the claimed 'special/exceptional circumstances' are not.

"whilst this application could be considered premature, officers consider that special circumstances exist on this occasion"

With the JCS virtually in place, there is no ('five year supply') haste to permit these few tens of houses.

Refuse, in the absence of a fully comprehensive, detailed masterplan.

Do not permit this piecemeal application within the 'Uckington Apex'.

It is premature to hinder the highway options for a major UE, just for one minor application.

(JCS Examination participant)

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APPLICATION NO: 17/01220/FUL		OFFICER: Mrs Emma Pickernell
DATE REGISTERED: 4th July 2017		DATE OF EXPIRY: 29th August 2017
WARD: Benhall/The Reddings		PARISH:
APPLICANT:	Mr M Le Grand	
AGENT:	Mr Mark Le Grand	
LOCATION:	Cotswold View, The Reddings, Cheltenham	
PROPOSAL:	Demolition of existing dwelling and erection of 3no. dwellings	

Update to Officer Report

1. OFFICER COMMENTS

- 1.1. Members will recall that this application was deferred from the October committee in order to respond to issues raised in relation to highway safety and to provide further commentary on the merits of the building as a heritage asset.

2. CONSULTATIONS

Conservation Officer

6th November 2017

Cotswold View is a former market garden building located to the south west of Cheltenham. It is one of the earliest buildings within the Redding which was once an isolated hamlet of Badgeworth.

Cotswold View dates from the early 19th century and constructed of brick, with a low pitched slate roof. Originally the house would have featured two small downstairs rooms; a kitchen/pantry and living area, with two bedrooms to the first floor. To the right hand side of the house was once through to be a hayloft added in the mid-19th century, but converted into additional living accommodation in the early 20th century.

In addition to the main house there is a small brick-built barn and wash house with a flag stone floor. This outbuilding served as the Reddings' very first post office in the 1860's before the post office was moved to Rosedene, down the road, some years later.

Today, Cotswold View has been considerably extended to the rear, where once the property would have had a pitched roof, this now transitions to a flat roof two storey extension, a single storey flat roof and a upvc conservatory. There has been a loss of many of the original external features, including windows and doors, in addition to new features, such as the porch that appears incongruous to the building. Internally, from examination of the recent sales particulars it is clear that there are little original historic features surviving internally. Furthermore, as a result of the later extensions the planform has been considerably compromised.

Whilst there is still a degree of historic interest in the fact that it is a former market garden with associated outbuildings, owing to the subdivision of plot in the 1970s much of the historic setting of this has been eroded and to a large part the original context of the building is lost.

A request was made that the local planning authority served a Listed Building Preservation Notice. These can only be served where the LPA believes that the building appears to be of special architectural or historic interest, with potential to be eligible for listing by the Secretary of State following a recommendation by Historic England.

However, the building itself has gone through a large number of alterations over the years which have had a detrimental impact on the significance of the building, and thus its special architectural or historic interest. Following informal discussions with Historic England it was felt that the building had been significantly compromised and not of sufficient special architectural or historic interest to warrant listing. However, it is possible for members of the public to recommend the building for listing by Historic England, and if it is under threat of demolition it would be treated with expedience.

County Highways Officer

25th October 2017

The site is in a primarily residential area, adjacent to a Class 4 highway, there are street lights and limited footways. The Reddings is on a bus route which connects users to a wide range of amenities. There are no parking restrictions on the adjacent highway.

Concerns have been raised by The Reddings Residents Association; I have given consideration to their comments.

Revised plans were submitted on 11th October 2017, with the addition of a footway, which is 1.2m in accordance with the minimum width in Manual for Streets. While it was decided at planning committee that a speed survey was to be undertaken before determination of the application, this was not requested by the Highway Authority. The speed survey confirmed that the 85th percentile speed travelling to the SW was 31mph, this requires visibility splays in accordance with Manual for Streets of 48m and NE an 85th percentile speed of 19.9mph this will require a splay of 25m. This is less than the required 54m which was achieved. Concerns have been raised regarding vehicles reversing onto the carriageway, at this location a single driveway is not required to provide turning within the site curtilage.

The revised plan shows there is enough space for 2 vehicles to park with one space at 2.4m in width and the other at 3.2m to provide pedestrian access to the dwellings, and with a depth of 5.5m. Concerns were raised regarding reversing vehicles, however the Highway Code states you should not reverse onto a Highway. Revised plans numbered 17-230-07 Plot 1, 17-230-07 Plot 2 and 17-230-09 Plot 3 received on 10th August 2017, and 17-230/03 Rev C show that the required visibility splays from each driveway can be achieved.

Parking is provided at 2 spaces per dwelling, at this location turning is not required for single driveways. While the RRA have submitted photos showing that vehicles park on the opposite footway, the indiscriminate parking is an existing situation and the addition of 3 dwellings with parking within the site curtilage is unlikely to increase this. It is a drivers responsibility to ensure they park legally and safely.

I refer to the Amended Plan(s) numbered 17-230-07 Plot 1, 17-230-07 Plot 2 and 17-230-09 Plot 3, and 17-230/03 in respect of the above planning application received on 10th August 2017 to which no Highway objection is raised subject to conditions:-

Highways Condition 1:

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

Reason: To reduce the potential impact on the public highway and accommodate the efficient delivery of goods and supplies in accordance paragraph 35 of the National Planning Policy Framework.

Highways Condition 2:

The vehicular accesses hereby permitted shall not be brought into use until the existing roadside frontage boundaries have been set back to provide visibility splays extending from a point 2.4m 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 48m 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 1.05m and 2.0m at the X point and between 0.26m and 2.0m 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 the National Planning Policy Framework.

Highways Condition 3:

The building(s) hereby permitted shall not be occupied until the vehicular parking [and turning] [and loading/unloading] facilities have been provided in accordance with the submitted plan 17-230-03 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 National Planning Policy Framework.

The proposed development will involve works to be carried out on the public highway and the Applicant/Developer is required to enter into a legally binding Highway Works Agreement (including an appropriate bond) with the County Council before commencing those works.

The proposed development will require the provision of a footway/verge crossing and the Applicant/Developer is required to obtain the permission of the County Council before commencing any works on the highway.

3. OFFICER COMMENTS

- 3.1 As mentioned above the application was considered by committee at the October meeting. The rom that agenda is attached. The deferral was to allow for further information in two areas (i) Highway safety and (ii) Heritage
- 3.2 The Highways Officer did not object to the proposals however concerns were expressed with respect of the visibility splays and whether they were appropriate for the vehicle speeds along The Reddings, the lack of pavement and the suitability of the driveways.
- 3.3 Further to the deferral the applicant has carried out a speed survey. The location of the sensor tubes was amended following complaints from neighbours that it was in the wrong

location. The survey showed that the 85th percentile speed travelling to the SW was 31mph, and NE an 85th percentile speed of 19.9mph. The highways officer confirms that the visibility splays which are achieved exceed the dimensions required by the Manual for Streets as outlined above.

- 3.4 The applicant has made amendments to the plans comprising the introduction of a 1.2m wide pavement along the frontage of the site and the removal of the dwarf walls. The plans have been updated to indicate how 2 no. 5.5m long parking spaces can be accommodated on each of the driveways. The highways standing advice states that the minimum length for a usable parking space is 4.8m long. The Highways Officer confirms that this layout is acceptable. The plans indicate areas for planting, however no boundary treatment is indicated on the plans. This will be important to ensure that the frontage of the site is adequately resolved and defined and sits appropriately within the street scene. A condition to this effect is therefore recommended. The amendments have also resulted in the reduction of the frontage landscaped area. This has come about due to the shortening of the frontages to accommodate the pavement. Officers consider that there is adequate space available to provide planting which will soften the development. The proposal has been discussed with the tree officer who has advised that if it is not possible to retain the existing trees there is room for a suitably sized tree within each of the grassed areas which would not impede visibility. The landscaping condition provides the opportunity for a fully worked up planting plan to be provided.
- 3.5 Concerns have been expressed regarding the lack of turning space within the site, however the highways officer has confirmed that this is not necessary on a road of this nature. This is a common driveway arrangement within The Reddings and similar streets.
- 3.6 Whilst officers considered that the highways aspects of the scheme were acceptable previously, the work which has been carried out in the interim adds weight to this conclusion. The applicant has offered an enhancement to the area by joining together two fragmented sections of footpath and has responded to the concerns about visibility by carrying out an independent speed survey. As such it is considered that the scheme is acceptable in this regard.
- 3.7 With regards to the heritage aspect of the proposal, Officers have explained previously that whilst there is some sympathy for the view that the building should be retained that it is not of sufficient quality or interest to warrant being put forward for listing. In any event the building could be demolished without the need for express consent. Members requested further commentary on this matter and to this end the Conservation Officer has provided written comments which are reproduced above. Whilst Historic England have been approached by officers for their views, in the absence of a formal request to list the building they will not issue a written opinion. They have informally advised that the building is not worthy of listing however this does not constitute their formal opinion.
- 3.8 As such Officers conclusion on this matter, that the demolition of the building cannot be resisted, remains.

4. CONCLUSION AND RECOMMENDATION

- 4.1. As mentioned above the two issues upon which the application was deferred were highways and heritage. Improvements have been made in respect of highway safety and further clarification has been received with regards to the merits of the building. As such the application is recommended for approval. An updated list of conditions is attached below.

5. CONDITIONS/REFUSAL REASONS

- 1 The development hereby permitted shall be begun before the expiration of three 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 the approved plans listed in Schedule 1 of this decision notice.

Reason: For the avoidance of doubt and in the interests of proper planning.

- 3 No external facing or roofing materials shall be applied unless in accordance with
 - a) a written specification of the materials; and
 - b) physical sample/s of the materials,The details of which shall have been submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of the character and appearance of the area, having regard to Policy CP7 of the Cheltenham Borough Local Plan (adopted 2006).

4. 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

Reason: To reduce the potential impact on the public highway and accommodate the efficient delivery of goods and supplies in accordance paragraph 35 of the National Planning Policy Framework.

5. The vehicular accesses hereby permitted shall not be brought into use until the existing roadside frontage boundaries have been set back to provide visibility splays extending from a point 2.4m 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 54m 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 1.05m and 2.0m at the X point and between 0.26m and 2.0m 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 the National Planning Policy Framework.

- 6 The building(s) hereby permitted shall not be occupied until the vehicular parking [and turning] [and loading/unloading] facilities have been provided in accordance with the submitted plan 17-230-03 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 National Planning Policy Framework.

- 7 Prior to the implementation of any landscaping, full details of a hard and soft landscaping scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of all walls, fences, trees, hedgerows and other planting which are to be retained; details of all new walls, fences, other boundary treatment and finished ground levels; details of the hard surface treatment of open parts of the site which shall be permeable or drained to a permeable area; a planting specification to include [species, size, position and method of planting of all new trees and shrubs]; and a programme of implementation.

All hard and/or 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 unless otherwise agreed in writing by the Local 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, diseased or dying shall be replaced during the next planting season with other trees or plants of a location, species and size to be first approved in writing by the Local Planning Authority. All hard landscape works shall be permanently retained in accordance with the approved details [delete if not appropriate].

Reason: In the interests of the character and appearance of the area, having regard to Policies CP1 and CP7 of the Cheltenham Borough Local Plan (adopted 2006). Approval is required upfront because the landscaping is an integral part of the development and its acceptability.

- 8 No works shall commence on site (including demolition and site clearance) unless a Tree Protection Plan ("TPP") to BS5837:2012 (or any standard that reproduces or replaces this standard) has been 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 position and specifications for the erection of tree protective fencing and a programme for its implementation. The works shall not be carried out unless in accordance with the approved details and the measures specified by the TPP shall remain in place until the completion of the construction.

Reason: To safeguard existing tree(s) in the interests of visual amenity, having regard to Policies GE5 and GE6 of the Cheltenham Borough Local Plan (2006). Approval is required upfront to ensure that important trees are not permanently damaged or lost.

- 9 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and/or re-enacting that order), the side elevation of plot 3 shall at all times be glazed with obscure glass to at least Pilkington Level 3 (or equivalent).

Reason: To safeguard the privacy of adjacent properties having regard to Policies CP4 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, the authority sought amendments in order to make the scheme acceptable.

Following these negotiations, the application now constitutes sustainable development and has therefore been approved in a timely manner.

- 2 The proposed development will involve works to be carried out on the public highway and the Applicant/Developer is required to enter into a legally binding Highway Works Agreement (including an appropriate bond) with the County Council before commencing those works.
- 3 The proposed development will require the provision of a footway/verge crossing and the Applicant/Developer is required to obtain the permission of the County Council before commencing any works on the highway.

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APPLICATION NO: 17/01220/FUL		OFFICER: Mrs Emma Pickernell	
DATE REGISTERED: 4th July 2017		DATE OF EXPIRY : 29th August 2017	
WARD: Benhall/The Reddings		PARISH:	
APPLICANT:	Mr M Le Grand		
LOCATION:	Cotswold View, The Reddings, Cheltenham		
PROPOSAL:	Demolition of existing dwelling and erection of 3no. dwellings		

REPRESENTATIONS on revised scheme

Fernleigh
The Reddings
Cheltenham
Gloucestershire
GL51 6RY

Comments: 16th October 2017

Having studied the new plans, I see little difference. The introduction of the path is welcome, but the visibility splays are still impossible to achieve without the consent of the neighbours either side, who own the fences. My understanding is they are unwilling to adjust the fence height to appease the applicant. Without legal guarantees of reducing the fence height either side, the applicant is unable to achieve safe departure from the properties. Owner occupiers WILL drive in frontwards and they WILL reverse into a very busy road.

The speed survey shows that The Reddings has a dangerous speeding problem. To approve this application, would be irresponsible. Even if the visibility splays prove achievable, it would still be unsafe.

The Tree Survey has highlighted some issues which have failed to be addressed. Additionally, I believe the tree to the east of the property needs to be retained - this will also cause visibility issues.

The property itself is over 200 years old. Most properties of this age are Listed. The Planning Department has yet to make a compelling argument as to why they believe a rare surviving example of a marked garden property, with few (if any) other examples surviving locally, which provides a sense of place in the street scene, isn't a heritage asset. It would be unthinkable that a period cottage of this type and age should be bulldozed so the applicant can turn a profit.

This is a clear 'garden grab' development and should be resisted.

The architecture is uninspiring and would look out of place.

The size of the properties are much larger than the existing semi-detached properties in the street and will therefore look overbearing and cramped. Other properties have full width drives and look much more spaced.

There is strong public outrage at this proposal. It simply isn't wanted. The developer has an opportunity to do something inspiring with the existing property and that should be encouraged.

This is a truly awful proposal, which shows contempt for aesthetics, heritage and community safety. it should be rejected.

Coppalex
North Road East
The Reddings Cheltenham
Gloucestershire
GL51 6RE

Comments: 3rd October 2017

As a local resident I am repeating my objection to the above planning proposal which details the demolition of Cotswold View. This particular building is over 200 years old and as one of the original houses in The Reddings should be restored rather than demolished.

It is acknowledged that the proposal will result in more of an impact on the neighbouring properties particularly those in Springfield Close but that is considered 'acceptable' due to the amenity criteria used by the Local Authority. I think this must be of little comfort to the residents of Springfield Close who will be totally overlooked by the three new houses proposed for this site.

With regards to road safety, the addition of three more driveways with parking for six vehicles so close to the roundabout causes me concern. Although not illegal, it would be dangerous for the residents to reverse their vehicles out onto the main road but without a turning facility this is the most likely scenario. Being so close to the roundabout and without a clear view of the road is going to make this quite dangerous.

I hope that you will give serious consideration to concerns raised by the local community and local councillors.

Comments: 23rd October 2017

Having reviewed the amended planning application my previous objections still stand.

Although the amended plans now include a much needed pavement this is at the expense of the already limited green landscaping.

To demolish a 200 year old property and rip out the trees and shrubs in the garden and replace it with three new build houses and expanses of tarmac will do nothing to enhance the area.

Cars will be reversing onto the main road from these new properties and it will be very unsafe on such a busy stretch of road near the roundabout with such poor visibility. The results of the developers traffic survey recorded speeds in excess of 41mph and on occasion 60mph during the day. This adds to the safety concerns.

Please give due consideration to the objections raised by the local residents, RRA and Ward councillor.

8 Frampton Mews
The Reddings
Cheltenham
Gloucestershire
GL51 6UG

Comments: 21st October 2017

I object on various issues with this development. I have seen the plans. The number of dwellings is too many and doesn't fit sensibly in the area. The access is dangerous, and the building work is going to be chaotic and dangerous on a busy residential road. The new plans are not in keeping with the rest of the area, replacing bushes with lots of tarmac. This can add to flooding.

Fayrecroft
North Road East
The Reddings Cheltenham
Gloucestershire
GL51 6RE

Comments: 19th September 2017

I am writing to express my serious concern that "Cotswold View" may be demolished in favour of three bland new properties.

Not only will part of The Reddings unique character may be destroyed forever, but I am seriously concerned about road safety in this increasingly busy traffic congested area. I feel that building three houses, with their six allocated car parking places, will only lead to the possibility of an accident.

A few weeks ago a van demolished the bus stop which is used to pick up and drop off school children. Having witnessed the aftermath of a child being run over in Reddings Road a number of years ago, I never want to see this happen again.

Already the amount of parked cars in the area has increased substantially since BMW was opened.

North Road East has become a chicane. Cars exiting North Road East have to drive on the wrong side of the road as they approach the roundabout, due to these parked cars. Cars turning into North Road East have to be very vigilant in order to avoid oncoming vehicles. It is an accident just waiting to happen.

As a former professional who was trained to deal with bereaved families, I know the absolute devastation a fatal car accident can cause to a family. The saddest thing is that most of these deaths were completely preventable.

The proposed development will only increase these dangers.

The future safety of our residents should not be compromised by the short term profit motive of the developer.

I hope that the proposal to demolish "Cotswold View" will be abandoned.

Lynwood
The Reddings
Cheltenham
Gloucestershire
GL51 6RL

Comments: 25th October 2017

I object to the revised proposals because they do not address my main concerns:

- Loss of local history and character
- Over development resulting in a cramped site
- Loss of trees and hedgerow
- Strain on existing drainage systems as earth will be replaced with hard standing eg tarmac
- Unsafe access for vehicles onto a busy road
- Danger to pedestrians on road / pavement

Andalin
The Reddings
Cheltenham
Gloucestershire
GL51 6RY

Comments: 25th October 2017

The objection points I submitted on the 26th July still stand and none of the danger concerns have been addressed.

The latest proposal is a sea of tarmac on a scale that is not repeated anywhere else in The Reddings. I challenge you to find another property or adjacent set of properties in The Reddings that looks like this!

The resultant street scene and lack of green landscaping would be damaging to the character of The Reddings where it is the norm that houses have a mix of boundary hedges, large lawns and decorative walls. This ugly proposal has none of these.

The ridiculously tiny token areas of grass by their implementation risk being quickly covered with tarmac by any prospective owner making the barren street scene even worse.

This is a historic cottage with a historic cottage garden how can it be justified to garden grab on this scale, and in doing so destroy any semblance of greenery thus denying nature the biodiversity it needs to thrive in our towns?

The narrow pavement of only 1.1 meters is farcical, how is anyone holding young children's hands going to use this? They risk getting hit by oncoming road traffic or pushed into the road by reversing vehicles. If you're going to implement a pavement, implement a proper wide pavement not something that's so narrow its more of a danger than a benefit.

Similarly the driveway parking and density does not fit in with neighbouring properties and all have turning circles near the roundabout because of the known dangers. Speeds of 60mph does not surprise anyone who lives in this area since it is a fast and dangerous road.

This development is wrong on so many fronts; it breaches NPPF guidance and is contrary to the CBC Local Plan, all the problems are caused by trying to squeeze three houses into a plot that can only reasonably accommodate two.

The Brambles
The Reddings
Cheltenham
Gloucestershire
GL51 6RY

Comments: 20th October 2017

Letter attached.

Thurlea
The Reddings
Cheltenham
Gloucestershire
GL51 6RY

Comments: 23rd October 2017

I object on two grounds:

1. This development would invade my privacy by overlooking my garden to an unacceptable degree. The drawings do not accurately reflect the proximity to my property. They are based on old drawings before an extension was added to the side of my house. The reality is that the planned development would be only a few feet from my house and the 3 houses would be located so far back from the road that the windows would line up with my garden. Now that all the trees have been removed I would have no privacy whatsoever.

2. In addition to this, I do not see how there can be any visibility for cars entering or leaving the property if there are 3 houses on the site. The splays shown on these plans do not take account of my fence and are not feasible in reality. I feel that no account has been taken of the actual layout and borders of my property. Where they appear on the drawings, they are not accurately represented.

March House
The Reddings
Cheltenham
Gloucestershire
GL51 6RL

Comments: 25th October 2017

This comment updates (but does not supersede) my comments made previously, and now takes account of the traffic survey information and the proposal to provide a token footpath in front of the proposed houses.

The traffic survey results are difficult to interpret, but appear to confirm anecdotal evidence that a significant proportion of the passing traffic exceeds the speed limit.

This is a bus route (where the bus frequency is due to be increased), is a relatively narrow road frequently partially obstructed by parked cars, and used by many school children en route to Chosen Hill. To introduce a new development which necessitates vehicles either reversing into or from the traffic flow and close to a roundabout would clearly be folly. Any development on this site MUST include a turning space for parked vehicles.

The proposal to incorporate a pavement is welcomed, but only 1.1 m wide?? One only has to envisage a mother with one or two small children within inches of a bus to realise that this is totally inadequate.

The above two points, and the issue noted previously that the front of the proposed houses is 0.8 metres in front of the established building line clearly demonstrates that the proposal is overdevelopment.

It is possible that a revised layout with a sensible width pavement, a turning space for vehicles which does not violate the established building line could be devised if the number of houses was 2, rather than 3.

In its present form, I am adamantly opposed to this proposal, indeed I find it hard to believe that a responsible developer could put forward a scheme with such blatant disregard for public safety.

6 Tylea Close
The Reddings
Cheltenham
Gloucestershire
GL51 6RB

Comments: 19th October 2017

Although the plans have now been revised to include a much welcome pavement.

I still wish to object as I do not think this development justifies the demolition of one of the remaining unique buildings of character in the Reddings.

The development is too dense as the occupants will end up having to reverse their cars onto what is at peak times a busy road and bus route adjacent to a roundabout.

Iona
The Reddings
Cheltenham
Gloucestershire
GL51 6RL

Comments: 24th October 2017

Further to my objection dated 26th July which still stands.

The current amended plans have done nothing to improve this development. The addition of the pavement reduces the frontages of the properties which reduces the parking space for each plot. The visibility from plot 3 is obscured by the 6ft high fence between it and Thurlea. This would lead to vehicles reversing onto the pavement before getting a clear view along the pavement and the road therefore causing a danger to pedestrians.

The speed of some vehicles monitored in the traffic survey has been shown to be above the 30mph speed limit which makes reversing onto the road a danger even with a clear view.

The Reddings Community Centre
North Road West
The Reddings
Cheltenham
GL51 6RF

Comments: 26th October 2017

We have studied the revised proposal and consulted widely with both the community membership and councillors.

After careful consideration, we maintain the opinion that this application does nothing to enhance the area, and remains a danger to the safety of our residents, as the problems and planning matters we objected to in our first response still exist. As such, for the sake of brevity, we repeat our previous points of objection verbatim and will restrict these comments to those relating to the amendments that the applicant makes in this amended submission.

Visibility and Access

We note that after many residents' objections, the applicant has proposed to implement a narrow pavement along the front of the proposed dwellings. However, whilst this is a welcome amendment, a narrow 1.1 metre pavement may be adequate for a single pedestrian, but not for an adult with a pushchair and small children.

This inclusion is, however, at the expense of making the driveways shorter, since the build line of the proposed houses have remained the same (which is already in front of the adjacent houses) and has not moved back by the same amount as the narrow pavement. This has introduced a number of other planning related problems:

The shorter driveways, (in the context of the proposed building density), has actually exacerbated the problem. This is because a large car or van parked on one of the driveways will now block the road and pavement visibility from the driveway of the neighbouring property. The short driveway means that a vehicle cannot now be positioned far enough forward on the driveway (i.e, away from the pavement), because, if the occupant tried to do this, there would be insufficient room for the occupant to adequately walk between their parked vehicle and their house to gain access to their house/car. This is clearly poor design.

Again this situation, together with the other visibility restrictions previously commented on, means access to the road remains dangerous.

We also noted that the Planning Officer's address to the Planning Committee indicated that the driveways of surrounding properties were similar. We strongly refute this assessment as no other similar configurations exist along The Reddings. Indeed, as an indication of the inherent road dangers close to the roundabout, the adjacent and opposite houses all have a turning area as part of the driveway, since this has been found to be the only way to mitigate the threat of collision. We have provided photographic evidence from Google earth/Street-view to the committee and CBC planners. The neighbouring properties also have the benefit of pavement AND grass verges before they reach the road. These proposed properties will only have the small sliver of pavement as a "buffer".

We note that the applicant has provided a traffic survey to accompany the revised application. However, we have concerns on the method by which this data was collected, and will address the matter with Gloucestershire Highways. We will provide subsequent comment, once we have heard from GCC.

Landscaping, Street Scene and Biodiversity

In order to accommodate the narrow pavement, the revised proposal has now removed the majority of the green landscaping to the front of the properties, together with the small decorative wall. This means that the street scene from the road will look very much like one continuous ugly slab of tarmac 22 metres wide.

There are no other examples of this type of street scene in the Reddings, and it will look completely out of place since all of the dwellings on The Reddings have landscaping features such as walls, hedges or large lawns that either enclose the gardens or separate them from the neighbours. The proposal will simply resemble an open car park. We also wonder how such large expanse of tarmac complies with the Sustainable Urban Drainage (SUDS) requirements.

The applicant destroyed a significant number of large and medium size trees in the cottage garden on taking possession of the property (before making the initial application). The CBC Tree Officer on the previous application commented that he wished to 'see preserved the Rowan to the front together with a landscaping plan submitted and agreed showing species, size location etc. on each plot to mitigate the loss of these (destroyed) trees'.

The new proposed layout not only destroys the Rowan but also, with the increased size and joining up of the drives, now covers potential sites for soft landscaping features.

Similarly, the existing dwelling has a large cottage garden supporting much biodiversity, with mature hedgerows, trees and shrubs. The proposal would not only represent a significant loss of amenity value to the neighbours, but by replacing the majority of a cottage garden with a big slab

of tarmac it is also contrary to the guidance of the NPPF which states: 'Pursuing sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in peoples' quality of life, including (but not limited to): moving from a net loss of bio-diversity to achieving net gains for nature'.

To attempt to mitigate the visibility/access and landscaping issues detailed above it would be necessary to move the build line of the proposed houses back by several metres. This would, however, mean that the houses would then not comply with planning guidance, as they would be too close to the rear properties. Given that the proposal cannot comply with NPPF guidance on the front garden, and barely complies on the rear garden, we believe this is clear evidence that this revised proposal, with its present density and layout, is an over-development.

The NPPF sets out that the applicant and project team should undertake pre-application consultation with the local community, pursuant to the localism agenda and the provisions of the Localism Act 2011. We note that the applicant reported to the Planning Committee that the community were consulted but, to date, we cannot find anyone in the community who had any such engagement prior to the application being submitted. We would like to see evidence of how this engagement took place and with whom, since we feel had sufficient engagement taken place, the situation of a proposed inappropriate over-development could have been avoided.

As rehearsed, there is much local history and sense of place associated with this market garden cottage which is now over 200 years old. We believe it worthy of listing and retention. The suggestion was made at the planning committee meeting that the applicant should save the cottage and perhaps build one other property on the site. We would support this, providing that the various planning and associated traffic issues can be resolved appropriately and highway/pedestrian safety is maintained.

We believe that the traffic survey and the foregoing comments, coupled with the personal points of objection that members of the community have also raised make a clear case that 3 properties on the site constitutes over-development, devalues the local scene and further removes a sense of place from The Reddings Area. If the existing cottage cannot be saved, as the residents hope that it can, then, redevelopment of the site should not exceed two appropriately-designed, spaced and positioned properties.

Carobs
The Reddings
Cheltenham
GL51 6RL

Comments: 21st October 2017

We agree with all the comments submitted in objection to the proposed development to construct three dwellings in an area quite clearly only large enough for a maximum of two. As has already been mentioned, Cotswold View is a house of character and an existing family home. The volume and speed of traffic in the Reddings is such that any further obstruction on this bus route e.g. parked cars and delivery vehicles, so near to a roundabout should be avoided in the interest of safety.

Woodways
The Reddings
Cheltenham
Gloucestershire
GL51 6RL

Comments: 24th October 2017

I wish to register my continuing objections to the above planning application. There is nothing in the new proposals which would make me change my mind and my opinions remain the same. Indeed, the introduction of a smaller driveway to the three proposed dwellings is of a great concern. The new plans mean that there will be times when reversing into the narrow road will be the only option and this poses a real and dangerous situation. What stand is being taken by the Highways Dept. on this? It is already an extremely busy road at times with parked cars causing hazards at the moment. Three more dwellings with the potential for 3 to 9 extra cars exiting onto it can only be a recipe for accidents. Surely this is a time for common sense and a rejection of the plans?

4 Shakespeare Cottage
North Road West
The Reddings Cheltenham
Gloucestershire
GL51 6RF

Comments: 24th October 2017

Comments on the revised layout as follows:

- The loss of landscaping and the small areas of grass mean that there will be over 20 metres of continuous tarmac between the road and the proposed houses. There are no examples of this street scene anywhere else along The Reddings and this proposal does match the existing grain.
- The layout still does not provide a safe entry onto the road, indeed the shorter driveway makes the situation worse where a large vehicle in one of the drives will block the view on an adjacent drive.

Linley Cottage
North Road East
The Reddings Cheltenham
Gloucestershire
GL51 6RE

Comments: 31st October 2017

1. A 2m wide pedestrian footpath should be provided at the front of the site in accordance with standard GCC requirements, to continue the existing 2m wide footpath each side of the site. A 1m wide footpath as proposed is totally inadequate. This opportunity for visual and practical conformity should not be ignored.
2. Three houses as proposed without garages, leaves parking of cars entirely at the front of the properties, dominating the street scene, totally unacceptable.
3. Two detached houses with garages and parking set back behind the building line would present a more attractive layout and allow a 2m footpath across the front of the site.

I therefore object to the current proposals.

The Hedgerows
The Reddings
Cheltenham
Gloucestershire
GL51 6RL

Comments: 23rd October 2017

I strongly object to this proposal.

The demolition of this single cottage of modest size, undoubted character and considerable historic and architectural value, set in its charming cottage-style gardens, would be a considerable loss to the street scene in this part of The Reddings.

To replace it with three new dwellings, of little architectural merit, occupying a substantially larger proportion of the site, leaving insufficient garden land to the rear and an unsightly sea of macadam paving to the front, with insufficient space for the parking and safe manoeuvring of vehicles would constitute an insensitive over-development of the site.

In particular the proposal fails to recognise the adverse impact this would undoubtedly have on road safety.

Furthermore, it would seriously risk setting a very unwelcome precedent for many similar developments in this community, which in turn could ruin its character, exacerbate existing problems with traffic congestion and place an unwarranted and unsustainable burden on local services and amenities.

Maison Des Femme
North Road East
The Reddings Cheltenham
Gloucestershire
GL51 6RE

Comments: 19th October 2017

I object to this kind of development where historic buildings are destroyed in favour of cramming more buildings into the same space. The existing property is a nice example of the many unique styles within The Reddings, and should be restored rather than sacrificed in favour of cheaper downmarket properties. I have delivered circulars to every property in The Reddings and can confirm that the older properties in the Reddings tend to have very ample off-road parking (just like Cotswold View) and on road parking is minimal. Cotswold View is not one of the largest plots by any means and the reduced off road parking areas for each of the three proposed properties will lead to on road parking issues and obstruction because the immediate vicinity is almost opposite a park home site and just before a mini roundabout where there is already very little clearance for HGV's and buses. Visibility and ease of turning right out of North Road East will be further compromised.

I cannot see any benefit to the local area in passing this planning application, and just more vehicular congestion where we least need it.

Fayrecroft
North Road East
The Reddings Cheltenham
Gloucestershire
GL51 6RE

Comments: 16th October 2017

I have looked at the revised plans for the three new houses to be built , following the proposed destruction of the visually attractive nineteenth century cottage Cotswold View.

Although the amendments to the visibility splays and the introduction of a new footpath are both welcome, the revised plans fail to address the two key areas of concern:

a) The traffic issues will not go away. The traffic studies indicated the significant amounts of traffic flowing through Reddings Road, especially at peak times. Such traffic is also being channelled into an increasingly smaller space due to amount of cars parked in the immediate area.(BMW employees are still using North Road East as an overspill car park). I feel that it is only a question of time before driver frustration/ mental fatigue/carelessness or just simple bad luck leads to a serious accident.

b) The revised plans do not amend the issue of three houses being crammed into a comparatively modest space, which will erode the quality of life of the neighbours in Reddings Road and Springfield Road. The houses themselves offer nothing of architectural interest to enhance the visual attractiveness of the area. After the architectural abomination of BMW the Reddings deserves better than this. (Please tell me why a lot of architects, after years of professional training and experience, can produce nothing more than uninspired cloned and stereotyped glass and concrete boxes?)

I feel the proposed plans are nothing more than an exercise in profit maximisation by shoehorning three houses into an inappropriate site.

14 Springfield Close
The Reddings
Cheltenham
Gloucestershire
GL51 6SE

Comments: 19th October 2017

I would like to object to the demolition of what appeared to be a perfectly sound house which has stood for nearly 200 years. It is one of a few examples of a market garden cottage and should be preserved for prosperity. The Reddings is becoming increasingly busier and having 3 dwellings so close to the mini round about would be a hazard we could do without.

11 Barrington Avenue
The Reddings
Cheltenham
Gloucestershire
GL51 6TY

Comments: 21st October 2017

I object to this proposal.

Springfield
The Reddings
Cheltenham
Gloucestershire
GL51 6RY

Comments: 21st October 2017

We have reviewed the amendments to the proposal that have followed the traffic survey.

The pavement is welcome, but we note that the street scene will now be significantly different from the rest of the road being almost completely a sea of tarmac. This is necessitated because the rear gardens are already too small for the house size & cannot be shrunk any further. If that isn't a definition of over-development, then please tell me what is.

Plots of a similar size nearby have smaller houses & long driveways running the length of them, or wider driveways which allow vehicles to reverse onto quickly, or to turn once on the drive.

Recent activity on the Cotswold View site to disconnect mains services has highlighted the difficult and dangerous driving conditions that will result this close to the roundabout if someone is reversing onto or off their drive. Buses could not pass & the roads & roundabout locked up.

The traffic survey highlights the numbers of vehicles (which will make manoeuvres onto & off the driveway difficult, whilst at quieter times, we are alarmed to see traffic speeds of up to 60mph being recorded on the road!

GCC Highways must review and advise on the safety of this proposal, surely.

We attended the planning meeting and have read the minutes. We are intrigued as to which members of the community/neighbours Mr Legrande & his agents consulted, as he claims in his statement. No neighbours or resident association contact was made to the best of our knowledge.

We know from the previous owner of Cotswold View that the fences along both boundaries do not belong to Cotswold View. The revised visibility splays are therefore entirely hypothetical & the development proposal is therefore impossible.

We believe that the existing Cotswold View buildings are an important part of the "sense and character" of The Reddings. The planning officer at CBC says that English Heritage have been consulted, but we thought that only the over-worked CBC conservation officer had been approached & that he had blocked an approach to English Heritage? As far as we can see, the property falls well within the criteria that would be of interest to English Heritage.

We understand that a listing would not stop demolition. But that is para-phrasing, surely. If a property is worthy of listing & contributes significantly to the sense of place, then there would need to be a considerably better reason to demolish than profit for a developer on a garden-grab project which is contrary to the NPPF. The historic property is then much better protected & the local area is all the better for it.

We repeat and maintain the objections previously made by us in addition to those made above.

Wolvercote
Old Reddings Road
Cheltenham
Gloucestershire
GL51 6SA

Comments: 3rd October 2017

I am horrified to learn that Cotswold View may be demolished. It is a venerable building which adds incomparably to the character of The Reddings.

I am writing now to implore you to preserve this lovely old building and thus maintain the character of our area, The Reddings. One of the characteristics of this part of town is that there are a variety of old and new, large and small dwellings, and if this particularly old house is removed The Reddings will be much the poorer. Cotswold View is over 200 years old and it used to be the post office for the area.

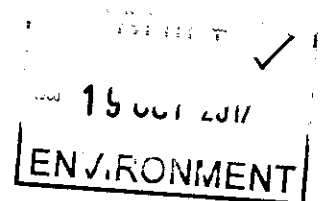
Please do not demolish an old building just to squeeze in 3 new ones. It seems to be that the financial rewards of the builders are being put above the interests of the local residents whom you have been elected to serve. Cotswold View is in good enough condition for a family to live in and it is not a good use of resources to destroy a perfectly functional dwelling, and one that is full of character as well.

18/oct. /17

We are writing to share
our thoughts on the
revised Planning Application
17/01220/FUL

We still feel that this proposal
does not fit in with the existing
house and is thus contrary to
the recommendation of the
National Planning Policy
framework. The cramped layout
of the drive still does not
provide safe entry onto the
road.

Brambler,
The Reddings,
Cheltenham,
GL51 6RY,



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APPLICATION NO: 17/01220/FUL		OFFICER: Mrs Emma Pickernell
DATE REGISTERED: 4th July 2017		DATE OF EXPIRY: 29th August 2017
WARD: Benhall/The Reddings		PARISH:
APPLICANT:	Mr M Le Grand	
AGENT:	Mark Le Grand & Co	
LOCATION:	Cotswold View ,The Reddings, Cheltenham	
PROPOSAL:	Demolition of existing dwelling and erection of 3no. dwellings	

RECOMMENDATION: Permit



1. DESCRIPTION OF SITE AND PROPOSAL

- 1.1 The application site is a two storey detached dwelling located on the north side of The Reddings, just to the west of the junction with North Road East.
- 1.2 Planning permission is sought for the demolition of the existing dwelling and its replacement with three dwellings; a detached dwelling and a pair of semi-detached dwellings. The dwellings would be rendered with slate roofs and each would be provided with its own driveway and amenity space.
- 1.3 The application has been called to committee by Cllr Britter who has concerns regarding; overbearing impact, visual impact, loss of character, highway safety and precedent.

2. CONSTRAINTS AND RELEVANT PLANNING HISTORY

Constraints:

Airport safeguarding over 15m

3. POLICIES AND GUIDANCE

Adopted Local Plan Policies

CP 4 Safe and sustainable living

CP 7 Design

HS 1 Housing development

HS 2 Housing Density

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

Ward Councillors

1st August 2017

I am writing to you as Borough Councillor for Benhall & The Reddings Ward in which the above application has been made.

This planning application is strongly opposed on the grounds of; overbearing visual impact, the effect on the character of the neighbourhood and Highway Safety. Having reviewed the plans submitted and receiving much feedback from local residents I strongly support their objections and believe the development would have profound detrimental and devastating effects for the local community.

Strong public opposition

There is extremely strong public opposition to this proposal. Many residents who live adjacent to the proposed site have expressed very real and personal reasons why this development should not be permitted. I have encouraged residents to confirm their objections to you directly but list what I see are the reasons for recommending refusal to this application.

Overbearing

I believe that this proposal is equivalent to a back garden development in the sense that it looks to build three houses on a plot where there is currently only one. Local Policies confirms that we will resist back garden development when it is inappropriate and impacts adversely on the overall environment

It appears that the drawings provided do not match the proximity of the neighbouring properties which are in fact much closer than shown. The buildings completely fill the width-ways plot, are tightly spaced not only to each other but also with adjacent properties. This makes for an over-bearing development that looks out of place with the surroundings and impacts the privacy of neighbours and denies them light. The proposal does not indicate a pavement adjacent to the road which is contrary to the precedents set for other development in the area since the 1970's. The introduction of a pavement, which I believe is needed, may result in the need to push the properties back further from the road to create a drive of sufficient length & this may prejudice the light and privacy of neighbouring properties.

Visual Impact / Loss of Character

The Reddings has many original houses, dating back to the 19th century. These have been interspersed with houses from the 1950's to the 1980's which gives The Reddings a 'village feel' a unique character in Cheltenham and the houses that exist are of high quality and aesthetically pleasing. This proposal aims to demolish and break up this mix which does nothing to enhance or blend with the character of the area or contribute positively to improving the area for people living in the locality.

Road Safety

I am very concerned by the impact this will have on the road traffic and safety in this area. It site is located on a main bus route and with the traffic congestion that is already experienced in The Reddings would be compounded. Even more it would also be dangerous for residents without a turning facility to reverse off their drives as they don't have a clear view of the road. This location with its proximity to a roundabout will add a further element of danger.

Creating a precedent

I fear that approval of the application will raise the potential precedent for further "garden grab" applications.

Conclusion

For the reasons set out I believe that Cheltenham Borough Council has no choice other than to recommend refusal of this application.

GCC Highways Planning Liaison Officer

22nd August 2017

The site is in a primarily residential area, adjacent to a Class 4 highway, there are street lights and limited footways. The Reddings is on a bus route which connects users to a wide range of amenities. There are no parking restrictions.

Concerns have been raised by The Reddings Residents Association, I have given consideration to their comments.

Revised plans numbered 17-230-07 Plot 1, 17-230-07 Plot 2 and 17-230-09 Plot 3 received on 10th August 2017, show that the required visibility splays of 54m from each driveway can be achieved. Parking is provided at 2 spaces per dwelling, at this location turning is not required for single driveways. While the RRA have submitted photos showing that vehicles

park on the opposite footway, the indiscriminate parking is an existing situation and the addition of 3 dwellings with parking within the site curtilage is unlikely to increase this. It is a drivers responsibility to ensure they park legally and safely.

I refer to the Amended Plan(s) numbered 17-230-07 Plot 1, 17-230-07 Plot 2 and 17-230-09 Plot 3 in respect of the above planning application received on 10th August 2017 to which no Highway objection is raised subject to conditions:-

1. 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

Reason: To reduce the potential impact on the public highway and accommodate the efficient delivery of goods and supplies in accordance paragraph 35 of the National Planning Policy Framework.

2. The vehicular accesses hereby permitted shall not be brought into use until the existing roadside frontage boundaries have been set back to provide visibility splays extending from a point 2.4m 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 54m 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 1.05m and 2.0m at the X point and between 0.26m and 2.0m 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 the National Planning Policy Framework.

3. The building(s) hereby permitted shall not be occupied until the vehicular parking [and turning] [and loading/unloading] facilities have been provided in accordance with the submitted plan 17-230-07 Plot 1, 17-230-07 Plot 2 and 17-230-09 Plot 3, 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 National Planning Policy Framework.

The proposed development will involve works to be carried out on the public highway and the Applicant/Developer is required to enter into a legally binding Highway Works Agreement (including an appropriate bond) with the County Council before commencing those works.

The proposed development will require the provision of a footway/verge crossing and the Applicant/Developer is required to obtain the permission of the County Council before commencing any works on the highway.

Tree Officer

18th July 2017

The Tree Section has no objection to this application subject to the remaining corkscrew and 2 birch trees to the rear as well as the small rowan to the front being protected during the course of demolition and construction by fencing as per BS 5837 (2012).

Similarly, several small trees to the front and rear have recently been removed/destroyed . Please could a landscape plan be submitted and agreed showing species, size, location etc on each plot to mitigate for the loss of these trees.

Architects Panel

8th August 2017

Design Concept:

The panel had no objection to the principle of the proposed development on this site. The site layout, building density and scale of the buildings are in keeping with other plots in the area.

Design Detail:

The architecture is not particularly inspiring but will be satisfactory in context with other residential developments in the area.

Recommendation:

Support.

5. PUBLICITY AND REPRESENTATIONS

Number of letters sent	24
Total comments received	48
Number of objections	48
Number of supporting	0
General comment	0

5.1 The application was publicised by way of letters to 24 neighbouring properties. 48 objections have been received which relate to the following matters:

- Existing building is historic and should be retained
- Proposed dwellings are out of character with local area
- Loss of light and privacy to neighbours
- Density is too high
- Proposal will result in highway danger
- Construction will result in danger and nuisance
- Loss of hedge and impact on habitats
- Impact on drainage

6. OFFICER COMMENTS

6.1 Determining Issues

6.1.1 The key issues in determining this application are considered to be (i) principle of development, (ii) demolition, (iii) design and layout, (iv) impact on neighbouring property, (v) access and highways issues, (vi) Trees and landscaping.

6.2 The site and its context

- 6.2.1** The application site is within the Principal Urban Area of Cheltenham and is currently occupied by a dwelling. Therefore the principle of development in this location is acceptable.
- 6.2.2** Paragraph 49 of the NPPF advises that when determining applications for housing they *“should be considered in the context of the presumption in favour of sustainable development. Relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites”*; as it stands, the Council is currently unable to demonstrate such a five year supply
- 6.2.3** Where housing policies are not considered to be up-to-date, the NPPF is quite clear that development proposals should be approved without delay 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.
- 6.2.4** In this instance the site is within the Principal Urban Area of Cheltenham and is surrounded by residential development. As such the key issue here is whether there are significant adverse impacts of approving this development which would outweigh the benefits.
- 6.2.5** At Paragraph 53 the NPPF states *“Local Planning Authorities 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.”* Cheltenham Borough Council has adopted a Supplementary Planning Document: Development on Garden Land and Infill Sites in Cheltenham. This document provides detailed advice on how to assess such schemes and this will be discussed further below.

6.3 Demolition

- 6.3.1** The proposal involves the demolition of an existing building. There are no statutory protections for this building as it is not listed and is not in a conservation area. As such express consent would not be required for its demolition.
- 6.3.2** The building does appear to be of some age, with a house in this location appearing on the historic maps from the early 1800s. The Reddings Residents Association have asked the Council's Conservation Officer to consider issuing a Building Preservation Notice with a view to asking for the building to be listed. He has discussed the matter with Historic England's Listing Department and has advised that he will not be recommending that a Building Preservation Notice is issued. For a building to be listed it needs to be of national importance in terms of architectural or historic interest. The building itself has gone through a large number of alterations over the years which has included the loss of original features such as windows and doors, including large extensions to the rear. From examination of the recent sales particulars it is also clear that there is little original historic fabric surviving internally. Whilst there is still a degree of historic interest in the fact that it is a former market garden with associated outbuildings, owing to the subdivision of plot in the 1970s much of the historic character of this has been eroded. As a result of this, and following consultation with Historic England the building is not considered to have sufficient architectural or historic interest to warrant a BPN as the chances of listing are negligible.
- 6.3.3** As such whilst Officers understand the desire amongst the community to retain the building it is not considered that there are grounds to resist its demolition, given that express consent would not be required and there is no appetite amongst the Council's conservation officer or Historic England to list it. There have also been requests to add the property to the

Local List. Again the Conservation Officer does not consider it worthy, however in any event this would not afford the building any statutory protection.

6.4 Design and layout

- 6.4.1** Para 56 of the NPPF states that good design is a key aspect of sustainable development and is indivisible from good planning. Para 60 states that decisions should not attempt to impose architectural styles or particular tastes, it is however proper to seek to promote or reinforce local distinctiveness.
- 6.4.2** Policy CP7 of the Local Plan states that development will only be permitted where it is of a high standard of design, reflects the principles of urban design and complements and respects neighbouring development and the character of the locality.
- 6.4.3** The Development on Garden Land and Infill Sites in Cheltenham Supplementary Planning Document states that proposals for development on garden land should be based upon a thorough understanding of the character of the neighbourhood, and in particular the street and block within which the site is located.
- 6.4.4** The Reddings is primarily made up of detached and semi-detached houses of two storeys in height. There is a mixture of brick and render in the locality. As such the general form of development is in keeping with the surrounding development. The proposed block plan reveals that the footprints of the proposed dwellings are similar to those of surrounding properties. The spacing between the buildings and boundaries of the site is also very similar to those of surrounding dwellings.
- 6.4.5** The proposed dwellings as originally submitted were higher than the neighbouring houses, however the heights have been reduced and are now similar to the ridge line of the adjoining properties. The eaves line is also similar.
- 6.4.6** There is variety in the exact design of buildings in the locality with a mixture of hipped and gabled roofs, some dwellings with bays and a variety of porch designs. The pitched roofs with projecting gables proposed in this scheme is considered to fit comfortably within the streetscene.
- 6.4.7** For these reasons it is considered that the proposal takes on board the advice of the SPD and shows an appreciation of the character and layout of the neighbourhood. The proposed layout and design is therefore considered to be acceptable. This conclusion is endorsed by the Architects Panel.

6.5 Impact on neighbouring property

- 6.5.1** Policy CP4 of the Local Plan states that development should only be permitted where it would not cause unacceptable harm to the amenity of adjoining land users and the locality.
- 6.5.2** The impact on neighbouring properties is considered as follows:

Columb

This property is to the west of the application site. There would be 4m between the side elevation of the plot 1 and Columb. There are no windows proposed in the side elevation of plot 1. There are windows in the side elevation of Columb, however none of these are the sole window to a habitable room and as such the impact upon light entering these rooms is acceptable. Plot 1 projects beyond the rear of Columb however it passes the light test. As such the impact upon this property is considered to be acceptable.

Thurlea

This property is to the east of the application site. There would be 3.2m between the side elevation of plot 3 and Thurlea. This property has a secondary kitchen window at ground floor and a utility room door. It also has one upstairs window which serves a landing. There are windows proposed in the side elevation of plot 3; two of these serve bathrooms and would therefore be obscured. The third is a secondary kitchen window. There is a boundary fence between the properties which should prevent overlooking, however it is considered appropriate to attach a condition which requires all side facing windows to be obscure glazed.

Springfields and 1 – 3 Springfield Close

The proposed dwellings have been positioned to ensure that 21m is retained between first floor windows and that there is 10.5m from first floor windows to rear boundaries. There is a projection at ground floor which means that they come slightly closer at that point, however this is a common arrangement. The proposal is therefore considered to have an acceptable impact upon these properties and is in line with advice contained within the SPD.

- 6.5.3** It is acknowledged that the proposal will result in more of an impact upon neighbouring properties than the existing dwelling, however the proposal has been designed to fit within the amenity criteria used by the Local Authority and as such any impact is considered to be acceptable.

6.6 Access and highway issues

- 6.6.1** The application proposes the formation of three access points from The Reddings with private parking for 2 dwellings per property. A small area of landscaping would be provided along the frontage along with dwarf walls of no higher than 600mm.
- 6.6.2** During the course of the application the applicant was requested by the County Council to provide further information regarding visibility splays from each of the driveways. The Highways Officer has now confirmed that the proposal is acceptable from a parking, access and highway safety perspective, subject to a number of conditions.
- 6.6.3** A number of concerns have been raised on highway safety grounds and the Highways Officer has had sight of these. It is appreciated that there are existing concerns about highway safety in the locality, however this proposal has been designed to provide adequate parking for each dwelling and has demonstrated that the driveways will comply with the design criteria used by highways to ensure that they can be used safely. As such the proposal should not exacerbate the issues and may help to resolve them by limiting the on-street parking along this stretch of road.
- 6.6.4** As such the proposal complies with policies TP1 and TP6 of the Local Plan and there are no sound highway reasons to withhold consent.

6.7 Trees and Landscaping

- 6.7.1** There are no significant trees on the site. A condition is attached requiring the protection of those trees which are to remain and the provision of suitable landscaping for the remainder of the site. Subject to these controls the tree and landscaping implications are considered to have been adequately addressed.

7. CONCLUSION AND RECOMMENDATION

- 7.1** As discussed above the principle of the development is supported and the application has clearly been designed to address all of the relevant design, amenity and highways criteria which are applicable.

- 7.2** The concerns of the residents have been duly noted however based on a thorough analysis of the site, its surroundings and the proposals it is apparent that there are no sound planning reasons to withhold planning permission in this instance.
- 7.3** As such it is recommended that planning permission be granted subject to the conditions outlined below.

8. CONDITIONS / INFORMATIVES

- 1 The development hereby permitted shall be begun before the expiration of three 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 the approved plans listed in Schedule 1 of this decision notice.

Reason: For the avoidance of doubt and in the interests of proper planning.

- 3 No external facing or roofing materials shall be applied unless in accordance with
a) a written specification of the materials; and
b) physical sample/s of the materials,
The details of which shall have been submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of the character and appearance of the area, having regard to Policy CP7 of the Cheltenham Borough Local Plan (adopted 2006).

- 4 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

Reason: To reduce the potential impact on the public highway and accommodate the efficient delivery of goods and supplies in accordance paragraph 35 of the National Planning Policy Framework.

- 5 The vehicular accesses hereby permitted shall not be brought into use until the existing roadside frontage boundaries have been set back to provide visibility splays extending from a point 2.4m 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 54m 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 1.05m and 2.0m at the X point and between 0.26m and 2.0m 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 the National Planning Policy Framework.

- 6 The building(s) hereby permitted shall not be occupied until the vehicular parking [and turning] [and loading/unloading] facilities have been provided in accordance with the submitted plan 17-230-07 Plot 1, 17-230-07 Plot 2 and 17-230-09 Plot 3, 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 National Planning Policy Framework.

- 7 Prior to the implementation of any landscaping, full details of a hard and soft landscaping scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of all walls, fences, trees, hedgerows and other planting which are to be retained; details of all new walls, fences, other boundary treatment and finished ground levels; details of the hard surface treatment of open parts of the site which shall be permeable or drained to a permeable area; a planting specification to include [species, size, position and method of planting of all new trees and shrubs]; and a programme of implementation.

All hard and/or 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 unless otherwise agreed in writing by the Local 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, diseased or dying shall be replaced during the next planting season with other trees or plants of a location, species and size to be first approved in writing by the Local Planning Authority. All hard landscape works shall be permanently retained in accordance with the approved details [delete if not appropriate].

Reason: In the interests of the character and appearance of the area, having regard to Policies CP1 and CP7 of the Cheltenham Borough Local Plan (adopted 2006). Approval is required upfront because the landscaping is an integral part of the development and its acceptability.

- 8 No works shall commence on site (including demolition and site clearance) unless a Tree Protection Plan ("TPP") to BS5837:2012 (or any standard that reproduces or replaces this standard) has been 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 position and specifications for the erection of tree protective fencing and a programme for its implementation. The works shall not be carried out unless in accordance with the approved details and the measures specified by the TPP shall remain in place until the completion of the construction.

Reason: To safeguard existing tree(s) in the interests of visual amenity, having regard to Policies GE5 and GE6 of the Cheltenham Borough Local Plan (2006). Approval is required upfront to ensure that important trees are not permanently damaged or lost.

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 amendments in order to make the scheme acceptable.

Following these negotiations, the application now constitutes sustainable development and has therefore been approved in a timely manner.

- 2 The proposed development will involve works to be carried out on the public highway and the Applicant/Developer is required to enter into a legally binding Highway Works Agreement (including an appropriate bond) with the County Council before commencing those works.
- 3 The proposed development will require the provision of a footway/verge crossing and the Applicant/Developer is required to obtain the permission of the County Council before commencing any works on the highway.

APPLICATION NO: 17/01220/FUL		OFFICER: Mrs Emma Pickernell
DATE REGISTERED: 4th July 2017		DATE OF EXPIRY : 29th August 2017
WARD: Benhall/The Reddings		PARISH:
APPLICANT:	Mr M Le Grand	
LOCATION:	Cotswold View, The Reddings, Cheltenham	
PROPOSAL:	Demolition of existing dwelling and erection of 3no. dwellings	

REPRESENTATIONS

Number of contributors	48
Number of objections	48
Number of representations	0
Number of supporting	0

Fernleigh
The Reddings
Cheltenham
Gloucestershire
GL51 6RY

Comments: 10th July 2017

I wish to object to the proposed demolition of Cotswold View and construction of 3 dwellings.

1) The Reddings has many original houses, dating back to the 1800s - of which Cotswold View is one. It is not Grade II listed but remains historically important as one of the character Victorian cottages on the road. The Reddings stands out in Cheltenham because it has retained many of these unique period homes, not found elsewhere in the town. To remove Cotswold View would be an act of vandalism. The house is perfectly serviceable and could provide many more years of use. To lose it from the road would be a huge loss and would change the character of the road. It would also set a dangerous precedent around destroying period homes to make room for new builds. The Hayloft farce, at the far end of the Reddings, has begun this process and this would fuel the problem. I implore the Council to make a stand.

2) The proposed dwellings are completely out of character with the rest of the road and would stick out as entirely inappropriate compared to the other houses. The proposed construction is more in-keeping with a modern estate rather than a road of unique dwellings.

3) The density of the proposed dwellings is inappropriate. Most other houses sit on spaced detached or semi-detached plots. The close construction of the squeezed in houses proposed would not be in-keeping with the rest of the road.

4) The traffic on the Reddings has increased in recent years as it is used as a 'rat run' (BMW and the proposed retail park on Grovefield Way will only make this worse). To have 6 vehicles reversing onto the road, this close to the roundabout, would be unsafe. The Reddings is also a busy bus route and added traffic manoeuvres on the road will prove more hazardous.

5) Construction will cause danger, nuisance and additional traffic issues.

I request the council refer this to Committee and give the matter due consideration. It is an entirely undesirable and inappropriate proposal and must be rejected.

16 Springfield Close
The Reddings
Cheltenham
Gloucestershire
GL51 6SE

Comments: 26th July 2017

This will be terrible for parking, traffic and the demolition of such an old historic building is a crime. This is greed pure and simple. No one in the area wants this.

6 Old Reddings Close
The Reddings
Cheltenham
Gloucestershire
GL51 6SD

Comments: 26th July 2017

Unnecessary demolition of period property which is destroying the history of this area, and is also creating a traffic hazard to an area where increased traffic has already been created by the BMW package approval and the GCHQ logjam, which means the reddings road is now an access road for traffic to the motorway and buses going to the park and ride.

Fosseway
North Road East
The Reddings Cheltenham
Gloucestershire
GL51 6RE

Comments: 26th July 2017

This application does not enhance the area and will present a considerable danger to the safety of residents and others travelling through the Reddings. The existing property dates back to the 1820's and is one of the oldest buildings in this community and should therefore be preserved.

This application is yet another example of the inappropriate and ill thought through developments being proposed for our neighbourhood. It will add serious disruption to the free flow of traffic in the Reddings, both during construction and when complete. This avoidable by rejecting this planning application.

Amity
78 Redgrove Park
Cheltenham
Gloucestershire
GL51 6QZ

Comments: 26th July 2017

Object

Coppalex
North Road East
The Reddings Cheltenham
Gloucestershire
GL51 6RE

Comments: 26th July 2017

We object to the plans to demolish the beautiful, unique 18th Century cottage 'Cotswold View' only to be replaced by three new dwellings. This development will do nothing to enhance the area and the loss of privacy to neighbouring properties must be taken into account.

There is another beautiful cottage in North Road East that was recently renovated however the garden which was once an orchard has been separated from the main house and is now a rubbish tip as we understand the developer has run out of money. This does not enhance the area and we have concerns that the same thing could happen to 'Cotswold View'.

8 Frampton Mews
The Reddings
Cheltenham
Gloucestershire
GL51 6UG

Comments: 26th July 2017

Old historic cottage being demolished.

Cramming in new buildings, out of character with neighbourhood.

Dangerous access for cars and pedestrians.

Increased traffic. Major disruption in the construction phase.

4 The Grange
The Reddings
Cheltenham
Gloucestershire
GL51 6RL

Comments: 27th July 2017

On the following grounds:

Not in keeping with the area. No footpath so dangerous access in and out. Destruction of an hedge used by house sparrows. A species in rapid decline. Loss of a character property.

7 Springfield Close
The Reddings
Cheltenham
Gloucestershire
GL51 6SE

Comments: 27th July 2017

Destroying a historic building of the area.

2 Tylea Close
The Reddings
Cheltenham
Gloucestershire
GL51 6RB

Comments: 27th July 2017

I do not think it is appropriate to lose a traditional building from the Reddings to squeeze 3 properties into a space that is just not big enough.

Fayrecroft
North Road East
The Reddings Cheltenham
Gloucestershire
GL51 6RE

Comments: 27th July 2017

One of the main attractions of living in the Reddings is the eclectic nature of the housing stock , where modern housing is complemented by the Victorian detached, semi detached and terraced buildings.

We have already seen the visual quality of the area deteriorate through the building of the vile monstrosity that is BMW.

I was shocked to see that a character 19th century cottage was to be demolished in favour of a bland development of three tightly crammed boxes.

However aesthetics aside, I am deeply concerned of the impact of three houses with parking for six cars will be on road safety.

The cottage is situated very near the North Road East roundabout which is becoming increasingly hazardous to negotiate as commuters use Reddings Road as a rat run.

There is no footpath on this side of the road and I am very concerned that this will lead to a road traffic accident.

Already there is increased off road parking following the opening of BMW. During peak times Reddings Road and North Road East both become chicanes as drivers weave in and out between these parked cars.

A number of years ago I witnessed the aftermath of a child being run over in Reddings Road. This was deeply traumatic for everyone involved. I do not ever want to see this again.

I feel that the development of three new houses in this confined area will only lead to an increased risk of further accidents.

Pserimos
The Reddings
Cheltenham
Gloucestershire
GL51 6RL

Comments: 9th July 2017

I strongly object to this development and ask that the following points are taken into consideration:

1) Property Style Not In Keeping With The Road/ Area - The Reddings is a unique road with a certain semi-rural character, with predominantly individually styled properties. The proposed development to slap 3 modern estate style properties is NOT in keeping with the properties in this road.

2) Density of housing too high - The properties in this road are generally well spaced. The Reddings is NOT a typical modern housing estate where properties are 'squeezed in' at all cost. The density should not be more than the average for the street as a whole.

3) Loss of Character - The existing property has a certain character in keeping with the area/ road. We should not be allowing the properties in this road to simply be flattened to turn it into a housing estate.

4) Congestion - The road is very busy Mon-Fri during the hours of 7am-9am and 4pm-6pm with work traffic cutting through from Churchdown to the A40/ M5. It is NOT acceptable therefore to turn this road into a traffic bottle neck at peak times during construction. The local people should NOT have to suffer!!

5) Access to properties - The design of access must be carefully considered. We cannot have further properties on the road where cars are reversing in/ out of the driveway. There should be ability for cars to go in/ out of the properties without the need to reverse in/ out, so as to avoid serious road safety issues.

6) Road Traffic Risk - There is already a BIG issue in the road with fast moving vehicles cutting through from Churchdown to A40/ M5, whilst residents are trying to enter or leave their properties. I have seen lots of near misses within the last 12 months. Traffic calming should seriously be considered for this road before any further traffic/ access issues are added to it. THIS IS A MUST BEFORE ANY DECISIONS ARE MADE!!!

Finally, PLEASE CONSIDER THESE POINTS SERIOUSLY!! I'm sure these are glanced at then filed away, I have little faith in the system and so would appreciate a fair and due process being made visible to the public to address these points properly.

Lynwood
The Reddings
Cheltenham
Gloucestershire
GL51 6RL

Comments: 27th July 2017

I object to this development because demolition of the current building would be a loss to the history of this area, and 3 proposed houses to be built on the site would be very crammed in. with associated traffic increase and strain on the existing drainage system.

1 Springfield Close
The Reddings
Cheltenham
Gloucestershire
GL51 6SE

Comments: 22nd July 2017

I would like to register my objection to this planning application.

I own 1 Springfield Close which backs onto the property and strongly object to this development on a number of points:

1. The new buildings will directly cause a loss of lighting to my house and garden.
2. The new buildings will lead to a loss of privacy for myself and my children, with the new buildings being situated much closer to my house than the existing property.
3. The Reddings is a busy road and it would be very dangerous for cars from the proposed houses to reverse out onto the road, especially as it is so close to the roundabout.
4. The road is already congested with parked cars. The proposed houses would bring with them more parked cars.

3 Springfield Close
The Reddings
Cheltenham
Gloucestershire
GL51 6SE

Comments: 26th July 2017

My property backs on to the proposed building. With the suggested elevation of the new buildings this will have serious impact on light on my property in addition to the total lack of privacy that such building will impose. We have had serious issues with sewerage in the past and increasing the quantity of raw sewage will I suspect have impact locally. It is only because local residents are careful that repeated blockages don't happen. The main cause was suggested to be that the system was not really big enough to support the houses - 2 more houses will not help.

I am devastated that the village will possibly lose such a lovely old building; there must be an accountability within the Council of stewardship - let's look after our important social history; when it's gone it's gone - this is a one way decision and the planning department will not be able to bring this lovely old building back if it is demolished. I would urge you to visit and see this lovely cottage.

I suspect if this was in Stow, Bourton, Winchcombe etc there would be no question of demolition! Come on Cheltenham we can do better than this!

5 Springfield Close
The Reddings
Cheltenham
Gloucestershire
GL51 6SE

Comments: 26th July 2017

I object for the following reasons

- Adequacy of parking, loading and turning
- Highway safety - distance from mini roundabout
- Layout and density of buildings
- Overlooking/ loss of privacy

7 Springfield Close
The Reddings
Cheltenham
Gloucestershire
GL51 6SE

Comments: 18th July 2017

I would like to strongly object to this proposal of the knocking down of the beautiful 'Cotswold View' in The Reddings, to build THREE new cramped dwellings on this busy road in the area that I live in.

Before making my specific points I would like to say that I am completely disgusted with the way that The Reddings has already been trashed over the past 4 decades.

Firstly, the link road was built that runs past B&Q. I did an in-depth investigation into this before it was built, monitoring traffic flow and there was NO reason for it to be built based on that. No - it was built on GREENBELT land so that MORE houses and industrial buildings could be erected afterwards and NOW traffic flow on North Road is terrible. NOW we have a growing, ugly industrial estate on what used to be a rural area of meadows and fields. NOW animals have nowhere to live and many roads are dangerous to cross for humans.

Our post office, that I went to as a child was turned into a big 5 bedroom house for rich people to buy. GREAT! (not)

Our Beautiful, Characterful, Victorian School was demolished and in it's place are now ugly houses on a NOW busier, more dangerous road.

There have been talks of building a Costa Coffee, Aldi, Office blocks etc in addition to the Asda, Pets at Home, Home Bargains, B&Q, Genetically Modified Abused Chickens (KFC) and the Travel Lodge. I objected to this but have heard nothing. Yet MORE greenbelt to be ruined(?) Slowly taking it all!!!!

The BMW building is an eye sore built on yet more greenbelt and has made traffic in our area dangerous and congested and NOW - there are potential plans to tear down Cotswold View????

I agree with all comments made by the four other people on this page and would like to state my own:

1) Trees demolished (oh, but they already did this right?) Well, no wonder flooding is a big problem in society today. Wildlife is not considered but when completely ruined it will be the end of us all.

2) Character: We have very little of it left in The Reddings. Our properties will be devalued and the whole culture of the place is changing to the point where it is not the place we chose to live in. PLEASE do not allow the few bits of history that we have left to be demolished and replaced with more ugly, modern buildings that do NOT belong here. Cotswold View is NOT a hazard, it is fit to live in and should remain.

3) Traffic congestion. The building of three new dwellings would add to the current congestion caused by the other monstrosities that have been added SINCE the link road was built in the 90s. PLEASE do not add to this or it could cause danger and death. School children wander this road as many travel from Churchdown.

4) NOISE, smell and disturbance during the building of these houses - which will impact the lives of many residents for some time.

5) Loss of light and view for many residents leading to decreased property value, mold etc.

I know this comment will probably be ignored but I hope it will at least be read so that it is understood that we are not happy. The place in which we live is already beyond recognition with conservation not seeming to be considered at all!!!!

9 Springfield Close
The Reddings
Cheltenham
Gloucestershire
GL51 6SE

Comments: 25th July 2017

I am writing in objection to the proposed development of Cotswold View, the Reddings for the following reasons:

- Road access and traffic generation

There is a significant lack of space for the construction to take place due to the lack of pavement and driveway. This means that construction deliveries and lorries will need to park on the street when loading/unloading. This will inevitably lead to significant disruption on the main road, which is one of the main bus routes into town for commuters. This will lead to increased travel times to work and increased back log of traffic creating stagnant pollution.

We also need to use this part of the road to get to the M5 and with the added traffic and road blockages will add unnecessary disruption and delay to our journey.

- Noise and disturbance

I look diagonally onto the proposed site and as a result I will suffer from the increased amount of dust and pollution that comes with a construction project of this size. The most important factor though is the additional noise this project will generate which is particularly a problem for my partner who needs to work from home at least one day a week.

- Highway Safety

It is also going to be extra difficult for pedestrians to cross the roads to the bus stops or shops leading to a safety problem. I already find it unsafe trying to cross the road with buses at the bus stop, let alone large construction trucks and concrete mixers being parked on the road all day.

- Layout and density of building

As mentioned above my property looks diagonally onto the proposed construction site. The proposal will remove the little light I currently get between the properties in my garden.

Overall, I think this proposal will cause great inconvenience to myself and my partner over the next couple of years when in construction. We will not be able to enjoy sitting in our garden looking onto a construction site and breathing in the dust and fumes especially because its not good for our asthma, Furthermore once the properties are completed there will be additional issues with the decreased lighting in our garden due to the increased size of the dwellings on the site.

I hope you take these considerations into account when analysing the proposal and try to amend the current arrangements to take into account the concerns of the property owners and neighbours alike.

Comments: 26th July 2017

I am writing in objection to the proposed development of Cotswold View, the Reddings for the following reasons:

Road access and traffic generation

There is a significant lack of space for the construction to take place due to the lack of pavement and driveway. This means that construction deliveries and lorries will need to park on the street when loading/unloading. This will inevitably lead to significant disruption on the main road, which is one of the main bus routes into town for commuters. This will lead to increased travel times to work and increased back log of traffic creating stagnant pollution.

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I look diagonally onto the proposed site and as a result I will suffer from the increased amount of dust and pollution that comes with a construction project of this size. The most important factor though is the additional noise this project will generate which is particularly a problem for my partner who needs to work from home at least one day a week.

Highway Safety

It is also going to be extra difficult for pedestrians to cross the roads to the bus stops or shops leading to a safety problem. I already find it unsafe trying to cross the road with buses at the bus stop, let alone large construction trucks and concrete mixers being parked on the road all day.

Layout and density of building

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Overall, I think this proposal will cause great inconvenience to myself and my partner over the next couple of years when in construction. We will not be able to enjoy sitting in our garden looking onto a construction site and breathing in the dust and fumes especially because its not good for our asthma, Furthermore once the properties are completed there will be additional issues with the decreased lighting in our garden due to the increased size of the dwellings on the site.

I hope you take these considerations into account when analysing the proposal and try to amend the current arrangements to take into account the concerns of the property owners and neighbours alike.

Springfields
North Road East
The Reddings
Cheltenham
Gloucestershire
GL51 6RA

Comments: 27th July 2017

With reference to your letter dated 6th July 2017 proposing the demolition of existing property 'Cotswold View' and erection of 3 new dwellings on the same site we write below our reasons for objecting to this proposal.

- The development will result in reduced sunlight and daylight entering our garden, preventing the enjoyment of our garden.

Page 91

- The development will exacerbate vehicular usage of The Reddings during construction. This road is already busy and is a major bus route, therefore any prolonged disruption will make the road congested and dangerous.
- The construction of the development will create noise, vibration, smells, fumes, dust and grit.
- The development will cause a loss of visual amenity by virtue of overlooking of our property and garden. This will lead to a loss of privacy.
- The development will harm the amenities of the neighbouring properties by virtue of it's size and massing, and does not respect or enhance the surrounding area.
- Our house and garden will be overlooked by 6 bedroom windows.
- The density of this development, and design of the properties is not in keeping with the surrounding area and neighbourhood

The Cottage
The Reddings
Cheltenham
Gloucestershire
GL51 6RY

Comments: 27th July 2017

I cannot believe that a building such as Cotswold view could be considered at being demolished. This would be a crying shame and a change for the worst!

Cramming three new buildings into this space seems absurd.

Traffic at times is already busy especially the close proximity to roundabout and pathway running out Thurlea. This is already dangerous to people trying to cross there. Getting on and off our drive can be difficult because of these factors, negotiating these is more safe if we reverse onto drive. What happens if these houses go up? two extra drives, more cars, they will have a nightmare getting on and off there drives safely as well as people trying to cross road outside Thurlea. Also if these new house have delivery trucks or people visiting where will they park safely?

I feel sorry for the people in Springfield close who will be overlooked and lose privacy.

Andalin
The Reddings
Cheltenham
Gloucestershire
GL51 6RY

Comments: 26th July 2017

We object to the proposed development on the following planning grounds:

The proposal is a blatant over development, the three house layout is not in keeping with the existing street scene where a 2 driveway gap exists between semi detached houses and at least a full driveway gap exists on detached houses.

This over development is not only contrary to the NPPF guidance and builds over an existing garden, the proposed density and layout presents an absolute danger to pedestrians and road users alike since there is no pavement proposed in the application and the cramped over

development means that sightlines are restricted to less than 10 meters when viewed 2.0m from the highway.

This is contrary to the acceptable sightline distance stated in the planning guidance document Places, Streets and Movement A good Planning guide, which states: "Sightlines should never be reduced to a level where danger is likely to be caused" Only in exceptional circumstances should a distance of less than 2.0m be considered. We see no grounds for exceptional circumstances in this application since it is a busy school and bus route and proposing over development for profit is not an exceptional circumstance.

Similarly the proposed driveway positions will be a hazard to exiting our own drive as some are directly opposite and the road is narrow with restricted visibility.

Finally we agree with the comments that the construction will block the road and cause havoc to a bus and ambulance route.

The Brambles
The Reddings
Cheltenham
Gloucestershire
GL51 6RY

Comments: 25th July 2017
Letter attached.

Littondale
The Reddings
Cheltenham
Gloucestershire
GL51 6RY

Comments: 27th July 2017
I object due to:

- a) over development of the site
- b) concern for road safety

Enstone House
The Reddings
Cheltenham
Gloucestershire
GL51 6RY

Comments: 13th July 2017
Letter attached.

Oaklands
North Road East
The Reddings
Cheltenham
Gloucestershire
GL51 6RA

Comments: 20th July 2017

There is no pavement outside Cotswold View and none is included in this application but there are pavements on either side of the property. This is very dangerous for pedestrians and road users. When the neighbouring property "Thurlea" was built in the 1960s, the council said that the pavement would be continued outside Cotswold View but this still has not happened despite the road becoming increasingly busy. Any development which the council permits at Cotswold View should include a pavement.

The Reddings is a very busy road and it would be very dangerous for cars from the proposed houses to reverse out onto the road, especially as it is so close to the roundabout.

The road is already congested with parked cars. The proposed houses would bring with them more parked cars.

It would be tragic to destroy a character property and replace it with 3 cramped modern buildings which are not in keeping with the area.

I also do not find your GCER report reliable. I saw a hedgehog on my property last week.

Columb
The Reddings
Cheltenham
Gloucestershire
GL51 6RY

Comments: 13th July 2017

Letter attached.

Thurlea
The Reddings
Cheltenham
GL51 6RY

Comments: 26th July 2017

I live at Thurlea, next door to Cotswold View. I am writing to express my objections to this development of three houses on the site of one. The additional traffic of 3-6 cars entering and leaving the properties at a point where there is no footpath would be extremely dangerous. These are likely to be family houses with young children and the access to the road is quite unsuitable at that point. Pedestrians are already obliged to cross the road to walk down the Reddings as there is no footpath at the point.

In addition, in order to have off road parking, the houses will have to be pushed back into the area that is now a garden. Three years ago, In order to get planning permission for an extension to my house, I had to agree to having no windows on the side overlooking Cotswold View so as not to invade their privacy. I fully understood this and was happy to comply. If there are to be 3 houses built back into the garden of Cotswold View, the one closest to Thurlea will necessarily overlook my garden and considerably reduce my privacy. If there are only 2 houses I would hope they would not be built so close to my boundary fence.

Finally, I have looked at the plans and I believe they do not accurately represent the proximity of the site to my house. The front view shows a side gate between Thurlea and Cotswold View which is quite out of scale. The property closest to Thurlea would in fact be within a couple of feet of my fence.

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For these reasons (road safety, personal privacy and inaccurate representation of the space available) I object to the development as currently planned.

4 Frampton Mews
The Reddings
Cheltenham
Gloucestershire
GL51 6UG

Comments: 27th July 2017

It is a shame that such an old and graceful building is to be destroyed and replaced by a very tightly packed three bland residences which will impinge on the neighbouring houses.

The access for vehicles is not good and will probably cause traffic problems on what has become a very busy road.

Badgers Mount
Branch Road
The Reddings Cheltenham
Gloucestershire
GL51 6RP

Comments: 26th July 2017

I object

* The traffic has already increased significantly since the BMW building and at certain times of the day is extremely congested

*The council have identified a need for Office buildings not housing and there is already a big housing proposal for Grove Farm

*The site is very close to the roundabout, parked cars and buses already make this road and roundabout tricky to negotiate, making it dangerous as well for pedestrians

*There is a continued practice of planning applications being made and then subsequently modified more than once to try and manipulate the planning approval process. Why has this changed from the original plan of 2 houses?

*more houses in The Reddings is going to increase the pressure of flooding further down the road, which is already of a concern.

8 Springfield Close
The Reddings
Cheltenham
Gloucestershire
GL51 6SE

Comments: 26th July 2017

This will set a dangerous precedent for the future and will change the character of the Reddings forever.

Over the 25 years we have lived here we have had many applications approved like the Asda site, Park & Ride, BMW etc. When will it all stop?

March House
The Reddings
Cheltenham
Gloucestershire
GL51 6RL

Comments: 26th July 2017

I do not disagree with other objections to this development, in particular the generation of additional traffic both during building and after, on an already busy road which is a bus route and near a junction. I would judge that the risk of an accident which might result from this development is simply unacceptable.

Additional comments:

The proposed building line is in front of that for the existing adjacent dwellings. THIS IS TOTALLY UNACCPETABLE. The new buildings should be moved away from the road by approximately 0.8 metres.

It is ludicrous that the front gardens of the new properties extend to the kerb side. THIS IS A SERIOUS SAFETY HAZARD. A pavement MUST BE PROVIDED to align with the pavements in front of the properties either side.

I understand that it is a requirement of Planning Law that a notice be prominently displayed ON THE SITE advising that a planning application has been submitted. There does not appear to be such a notice. Therefore I believe that this application is currently invalid. If the developer provides such a notice retrospectively, then the timescale for comments and determination should be extended.

In view of the clear level of local concern about this development, it should be referred to the Planning Committee, and not simply rubber stamped by the Planning Department.

1 Barrington Mews
Barrington Avenue
The Reddings Cheltenham
Gloucestershire
GL51 6TZ

Comments: 26th July 2017

Any re-development should include a pavement section for both the safety of pedestrians and the vehicles entering and leaving the proposed properties.

However taking that land away from each plot will probably mean only enough space for parking 1 car per house, and then having cars parked on the road will make that already dicey section of road (mini-roundabout nightmare) even worse.

I don't really see that plot accommodating 3 houses in such a capacious way as illustrated by the proposals. Definitely seems a case of the developer shoe-horning as much in to the space to maximise profit as their only consideration.

Alvaston
The Reddings
Cheltenham
Gloucestershire
GL51 6RY

Comments: 26th July 2017

We strongly object to this development for several reasons.

Firstly, the issue of additional traffic and parking. The Reddings is already difficult to travel along when people park along the road and then there are buses trying to come past. It becomes very congested and it is dangerous for residents to pull on and off their drives as they don't have a clear view of the road. Additional properties will only increase this problem, and whilst work is being carried out it will be even worse with larger vehicles associated with construction and deliveries. This location is also close to the roundabout which adds a further element of danger. When people visit these properties they will end up parking on the road and causing more congestion.

Secondly, it would be a great shame to destroy the character of the area. Cotswold View currently adds to the charm of the area, whereas three new builds, squeezed into this plot, will look out of place.

Thirdly, the pavement along this road is already extremely uneven and there are parts of the road which have no footpath at all. This is dangerous for pedestrians, and further driveways will again make this problem worse. A lot of people walk dogs, run, cycle, take buses to school from this stretch of road and we are concerned about the disruption and danger during demolition and construction.

Linghem
The Reddings
Cheltenham
Gloucestershire
GL51 6RT

Comments: 26th July 2017
Object

6 Tylea Close
The Reddings
Cheltenham
Gloucestershire
GL51 6RB

Comments: 26th July 2017

We fully endorse the objections raised by The Reddings Residents Association and specifically object for the following reasons:

- a) The proposed construction is too dense and totally out of character with the surrounding area
- b) This would be exacerbated by its closeness to a roundabout, also being on a major bus route.
- c) Just because the existing building was built before a requirement for pavements is not a requisite for any potential new build too not require pedestrian pavement.

Iona
The Reddings
Cheltenham
Gloucestershire
GL51 6RL

Comments: 26th July 2017

Page 97

I was born in The Reddings over 65 years ago and have resided here all my life. I have seen many changes that have reduced the Village into a suburb of Cheltenham. This development will only exacerbate the situation by concentrating more dwellings into a compact space.

I feel that the demolition of Cotswold View which is one of the oldest buildings in the Village would destroy another piece of the village history and should not be allowed unless the building is in danger of collapse.

The only reason for it being demolished appears to be for financial gain by the developer.

It will lead to more vehicles reversing from the properties onto what is already a very busy road where drivers disregard the 30 mph speed limit.

The proposed buildings will have a detrimental effect on the properties in Springfield Close which back onto the site reducing the amount of light into their homes.

The Reddings Community Centre
North Road West
The Reddings
Cheltenham
GL51 6RF

Comments: 19th July 2017

We have studied the proposal and some of our members have conducted a site survey to examine the location and the merits of this proposal.

We have formed the conclusion that this application does not enhance the area and should it be approved would present a considerable danger to the safety of our residents and others travelling through the Reddings and cannot make the case more strongly that this proposal should be refused.

We present the reason for our objections below:

Traffic and Access

The applicant wishes to demolish an existing dwelling in order to construct three houses on the plot. The existing dwelling is a historic cottage dating back to the 1820's and is one of the oldest buildings in the Reddings. Importantly, for this proposal, the building predated public pavements and its frontage is directly onto the road with no pavement or grass buffer. Neighbouring development in The Reddings since the 1970's has established a precedent of providing a pavement for pedestrian safety. In our opinion, a pavement should be established in front of Cotswold View as a part of any proposal in the interests of public/pedestrian safety.

In addition the site is also surrounded with high fences on neighbouring sides so the visibility splays are very poor and are less than 10 metres when measuring 2 metres back from the carriageway in the centre of the driveway. The proposal shows three drive ways entering directly onto the road given the poor splays this means that cars will have to 'stick out' into much of the road in order to view if the road is clear. This will mean with no warning or visibility to other road users a car will be pulling out in front of oncoming traffic with potentially fatal results.

With all the developments in the area over the past 20 years The Reddings and Reddings Road have become very busy especially at peak times as it is used as a major route for parents transporting their children to local schools such as Benhall, Lakeside, Chosen Hill and Bournside. The Reddings is a double deck bus route for the 97/98 and the service is set to at least double under the JCS transport strategy. In addition the road is very straight which means cars regularly speed well above the 30mph limit, against this backdrop we note that the applicant has not

provided any traffic survey data covering both speed and movements to support the appropriateness and safety of their application.

This increased volume of traffic and regular speeding means that it is difficult for vehicles to perform the relatively difficult manoeuvre of reversing onto a driveway and we have received complaints from residents who have been harassed and beeped at when stopping the traffic and waiting to reverse into their drives. As a consequence it is now the norm that cars enter onto drives forward and reverse onto the road.

Given the site layout of the proposal and its proximity to a roundabout, it is a near certainty that cars will enter the driveways forward and given that no turning circle within the curtilage is proposed this means they will have to reverse directly onto the road in the face of oncoming traffic. Given the circumstances, position and road conditions it is reasonable to expect this to happen.

The proposal also takes no account of existing driveways on the opposite side of the road and makes no attempt to stagger entrances thus increasing the risk of collisions between vehicles manoeuvring out of their drives at the same time, especially when attention is focused on traffic that will collide with them from the left and the right.

Hazardous parking and blocking the bus route is also an issue this application will exacerbate. The application is proposing three small driveways for 6 vehicles with no additional visitor parking. It is common that visitors park on the road, however one aspect of this part of The Reddings is that given the number of driveways the road parking is quite restricted and parked cars very quickly block the bus route which in turn has led to inappropriate parking over the pavements, further blocking visibility.

Loss of Character

The Reddings although not a conservation area has a mix of old 19th century market garden and farm cottages interspersed with houses from the 1950's to the 1980's which have been built on the infill from the 19th Century dwellings. This gives the Reddings a unique character in Cheltenham and the houses that exist are of high quality and aesthetically pleasing.

The proposal aims to demolish a striking and character landmark cottage that enhances and reflects the history of the area and replace this with three poorly designed dwellings crammed into the plot with limited landscaping and green enhancements so the street scene will largely be vehicles on drives as seen from the road. This does nothing to enhance or assimilate with the character of the area or contribute positively to making the place better for people living in the locality. The loss of existing views from neighbouring properties would adversely affect the residential amenity of neighbouring owners. Locally known as "The White Houses", whilst not listed, they are a key part of the original character of The Reddings, and a link to the past will be lost with demolition. If permission to redevelop is granted, it raises a potential precedent for "off-plan - garden grab" type development of the "White Houses".

We also note that the developer has recently added a 3D artist's impression of what the development will look like but note that the front gardens are nothing like what is shown in the plans and the fences either side are also too low. These confused and contradictory drawings are a clear misrepresentation of what the applicant intends to build.

Over Development

It also appears to us the applicant's drawings do not truly represent the proximity of the neighbouring properties and boundaries on either side Cotswold View in the street scene. The design is for a pair of semidetached houses and a narrow detached dwelling; these buildings completely fill the widthways plot and are built over the garden of the existing dwelling. This therefore is a 'garden grab' and the proposed buildings are tightly spaced not only to each other but also with neighbouring properties. This makes for an over-bearing development that looks out of place with the surroundings and impacts the privacy of adjacent neighbours and denies them

light. This inappropriate development of a residential garden is contrary to the guidance of the National Planning Policy Framework.

If a pavement is to be provided, the back gardens will be shortened and the proposed buildings will be closer to the neighbouring properties at the rear. The increased roof height and the reduced distant could be rather dominant and prejudice the light and privacy current enjoyed by those to the rear and to the sides.

It is also the case that this represents poor design since the rear gardens of the proposed dwellings are north facing and given the density will receive no sunlight throughout the day.

The Demolition/Construction phase will be difficult to accommodate locally

The site frontage will have insufficient room to accommodate the construction welfare, compound, skips, etc. as well as parking and deliveries. This could be minimised by utilising same areas at the rear by constructing either the detached, or, the semi-detached pair of houses one at a time. Once construction on the second property. The road outside the site would need to be utilised, almost permanently for an estimated period of up to 6 months. The proximity to the roundabout and obstruction to driver's visibility approaching the roundabout along The Reddings, would mean that traffic light controls would be required across all junctions to the roundabout: North Road East, Old Reddings Road, Reddings Road and The Reddings. This would frustrate the bus timetables, local traffic flows and compromise emergency vehicles which often use the route as a high speed bypass when the A40 is congested.

2 Barrington Mews
Barrington Avenue
The Reddings Cheltenham
Gloucestershire
GL51 6TZ

Comments: 27th July 2017
I object to this proposal.

Carobs
The Reddings
Cheltenham
GL51 6RL

Comments: 26th July 2017
We fully endorse the objections raised by The Reddings Residents Association.

Hamilton
The Reddings
Cheltenham
GL51 6RY

Comments: 26th July 2017
I'm objecting to this application for two reasons - both of which could be fixed with some simple reconsideration of the plans.

The first reason is the lack of footpath on the plans. Public pavements exist on both sides of the plot, and I believe with it being redeveloped the opportunity should be taken to improve pedestrian safety and access by filling in the missing footpath. I have a small child and having to cross the road twice with a buggy, near to a roundabout, is hazardous - this is a great chance to fix it.

The second reason is that the plans look very cramped - adding 3 houses and 6 cars will be very tight and significantly affect the look of the street and the character of the road. I think two houses would be a far more sensible approach and would be more in keeping with the rest of the road.

In short - in my opinion these plans would be far safer and more in keeping with The Reddings if they were reduced to two houses and involved completing the public footpath.

Pendle
North Road East
The Reddings Cheltenham
Gloucestershire
GL51 6RD

Comments: 27th July 2017

Too much traffic and disruption with new proposal.

Woodways
The Reddings
Cheltenham
Gloucestershire
GL51 6RL

Comments: 26th July 2017

Yet again The Reddings seems to be fair game for the developers! I wish to register my objection in the strongest possible terms. The above planning application does nothing to enhance the area and will destroy one of the oldest buildings in The Reddings. Three houses where there is at present only one is simply greed on the part of the developer. Three houses means at least three cars instead of one and increases pollution. If this application is allowed it sets a dangerous precedent especially as there are several old houses in the area.

Are we going to allow developers to dictate how our environment should be managed?

Springfield
The Reddings
Cheltenham
Gloucestershire
GL51 6RY

Comments: 25th July 2017

We object to the proposed development:

1. The three house layout is contrary to the street scene. The well-established street scene along The Reddings road is one dwelling or two dwellings with their own accesses.
2. Two dwellings giving ample space around each dwelling, more in keeping with the street scene.
3. The proposal does not indicate a pavement outside, contrary to the precedents set for other development in the area since the 1970's. The general design guidance is below & is relevant. The introduction of a pavement may need to push the properties back further from the pavement to create a drive of sufficient length & this may prejudice the light and privacy of neighbours.

As general guidance, a footway width should normally be as follows:

(a) 2m for footways along roads serving more than about 50 dwellings and where the full range of services underground are to be accommodated.* This width allows for those in wheelchairs or pushing prams to pass each other.

(b) lesser widths may be used along roads serving less than 50 dwellings* - for example, footways with a minimum width of 1.35m would allow for electric wheelchairs, allow pedestrians to pass each other and may be acceptable to services providers where the range of services is divided along each side of the carriageway;

(c) an additional footway width of 800mm (preferably in a different paving material) will be required to allow for vehicles to overhang the footway in places where vehicles park at right angles to footways (see Paragraph 3.90);

(d) where practicable, at entrances to driveways, a minimum width of 900mm carried through at footway level should be provided to enable pedestrians and wheelchair users to avoid the ramps to dropped kerbs (Figure 122);

4. There is often parking on the road either side of the property, so the visibility splays are very poor. Three drive ways are opposite these new 3 drives. With all the buses, lorries, vans, emergency vehicles and cars that use the road, both for access to properties & as a bypass for the A40, often at speeds well over 30mph, proper visibility will be essential. Adequate visibility is unlikely to be satisfactory with the layout shown, especially if any of the cars reverse out of their drives, because their view will also be blocked by the high fences belonging to the neighbours on either side and by the cars, or vans parked either side of them. This will mean that they will have to project out "blind" over at least half of the road width, before they can see if it is safe to do so.

5. The roundabout at the junction with North Road East will create an additional hazard for reversing onto or off the drives, the driveways opposite will exacerbate the situation, and a collision/injury is foreseeable. The route is also used by school children walking and cycling to school during peak traffic and their safety may be compromised by the poor visibility.

6. The existing dwelling is an historic cottage and is one of the local "White House" Character buildings in The Reddings. It includes the first post-office in the area as an out-building. The Reddings has a mix of old 19th century market garden and farm cottages interspersed with houses from the 1950's to the 1980's which have been built on the infill from the 19th Century dwellings. This gives The Reddings a unique character in Cheltenham, and the houses that exist are of high quality and aesthetically pleasing. If permission to redevelop is granted, it raises a potential precedent for future similar "off-plan - garden grab" type development of the "White Houses".

7. The drawings conflict. The neighbouring properties are much closer than seems to be shown on the street scene & the 3-D view shows a wall along the road boundary with a very different landscaping treatment. The trees that the tree officer wants retained are not reflected on the layouts and their positions may be a problem for the creation of a pavement/driveway/visibility.

8. The construction activity on the site will require parking, loading & unloading on the road which will interfere with the bus routes & place traffic in front of oncoming traffic off the roundabout which would be dangerous. Temporary traffic signals for up to 6 months will be required.

9. A 2 detached house, or single pair of semi-detached houses would seem more appropriate to the site location & size, if the existing property cannot be re-developed.

4 Shakespeare Cottage
North Road West
The Reddings Cheltenham
Gloucestershire
GL51 6RF

Comments: 26th July 2017

- Loss of historical character.
- Uninspiring proposed design.
- Overdevelopment of the site.
- Lack of parking
- Unsafe vehicle access / egress arrangements.

14 Springfield Close
The Reddings
Cheltenham
Gloucestershire
GL51 6SE

Comments: 26th July 2017

Cotswold View is a historical part of Reddings Village. Character of the readings should not be changed.

Folly House
The Reddings
Cheltenham
Gloucestershire
GL51 6RL

Comments: 7th August 2017

We wish to support the objections already submitted for the proposed development of 'Cotswold View'.

Comments: 17th August 2017

Map showing roundabout submitted - available to view on line.

7 The Grange
The Reddings
Cheltenham
Gloucestershire
GL51 6RL

Comments: 26th July 2017

This application does not enhance the area and should it be approved. It would present a considerable safety risk to residents and others travelling through the Reddings and for this and other reasons below the proposal should be refused.

The applicant wishes to demolish an existing dwelling in order to construct three houses on the small plot.

Neighbouring development in The Reddings since the 1970's has established a precedent of providing a pavement for pedestrian safety. This would require that in the interests of public/pedestrian safety a pavement should be established in front of Cotswold View as a part of any proposal, this would reduce the proposed driveways to unusable dimensions.

The site is also surrounded with high fences on neighbouring sides so the visibility splays are very poor and are less than 10 metres when measuring 2 metres back from the carriageway in the centre of the driveway

The proposal shows three drive ways entering directly onto the road given the poor splays this means that cars will have to project into much of the road in order to ascertain road is clear. Other road users will have no warning of a car pulling out into oncoming traffic with potentially fatal results.

Over the past 20 years The Reddings and Reddings Road have become very busy especially at peak times as it has become a major route for commuters and parents transporting their children to local schools.

The Reddings is route for the 97/98 and the service is set to at least double under the JCS transport strategy. In addition the road is straight which means that some vehicles exceed the speed limit. Despite this the applicant has not provided any traffic survey data covering both speed and movements to support the appropriateness and safety of their application.

This volume and speed of traffic means that it would be impossible for vehicles to safely manoeuvre in and out of the proposed drive ways.

Many drivers find it easier to drive forward onto drive ways and then reverse out onto the road (this is against Highway Code recommendations).and with the restricted visibility this would be a very dangerous manoeuvre .

Given the danger and difficulties of accessing these drive ways it is likely that any prospective residents of these proposed properties will park on the road and given that today most households in the area have at least two cars this leave the prospect of at least six cars being parked along this already busy narrow stretch of road only 30 metres from the mini roundabout.

The prospect of three poorly designed dwellings crammed into the plot the street scene which will largely be of vehicles parked on the road degrading the character of the area.

This proposal as it stands is entirely unacceptable.

2 Fairhaven Park
The Reddings
Cheltenham
Gloucestershire
GL51 6RW

Comments: 26th July 2017

I would like to object in the most strongest terms to the proposed application reference no: 17/01220/FUL.

This is a historic building and should be preserved, not demolished. The proposal is totally unsuitable and out of character for the Reddings. We do not need or want any development in our beautiful semi-rural community.

The proposed layout of the driveways exiting directly onto a busy road close to a roundabout is extremely dangerous with the potential to cause serious accidents.

This proposal will dramatically adversely affect nearby residents due to loss of light, loss of privacy, increased noise and an increase in number of parked cars.

I trust all resident's objections will be given due consideration and this proposal rejected.

To Emma Pickernell



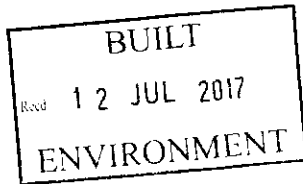
We are writing to you as we are
against the proposal and planning
application 17/01220/FUL.

Cotswold View was built in 1820
and the outbuilding was the very
first post office in the area.

Losing buildings like this for the sake
of profit is changing the character
of the area for the worst, moreover
what is being proposed is a real
danger to traffic in the area and
is an accident waiting to happen.

[REDACTED]
The Brambles. The Reddings Rd.
Cheltenham.

GL51 6RY



Enstone House
The Reddings
Cheltenham
GL51 6RY

Emmie Pickernell, Cheltenham
Borough Council.

Dear Madam,

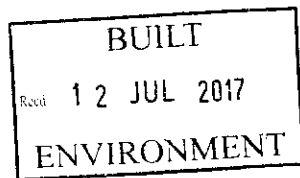
I am a resident of the Reddings and am writing about the proposed development on the site of Wiswell View.

The Reddings is a pleasant area because of an avenue of horse chestnut trees and the presence of 19th century houses. It is already over built with modern housing. In particular the

road is enhanced by six black and white cottages of which Cotswold View is one. It would be an act of vandalism to destroy this house and replace it with three modern houses packed in to a limited area. As you will know a large development is already underway in the area of the BMW site. Given this development in the area the buildings needs saving, not destroying, and I hope you and the council will stop any plans in regard to Cotswold View,

I am Madam, your obedient
servant,





Columb
The Reddings
Cheltenham
Gloucestershire
GL51 6RY

10 July 2017

Mrs. E. Pickernel
Planning Environmental and Regulatory Services
Cheltenham Borough Council
PO Box 12
Municipal Offices, Promenade
Cheltenham
GL50 1PP

Dear Mrs. Pickernel

Your Reference: 17/01220/FUL. Proposal Development of Cotswold View, The Reddings, Cheltenham (neighbouring property to Columb)

With reference to your letter dated 6th July 2017 proposing the demolition of existing property 'Cotswold View' and erection of 3 new dwellings on the same site we should write to our observations and concerns about this proposal:-

1. We object to the density of this development by expressing our principle concerns relating to the road safety around this application as there would be no pavement and no turning circle for the cars, as such vehicles need to reverse onto or off the drive into an already busy stream of traffic, close to a roundabout which already has poor visibility.
2. We also object to have this new development in close proximity to 'Columb', whereby the residents of 'Columb' are to lose privacy and loss of light due to the large gable of the neighbouring new proposed dwelling being too close to the fence dividing the 2 properties.
3. The Landlord is also concerned of any devaluation of his property 'Columb' in view of this proposal and in view of the above mentioned concerns.

Yours sincerely

[Redacted signature]

[Redacted line]

[Redacted block]

[Redacted block]

[Redacted block]



APPLICATION NO: 17/01220/FUL		OFFICER: Mrs Emma Pickernell	
DATE REGISTERED: 4th July 2017		DATE OF EXPIRY : 29th August 2017	
WARD: Benhall/The Reddings		PARISH:	
APPLICANT:	Mr M Le Grand		
LOCATION:	Cotswold View, The Reddings, Cheltenham		
PROPOSAL:	Demolition of existing dwelling and erection of 3no. dwellings		

ADDITIONAL REPRESENTATIONS

Fayrecroft
North Road East
The Reddings Cheltenham
Gloucestershire
GL51 6RE

Comments: 19th September 2017

I am writing to express my serious concern that "Cotswold View" may be demolished in favour of three bland new properties.

Not only will part of The Reddings unique character may be destroyed forever, but I am seriously concerned about road safety in this increasingly busy traffic congested area. I feel that building three houses, with their six allocated car parking places, will only lead to the possibility of an accident.

A few weeks ago a van demolished the bus stop which is used to pick up and drop off school children. Having witnessed the aftermath of a child being run over in Reddings Road a number of years ago, I never want to see this happen again.

Already the amount of parked cars in the area has increased substantially since BMW was opened.

North Road East has become a chicane. Cars exiting North Road East have to drive on the wrong side of the road as they approach the roundabout, due to these parked cars. Cars turning into North Road East have to be very vigilant in order to avoid oncoming vehicles. It is an accident just waiting to happen.

As a former professional who was trained to deal with bereaved families, I know the absolute devastation a fatal car accident can cause to a family. The saddest thing is that most of these deaths were completely preventable.

The proposed development will only increase these dangers.

The future safety of our residents should not be compromised by the short term profit motive of the developer.

I hope that the proposal to demolish "Cotswold View" will be abandoned.

Folly House
The Reddings
Cheltenham
Gloucestershire
GL51 6RL

Comments: 19th September 2017
Letter attached.

15th September 2017

By email

Dear Councillors and Mrs Pickernell,

We object to this proposal ([17/01220/FUL Cotswold View, The Reddings](#)) for the reasons set out by the Ward Councillors but would like to add further comment to provide additional clarity. Mention has been made to a roundabout but to avoid any confusion as to which roundabout we are providing this drawing. Consistently the roundabout has not been shown in the documents. The Highways Department appear to be using out of date maps. This comment is relevant when considering traffic aspects.

Folly House
The Reddings



MARK LE GRAND & CO.

PROPERTY DEVELOPMENT & PLANNING CONSULTANTS

22 Greatfield Drive

Cheltenham

Glos.

GL53 9BY

T. [REDACTED]

E. mail@marklegrand.net

W. www.marklegrand.net

Ref: 17-230

Date: 06.11.17

Dear Councillor

Re: 17/01220/FUL at Cotswold View, The Reddings, Cheltenham, Gloucestershire, GL51 6RY.

Proposal: Demolish the existing and erect three new dwellings.

Further to the Planning Committee Meeting held on Thursday 21st September 2017 at which our above application was considered and deferred, I am writing to confirm the actions we have undertaken in order to answer the questions that were raised relating to the following matters;

1. Pedestrian Footpath

Councillor/s Question: Can a pedestrian footpath be provided to the front of the proposed dwellings?

Applicant Response: We have incorporated a 1.2 metre wide footpath in to the scheme which will extend the full length of the site frontage linking the existing pedestrian footpaths on the north side of The Reddings. The footpath has been designed in strict accordance with The Manual for Gloucestershire Streets and will be adopted by Gloucestershire highways on completion. The above amendment is illustrated on our drawing (17-230 03 - Proposed Site layout plan) and referred to in the Gloucestershire Highways response 17/01220 dated 25th October 2017 both of which are appended to this letter and available to view on the online planning application file.

Please note: Gloucestershire Highways have no objection to this application (subject to conditions).

2. Highway Safety

Councillor/s Question: Can the applicant provide a speed survey and confirm the adequacy of the highway visibility splays?

Applicant Response: We immediately commissioned two speed surveys to be carried out by a Gloucestershire Highways approved contractor. The data was collected over 7 days and sent to Gloucestershire Highways for analysis. The speed survey data is available to view on the online planning application file and a summary of the findings are documented in the Gloucestershire Highways response 17/01220 dated 25th October 2017 which is appended to this letter. The following is an extract from the Gloucestershire Highways response;

'The speed survey confirmed that the 85th percentile speed travelling to the SW was 31mph, this requires visibility splays in accordance with Manual for Streets of 48m and NE an 85th percentile speed of 19.9mph this will require a splay of 25m.'

Please note: Our drawings (17-230 07B, 17-230 08B & 17-230 09B) appended to this letter, illustrate that the highway visibility achieved, which is greater than 61.4 metres in both directions, far exceeds the requirements set out in The Manual for Gloucestershire Streets. The same drawings also illustrate that two large cars can be parked comfortably on the driveways of each plot without compromising the highway visibility splays. Gloucestershire Highways have no objection to this application (subject to conditions).

3. Demolition

Councillor/s Question: Can the Planning department liaise with the Conservation Officer regarding the merits of the existing dwelling.

Cont.....

Applicant response: The Planning department has liaised with the Conservation Officer and Historic England on this matter, both of whom confirmed that the existing dwelling does not warrant any level of local or national protection.

4. Over Development:

Councillor/s Question: Is the proposed scheme over development?

Applicant Response: The size and scale of the proposed dwellings, as well as the plots dimensions, driveways and gardens are comparable to the neighbouring properties and many others in the immediate locality. Our drawings (17-230 04A & 17-230 05A) and 3D computer generated image appended to this letter and available to view on the online planning application file illustrate that the proposed dwellings will fit harmoniously into the street scene. The following is an extract from the Architects Panel response dated 8th August 2017 and is also available to view on the online planning application file;

'The panel had no objection to the principle of the proposed development on this site. The site layout, building density and scale of the buildings are in keeping with other plots in the area.'

I would also like to take this opportunity to confirm the following;

- We have worked very closely with the planning department throughout the pre-application and formal application process which has resulted in the departments recommendation for approval.
- There have been no objections from the Councils panel of advisors and sub-departments.
- Gloucestershire Highways have no objection to the proposed scheme.
- The Architects Panel have no objection to the proposed scheme
- The Tree Officer has no objection to the proposed scheme
- The proposed scheme fully complies with all relevant sections of the Local Plan, The Supplementary Planning Guidance and the National Planning Framework.

We hope that the additional information provided and the amendments we've made to the scheme overcome any previous concerns you may have had however, if you do have any queries or require any further information, please do not hesitate to contact me via the email address or phone number at the top of this letter.

Yours Sincerely

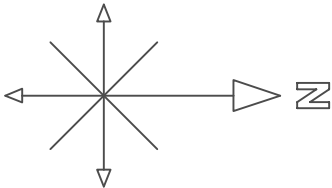


Mark Le Grand





BLOCK PLAN 1:500



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ARCHITECTURAL SERVICES - PLANNING - PROJECT MANAGEMENT

CLIENT	N/A
PROPERTY/LAND	COTSWOLD VIEW, THE REDDINGS, GL51 6RY
DRAWING TITLE	BLOCK PLAN
SCALE	1:500@A3
DRAWN BY	MLG
DATE	JAN 2017
DRAWING NO.	17-230/02
REVISION	B

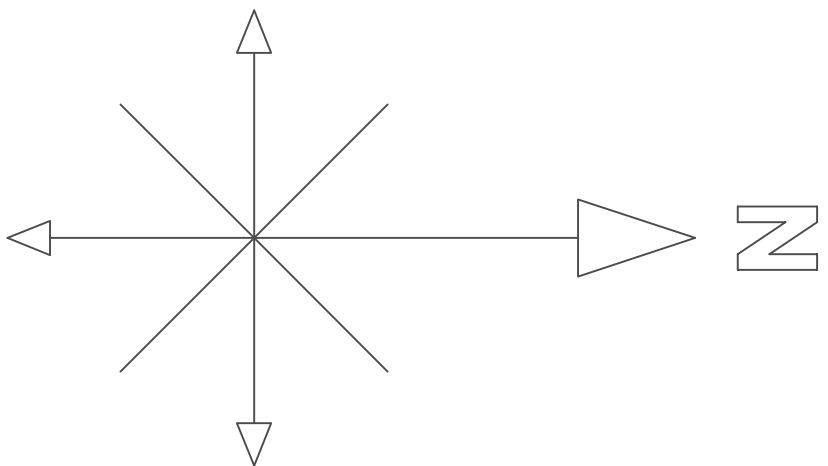
ADDITIONAL INFORMATION

SCALE BAR





PROPOSED SITE LAYOUT PLAN - 1:100

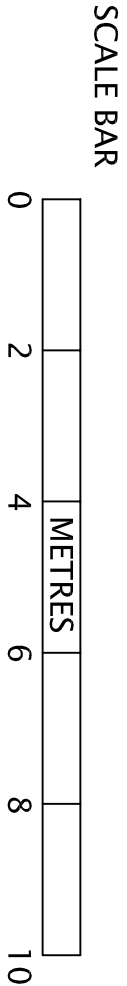


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ARCHITECTURAL SERVICES - PLANNING - PROJECT MANAGEMENT

CLIENT	n/a
PROPERTY/LAND	COTSWOLD VIEW, THE REDDINGS, GL51 6RY
DRAWING TITLE	PROPOSED SITE LAYOUT PLAN
SCALE	1:100 @ A1
DRAWN BY	MLG
DATE	JAN 2017
DRAWING NO.	17-230/03
REVISION	C

ADDITIONAL INFORMATION





Highways Development Management

Shire Hall
Gloucester
GL1 2THEmma Pickernell
Cheltenham Borough Council
P.O. Box 12
Municipal Offices
Promenade
Cheltenham Glos
GL50 1PP

email: wendy.gray@gloucestershire.gov.uk

Please ask for: Wendy Gray

Our Ref: B/2017/038813

Your Ref: 17/01220/FUL

Date: 25th October 2017

Dear Emma Pickernell,

**TOWN AND COUNTRY PLANNING ACT 1990
HIGHWAY RECOMMENDATION****LOCATION: Cotswold View The Reddings Cheltenham Gloucestershire GL51 6RY****PROPOSED: Demolition of existing dwelling and erection of 3no. dwellings**

The site is in a primarily residential area, adjacent to a Class 4 highway, there are street lights and limited footways. The Reddings is on a bus route which connects users to a wide range of amenities. There are no parking restrictions on the adjacent highway.

Concerns have been raised by The Reddings Residents Association, I have given consideration to their comments.

Revised plans were submitted on 11th October 2017, with the addition of a footway, which is 1.2m in accordance with the minimum width in Manual for Streets. While it was decided at planning committee that a speed survey was to be undertaken before determination of the application, this was not requested by the Highway Authority. The speed survey confirmed that the 85th percentile speed travelling to the SW was 31mph, this requires visibility splays in accordance with Manual for Streets of 48m and NE an 85th percentile speed of 19.9mph this will require a splay of 25m. This is less than the required 54m which was achieved. Concerns have been raised regarding vehicles reversing onto the carriageway, at this location a single driveway is not required to provide turning within the site curtilage. The revised plan shows there is enough space for 2 vehicles to park with one space at 2.4m in width and the other at 3.2m to provide pedestrian access to the dwellings, and with a depth of 5.5m. Concerns were raised regarding reversing vehicles, however the Highway Code states you should not reverse onto a Highway.

Revised plans numbered 17-230-07 Plot 1, 17-230-07 Plot 2 and 17-230-09 Plot 3 received on 10th August 2017, and 17-230/03 Rev C show that the required visibility splays from each driveway can be achieved.

Parking is provided at 2 spaces per dwelling, at this location turning is not required for single driveways. While the RRA have submitted photos showing that vehicles park on the opposite footway, the indiscriminate parking is an existing situation and the addition of 3 dwellings with parking within the site curtilage is unlikely to increase this. It is a drivers responsibility to ensure they park legally and safely.

I refer to the Amended Plan(s) numbered 17-230-07 Plot 1, 17-230-07 Plot 2 and 17-230-09 Plot 3, and 17-230/03 in respect of the above planning application received on 10th August 2017 to which no Highway objection is raised subject to conditions:-

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

Reason: To reduce the potential impact on the public highway and accommodate the efficient delivery of goods and supplies in accordance paragraph 35 of the National Planning Policy Framework.

The vehicular accesses hereby permitted shall not be brought into use until the existing roadside frontage boundaries have been set back to provide visibility splays extending from a point 2.4m 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 48m 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 1.05m and 2.0m at the X point and between 0.26m and 2.0m 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 the National Planning Policy Framework.

The building(s) hereby permitted shall not be occupied until the vehicular parking [and turning] [and loading/unloading] facilities have been provided in accordance with the submitted plan 17-230-03 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 National Planning Policy Framework.

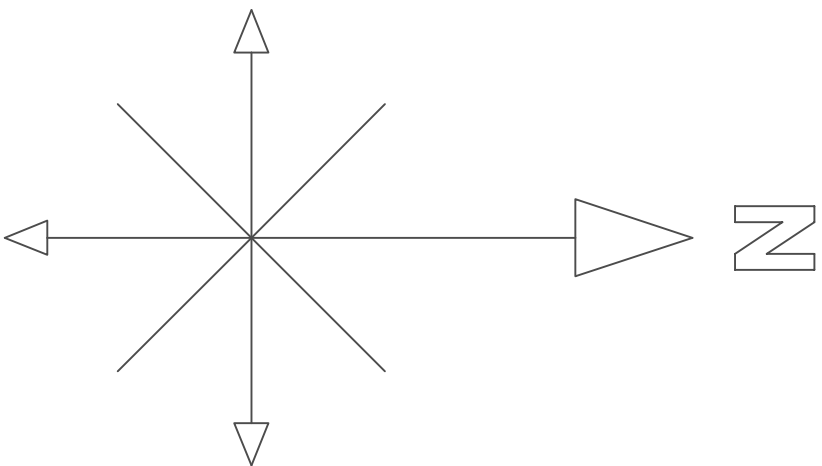
The proposed development will involve works to be carried out on the public highway and the Applicant/Developer is required to enter into a legally binding Highway Works Agreement (including an appropriate bond) with the County Council before commencing those works.

The proposed development will require the provision of a footway/verge crossing and the Applicant/Developer is required to obtain the permission of the County Council before commencing any works on the highway.

Yours sincerely,

Wendy Gray
Technician

NOTES:
Driveways to be laid in
hardstanding and ako
drains to be installed at
the driveway entrances.

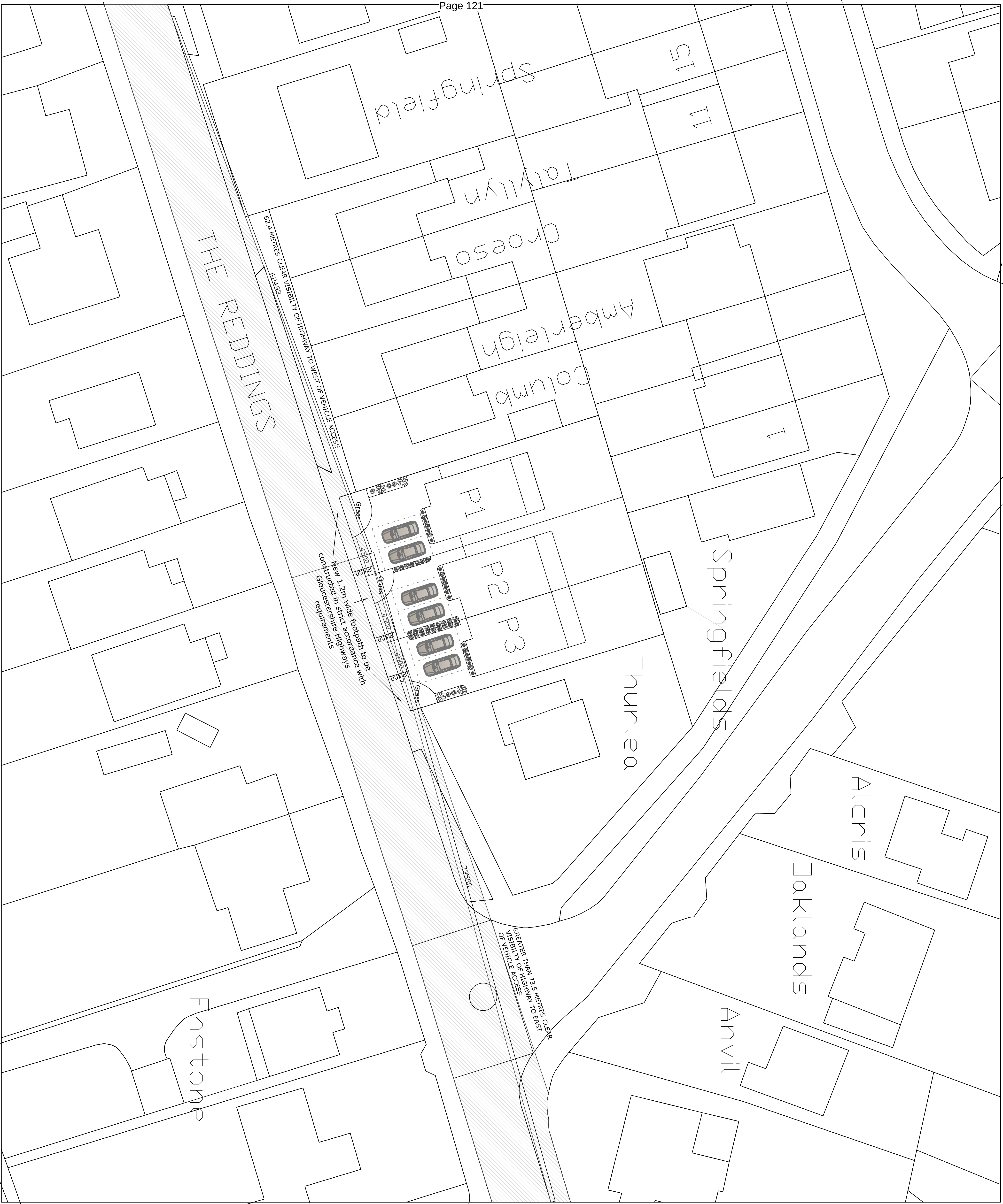
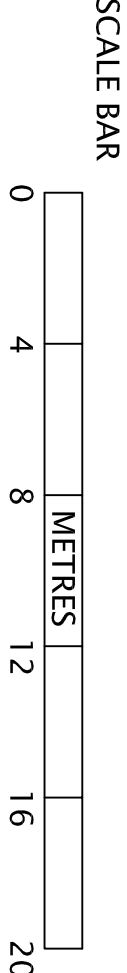


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ARCHITECTURAL SERVICES - PLANNING - PROJECT MANAGEMENT

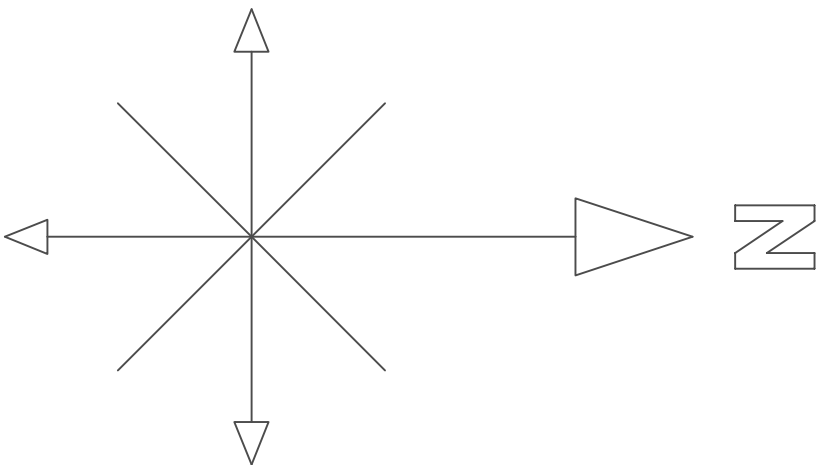
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PROPERTY/LAND	COTSWOLD VIEW, THE REDDINGS, GL51 6RY
DRAWING TITLE	PLOT 1 - HIGHWAYS PLAN - VISIBILITY SPLAYS
SCALE	1:200 @ A1
DRAWN BY	MLG
DATE	JAN 2017
DRAWING NO.	17-230/07
REVISION	B

ADDITIONAL INFORMATION



PLOT 1 - HIGHWAYS PLAN - VISIBILITY SPLAYS - 1:200 @ A1

NOTES:
Driveways to be laid in
hardstanding and ako
drains to be installed at
the driveway entrances.

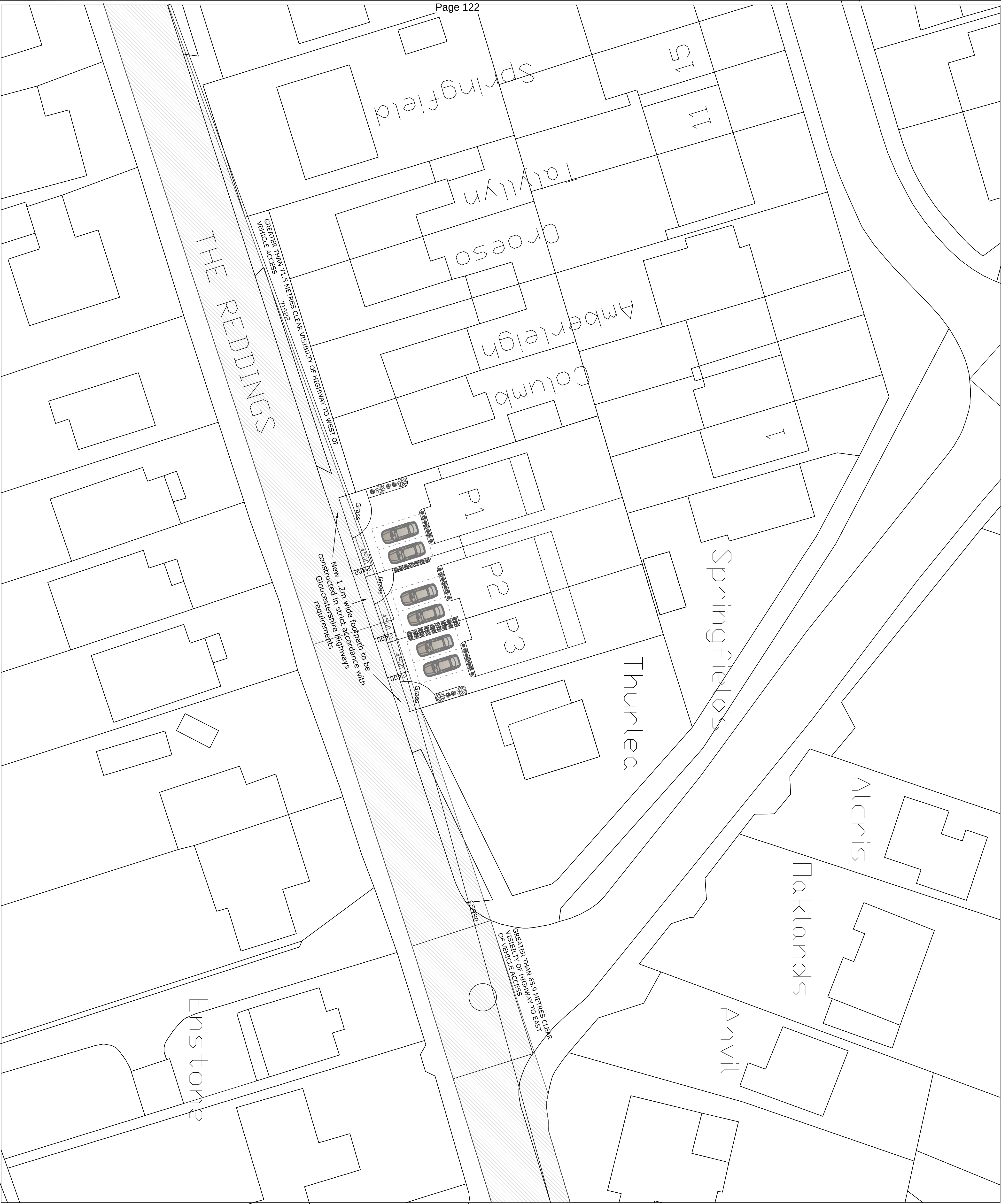
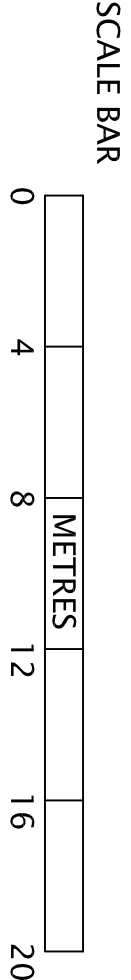


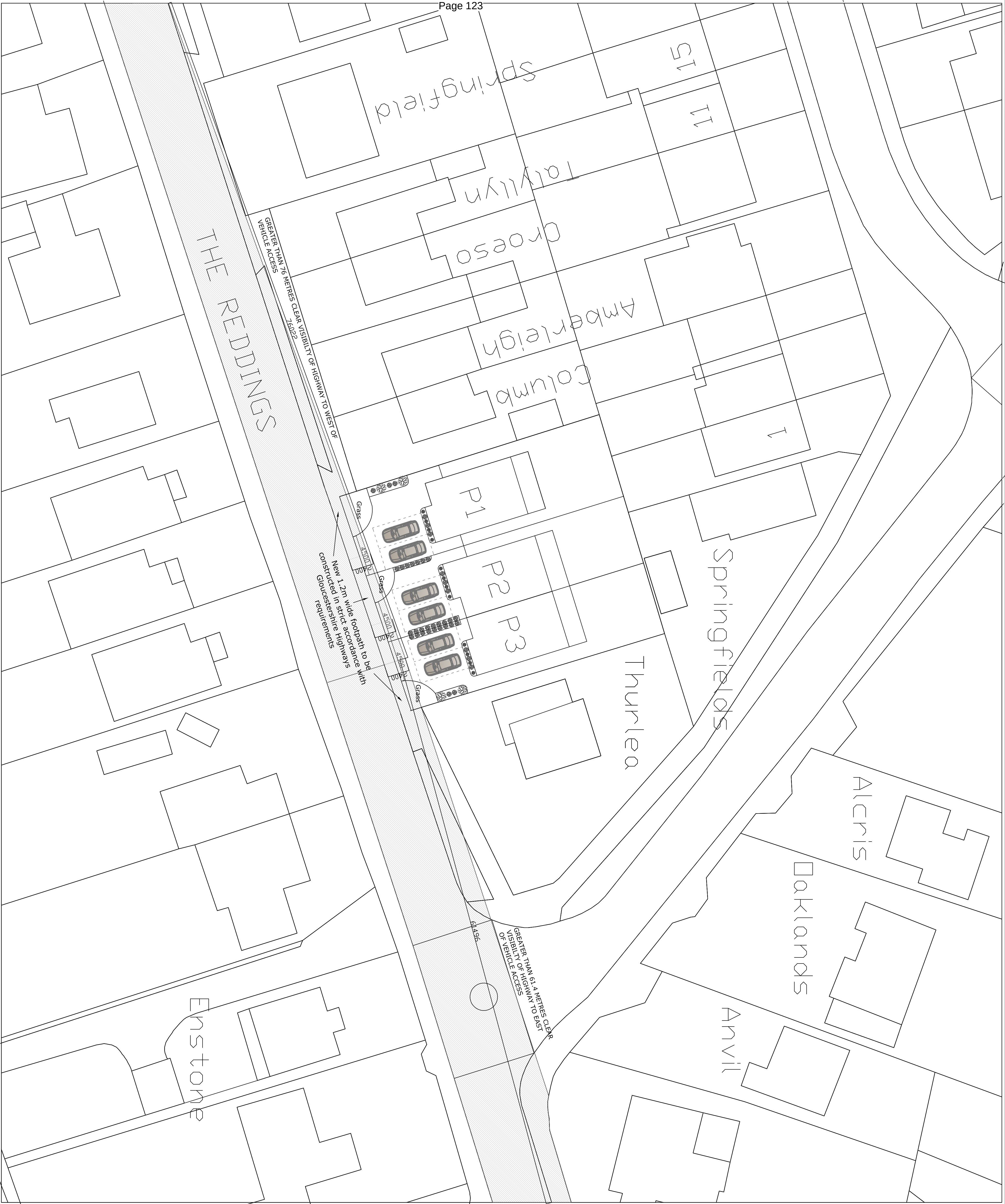
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ARCHITECTURAL SERVICES - PLANNING - PROJECT MANAGEMENT

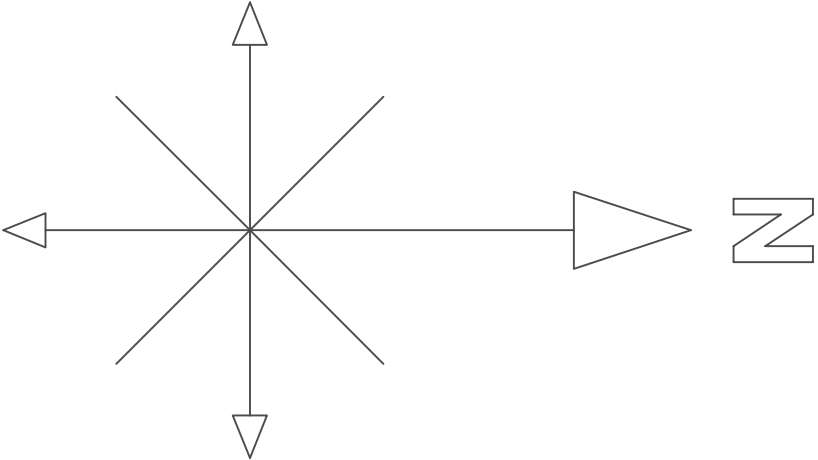
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DRAWING TITLE	PLOT 2 - HIGHWAYS PLAN - VISIBILITY SPLAYS
SCALE	1:200 @ A1
DRAWN BY	MLG
DATE	JAN 2017
DRAWING NO.	17-230/08
REVISION	B

ADDITIONAL INFORMATION



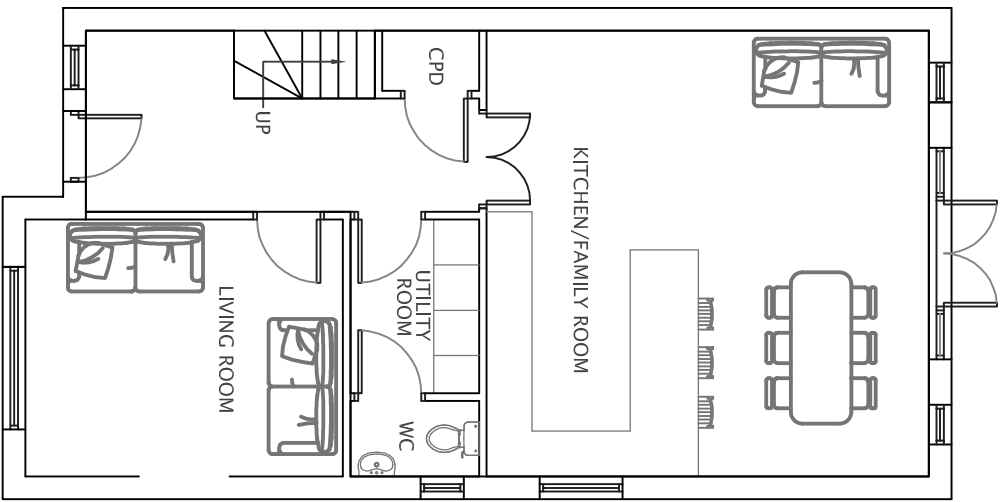


NOTES:
Driveways to be laid in
hardstanding and ako
drains to be installed at
the driveway entrances.

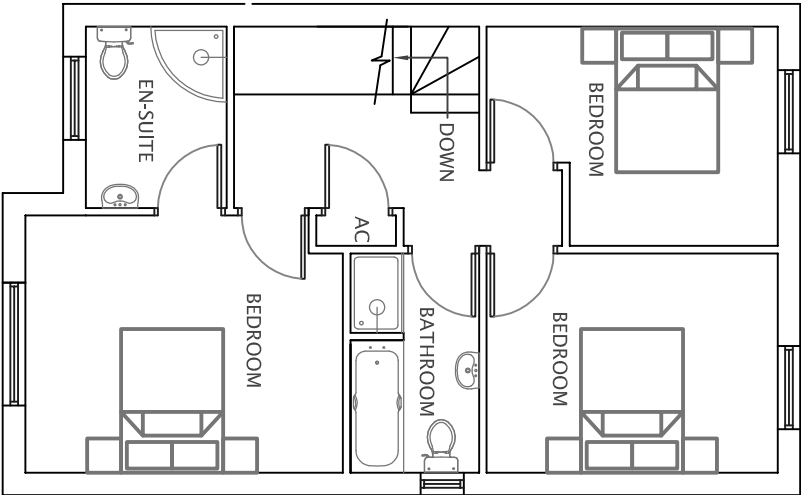


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ARCHITECTURAL SERVICES - PLANNING - PROJECT MANAGEMENT	
CLIENT	n/a
PROPERTY/LAND	COTSWOLD VIEW, THE REDDINGS, GL51 6RY
DRAWING TITLE	PLOT 3 - HIGHWAYS PLAN - VISIBILITY SPLAYS
SCALE	1:200 @ A1
DRAWN BY	MLG
DATE	JAN 2017
DRAWING NO.	17-230/09
REVISION	B
ADDITIONAL INFORMATION	
SCALE BAR 0 4 8 12 16 20 METRES	

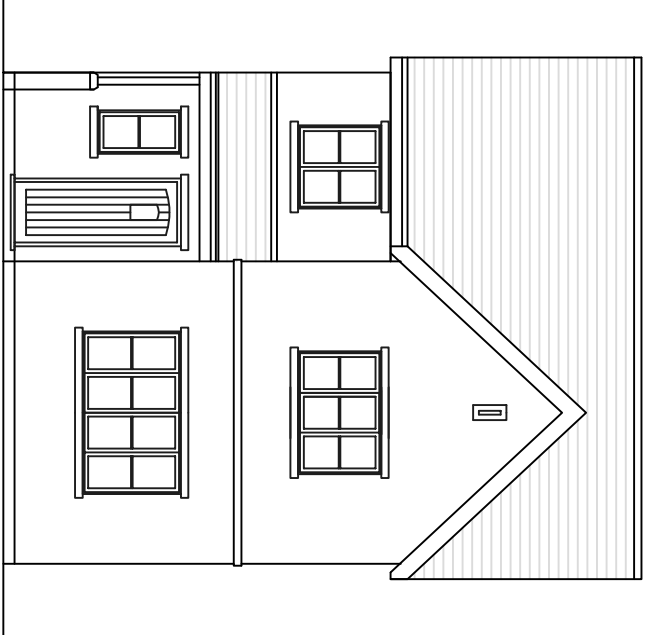
PLOT 3 - HIGHWAYS PLAN - VISIBILITY SPLAYS - 1:200 @ A1



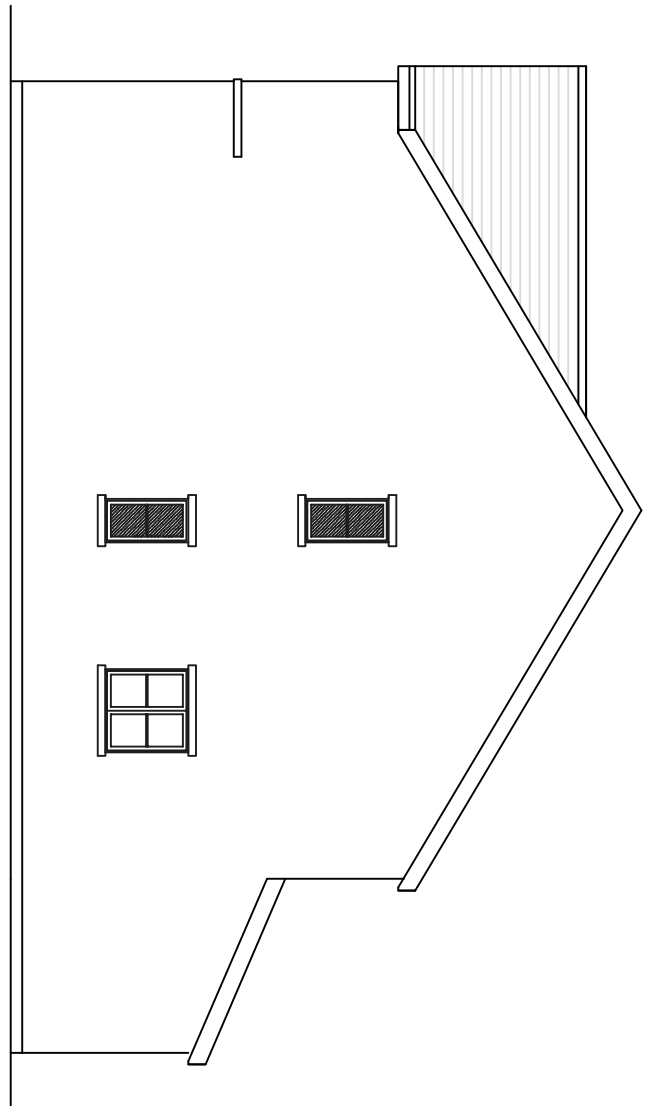
PLOT 1 - GROUND FLOOR PLAN



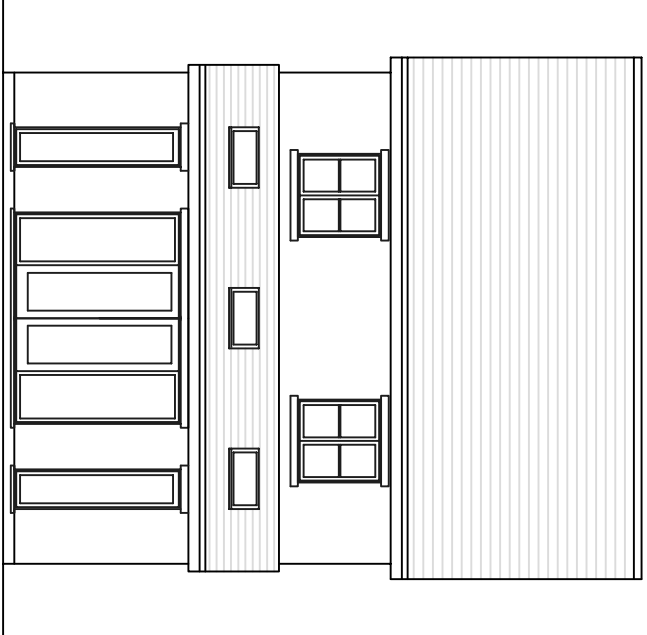
PLOT 1 - FIRST FLOOR PLAN



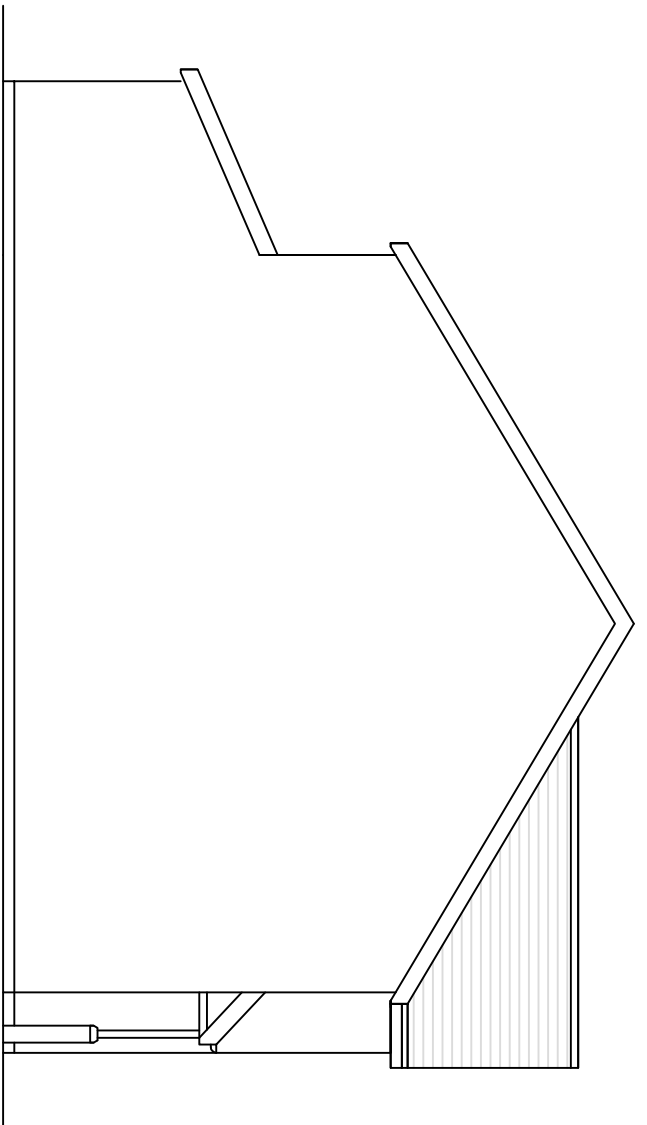
PLOT 1 - PROPOSED SOUTH ELEVATION



PLOT 1 - PROPOSED EAST ELEVATION



PLOT 1 - PROPOSED NORTH ELEVATION

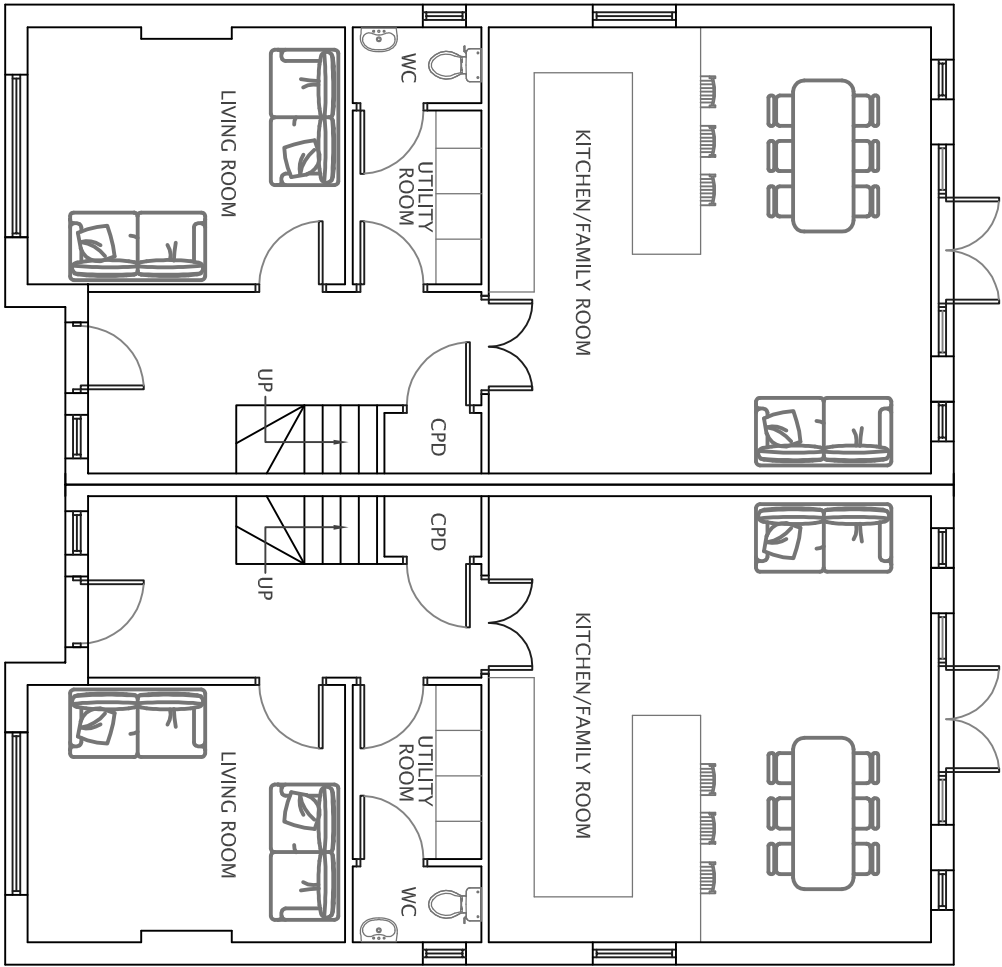


PLOT 1 - PROPOSED WEST ELEVATION

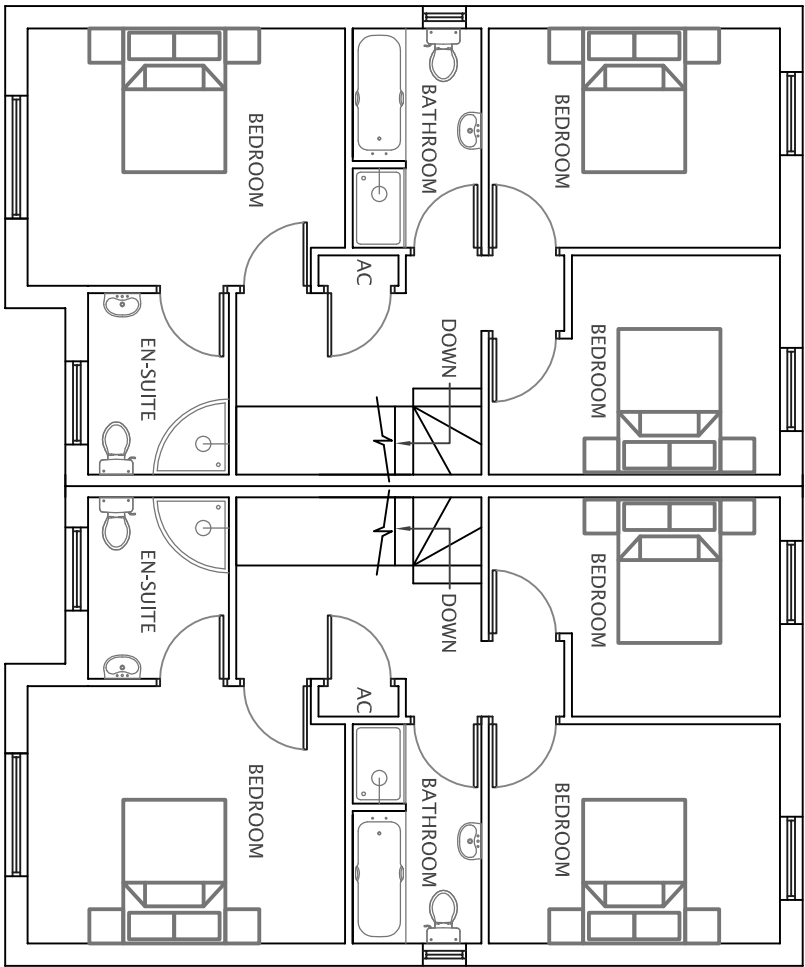


PROPOSED SOUTH ELEVATION - STREET SCENE

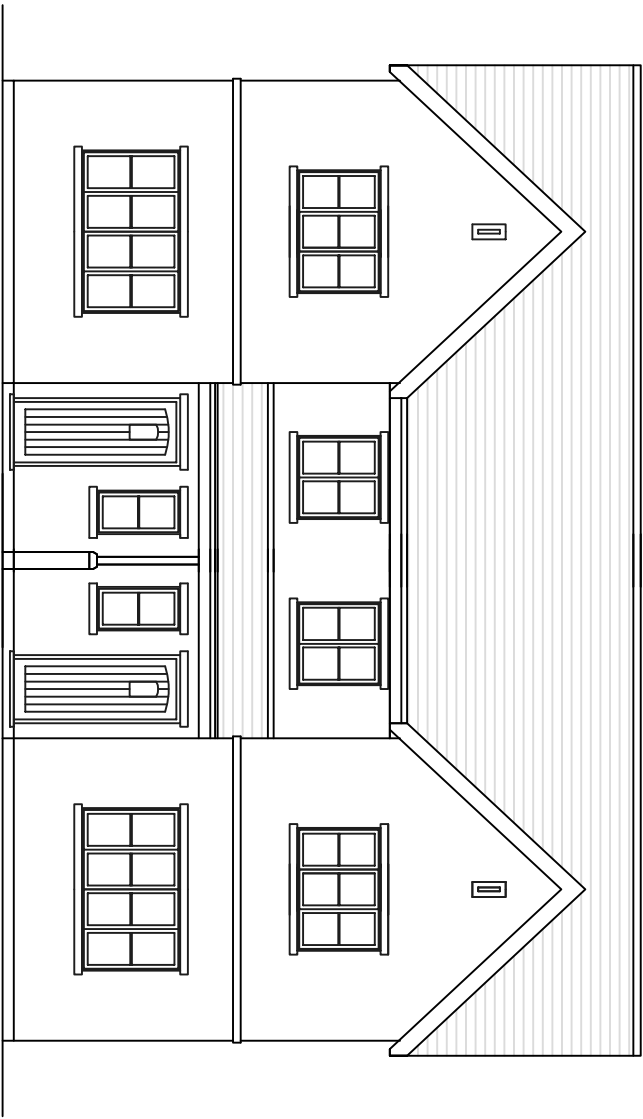
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ARCHITECTURAL SERVICES - PLANNING - PROJECT MANAGEMENT	
CLIENT	n/a
PROPERTY/LAND	COTSWOLD VIEW, THE REDDINGS, GL51 6RY
DRAWING TITLE	PLOT 1 - PROPOSED FLOOR PLANS & ELEVATIONS
SCALE	1:100 @ A1
DRAWN BY	MLG
DATE	JAN 2017
DRAWING NO.	17-230/04
REVISION	A
ADDITIONAL INFORMATION	
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0246810 METRES	



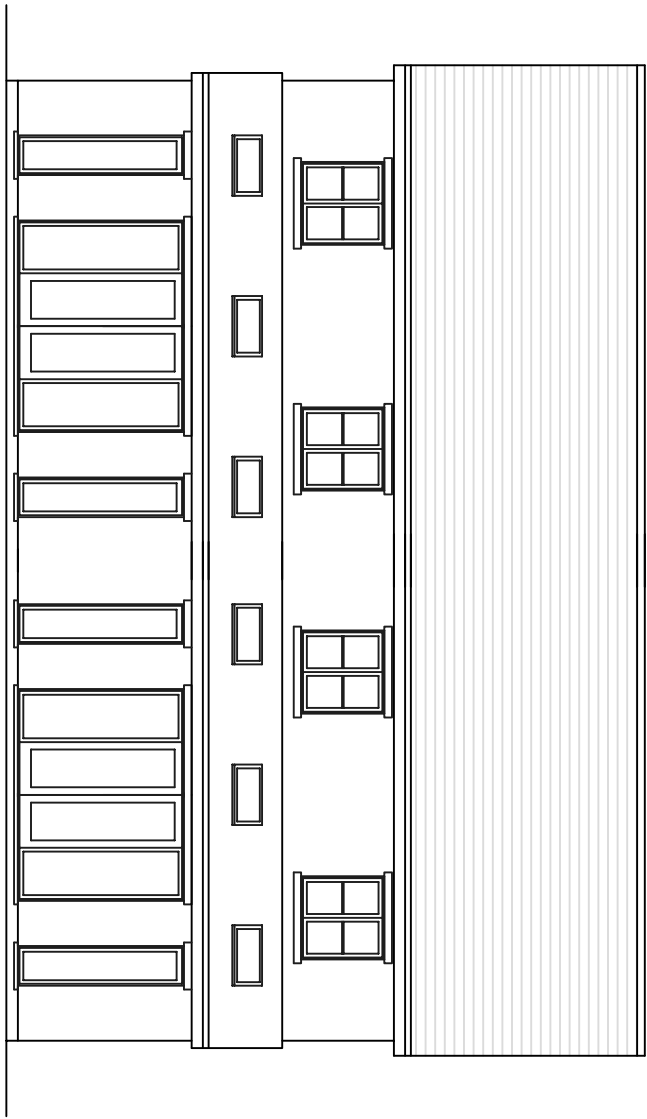
PLOT 2&3 - GROUND FLOOR PLAN



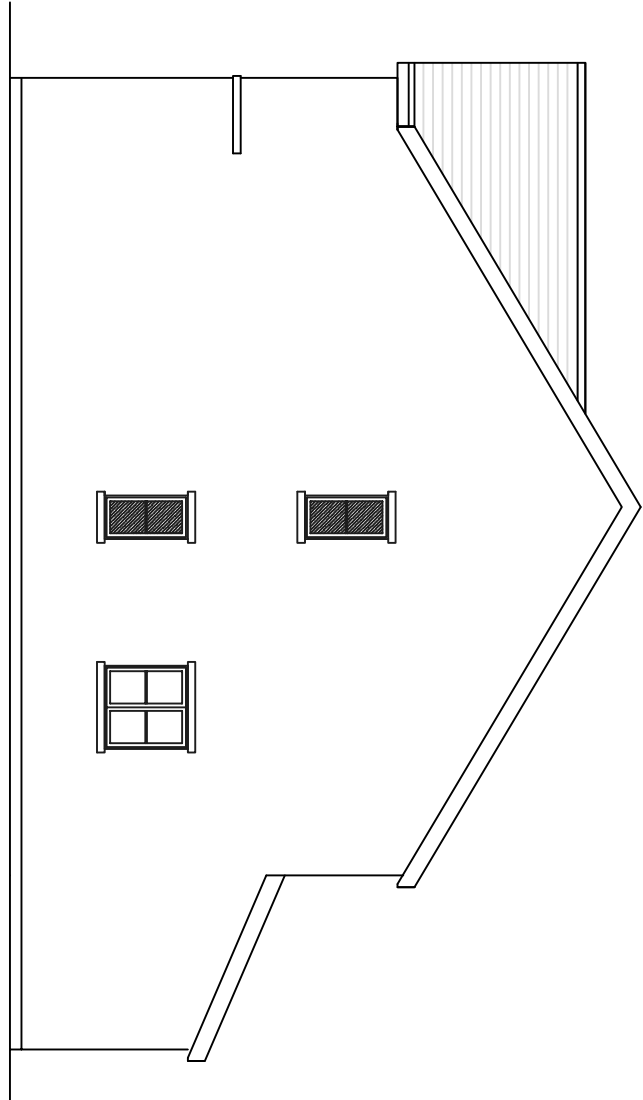
PLOT 2&3 - FIRST FLOOR PLAN



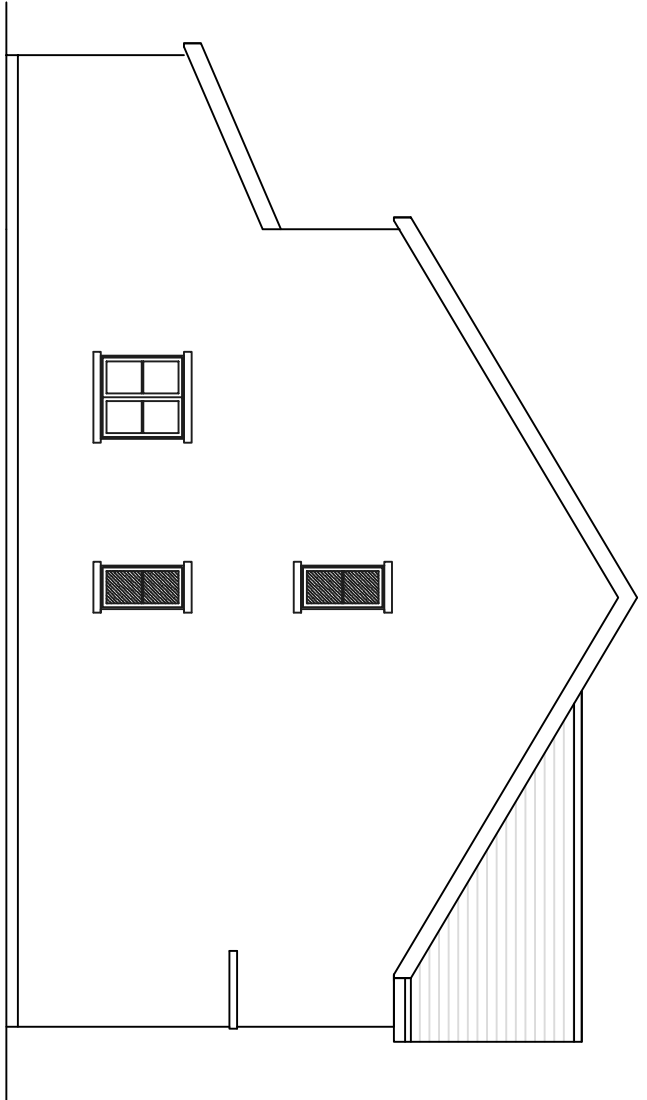
PLOT 2&3 - PROPOSED SOUTH ELEVATION



PLOT 2&3 - PROPOSED NORTH ELEVATION



PLOT 2&3 - PROPOSED EAST ELEVATION



PLOT 2&3 - PROPOSED WEST ELEVATION



PROPOSED SOUTH ELEVATION - STREET SCENE

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ARCHITECTURAL SERVICES - PLANNING - PROJECT MANAGEMENT	
CLIENT	n/a
PROPERTY/LAND	COTSWOLD VIEW, THE REDDINGS, GL51 6RY
DRAWING TITLE	PLOT 2 & 3 - PROPOSED FLOOR PLANS & ELEVATIONS
SCALE	1:100 @ A1
DRAWN BY	MLG
DATE	JAN 2017
DRAWING NO.	17-230/05
REVISION	A
ADDITIONAL INFORMATION	
SCALE BAR	
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17/01220/FUL Cotswold View.

14th November 2017

Dear Councillor,

Taking advice from my local representative, I raised two Public Questions concerning this application, but after consulting their solicitor, the Planning Department informs me these cannot be asked at committee. I therefore raise them here (Judith Baker is copied in as I believe she will kindly upload this representation to Planning Portal with the other documents).

I ask the questions to address the important conservation and heritage issues relating to this property.

I live a few doors down from Cotswold View, I pass it every day, have visited it and I am very familiar with the property. With the help of others, I have researched its rich history. I have also viewed old maps, spoken with the previous owner and consulted Historic England. Having done so, **I believe there are some significant issues with the conservation report submitted last week** and I believe the situation is not as clear-cut as you are being led to believe.

A third of the report - detailing the history of the building - is directly lifted, copy and paste, from my initial email to the Conservation Officer back in August. I feel it important to highlight this, as it looks as if the officer has done due diligence in researching the building. I do not believe this to be the case. The other two thirds of the report appear to be **conjecture and speculation** - conclusions reached, apparently, without even visiting the property.

The report suggests all original fabric has been lost from Cotswold View, but I understand from the previous owner that there are original features within the premises, notably in the outbuilding, dating back to when it was a blacksmiths, which the Conservation Officer has no knowledge of (assuming they have not been removed ahead of the application).

Here are some of the criteria for Listing, from Historic England, which may be of interest:

12. Age and rarity. *The older a building is, and the fewer the surviving examples of its kind, the more likely it is to have special interest. The general principles used is that:*

- *from 1700 to 1840, most buildings are listed; (NB Cotswold View is circa 1800)*

13. Aesthetic merits. *The appearance of a building – its intrinsic architectural merit – is a key consideration in judging listing proposals, but the special interest of a building will not always be reflected in obvious external visual quality. Buildings that are important for reasons of technological innovation, or as illustrating particular aspects of social or economic history, may have little external visual quality.*

14. Selectivity. *Where a building qualifies for listing primarily on the strength of its special architectural interest, the fact that there are other buildings of similar quality elsewhere is not likely to be a major consideration. However, a building may be listed primarily because it*

represents a particular historical type in order to ensure that examples of such a type are preserved. Listing in these circumstances is largely a comparative exercise and needs to be selective where a substantial number of buildings of a similar type and quality survive.

I believe therefore that Cotswold View qualifies for Listed Building Status because of its **age** (most buildings built before 1840 are Listed, Cotswold View is circa 1800), the fact that it represents a particular aspect of British **social/economic history** (market garden cottage, first post office in the area, blacksmiths) and that it is a **rare surviving example** of a particular type of cottage, with few other examples remaining. It also contributes to the '**sense of place**' - another important factor for Historic England..

In light of this, I'd like to raise the following questions, for your consideration:

1. To date, it seems the Planning Department has yet to provide a truly compelling reason for refusing to raise a Building Preservation Notice, which would trigger a comprehensive, independent assessment of the Cotswold View by Historic England. My understanding from the Conservation Officer is that he has only conducted a brief assessment of the property - mostly discussion with colleagues and reviewing old estate agent particulars online. He also had an unofficial conversation with Historic England where he shared his limited findings. From this, he speculated that it was unsuitable for Listing. It should be noted again that this is his opinion and not the official view of Historic England. At the time of sharing these conclusions, the **Conservation Officer had not visited the property**. The head of Planning has indicated that the Conservation Officer did not have time to do any detailed assessment of Cotswold View, because of workload, and therefore all of these conclusions are based on very limited investigation. Additionally, from the Conservation Report, it's clear that **no further assessment has been carried out since the deferment** at the previous Committee Meeting. I appreciate public resources are stretched, but *is such scant evaluation really appropriate for a landmark period property in danger of demolition and why has a more rigorous approach not been adopted here, and a more in-depth study carried out, as indeed some members of the planning committee suggested would be desirable, at the last hearing?*

2. In relation to Cotswold View, the Conservation officer believes the chances of Listing are slim. Even if he is correct, there is enough of an argument to warrant greater investigation to settle the matter conclusively (see Historic England's criteria for Listing, sections 12 through to 14). Indeed, when I rang Historic England for advice, and shared my understanding of the building, including the fact that some of the historic fabric had been lost, new windows were fitted and the property has been extended, they told me that such alterations may not necessarily be an obstacle to Listing, as **historical considerations can still make a building significant**. They suggested it would be appropriate for me to petition the Local Council to raise a BPN so **Historic England could then assess Cotswold View properly**. To date, all requests to do this have been refused. *Should this building be demolished without allowing Historic England, the specialists in these matters, time to conduct an appropriate, transparent and thorough assessment, via a BPN?*

If the Council officers will not launch the necessary investigation into the property's history, I humbly suggest **this application be rejected to allow local residents the chance to apply for Listing directly**. An appeal would no doubt be forthcoming but the delay would provide a chance to have the building properly assessed, settling the matter for good.

The joy of a functional democracy is that we can hold public officers to account. I raise these questions not to criticise the Planning Department or to embarrass the Conservation Officer, I ask them because this is too important to let slide. I ask them because I believe this application is an assault on us all. Cotswold View has stood for 200 years, long before any of us were born, and without this threat, it will be here long after we are gone. It has been a home. It's where people have taken their first breath and breathed their last. It's where people have worked, loved, played and cried. It is steeped in history and part of our local heritage and street scene. On Thursday night you hold all this in your hands.

The planning report gives many good reasons, from a tick-box perspective, why this application should be passed. I believe there are many reasons why it should not. Others will argue these on the night, but I believe most significant of all is what Cheltenham stands to lose if this is granted. Mr LeGrand will undoubtedly be richer, but our town and our community will be so very much poorer...

Warm regards,

A solid black rectangular box used to redact the signature of the resident.

Resident.

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APPLICATION NO: 17/01521/FUL		OFFICER: Mr Harry Du Bois-Jones
DATE REGISTERED: 3rd August 2017		DATE OF EXPIRY: 28th September 2017
WARD: Prestbury		PARISH: Prestbury
APPLICANT:	Mr J Bridge	
AGENT:	No agent used	
LOCATION:	32 Noverton Lane Prestbury Cheltenham	
PROPOSAL:	Replacement of single storey side/rear sunroom and internal alterations (retrospective)	

Update to Officer Report

1. OFFICER COMMENTS

- 1.1. This application was deferred from the committee meeting in October to allow members to view the impact of the proposal from the neighbouring sunroom. A visit to the neighbouring property has been arranged for Planning View on Tuesday 14th November.
- 1.2. No further building work has been carried out since the last committee meeting. Similarly, no changes to the application have been proposed. The scheme to be considered by members involves the reduction of the existing 300mm parapet wall to a 28mm coping upstand, as described in the original report.

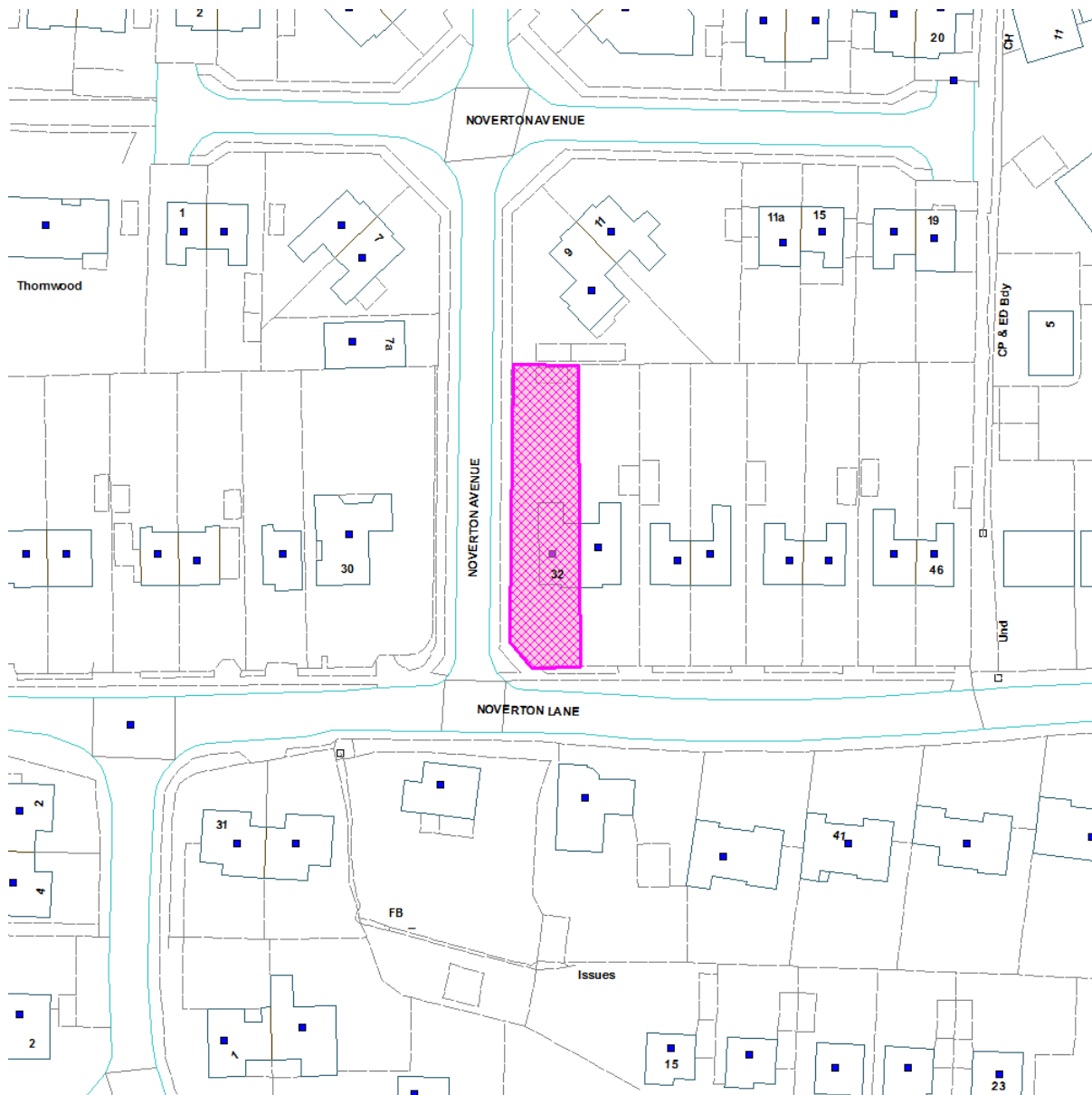
2. CONCLUSION AND RECOMMENDATION

- 2.1. Recommendation is for approval, as per original report.

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APPLICATION NO: 17/01521/FUL		OFFICER: Mr Harry Du Bois-Jones
DATE REGISTERED: 3rd August 2017		DATE OF EXPIRY: 28th September 2017
WARD: Prestbury		PARISH: Prestbury
APPLICANT:	Mr J Bridge	
AGENT:	None	
LOCATION:	32 Noverton Lane Prestbury Cheltenham	
PROPOSAL:	Replacement of single storey side/rear sunroom and internal alterations (retrospective)	

RECOMMENDATION: Permit



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1. DESCRIPTION OF SITE AND PROPOSAL

- 1.1 The property is a semi-detached brick and render bungalow on Noverton Lane. It is not a listed building, nor is it in a conservation area.
- 1.2 The applicant is seeking retrospective planning permission for a flat roof single storey rear infill extension.
- 1.3 The application is before the planning committee at the request of Councillor Payne, who supports the neighbours objection regarding the impact of the extension on the amenity of the neighbours sunroom.
- 1.4 Revised plans were submitted during the course of the application and an additional neighbour consultation was undertaken.

2. CONSTRAINTS AND RELEVANT PLANNING HISTORY

Constraints:

Airport Safeguarding over 45m

3. POLICIES AND GUIDANCE

Adopted Local Plan Policies

CP 1 Sustainable development

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

Parish Council

15th August 2017

No objection.

5. PUBLICITY AND REPRESENTATIONS

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

- 5.1 Two letters were sent to neighbouring properties. Two objections were received, from 34 and 36 Noverton Lane respectively. A further letter of representation was also received in objection from the neighbour at 34 Noverton Lane.

5.2 The objections raised the following concerns:

- Impact on neighbouring amenity, specifically perceived overbearing and loss of light to neighbouring sunroom.
- Inaccuracy of the submitted plans.

6. OFFICER COMMENTS

6.1 The main considerations when determining this application are design, impact on neighbouring amenity, and local context.

6.2 The plans which were initially submitted with this retrospective application were found to be incorrect, as they did not accurately represent what had been built on site. Revised drawings were submitted and found to be accurate following a second site visit, these plans were subject to a further neighbour consultation.

Design and layout

6.3 Local Plan policy CP7 requires development to be of a high standard of architectural design to complement and respect neighbouring development.

6.4 The Supplementary Planning Document (SPD): Residential Alterations and Extensions (2008) emphasises the importance of maintaining character and achieving subservience with rear extensions in relation to the parent dwelling.

6.5 The extension replaces a previously existing sunroom. The applicant has raised the floor level in their new extension so that it matches the level in the original dwelling and this has resulted in the total height of the new extension breaching the eaves height of the existing dwelling, meaning that the works are not Permitted Development.

6.6 Whilst building work is not yet complete for this retrospective application, the extension has been built out to the dimensions proposed. The structure measures 3400mm at the height of the flat roof with an additional 300mm high parapet wall, which sits adjacent to the neighbouring boundary. However, owing to an amenity issue described in paragraph 6.13, the proposed height of the parapet has been reduced, so it will now measure only 28mm higher than the flat roof. The development extends 4000mm beyond the rear elevation of the property.

6.7 The structure is yet to be rendered, but the proposal is to match the render of the extension with that of the existing building. A condition has been attached to ensure that this is carried out accordingly.

6.8 The proportion and scale of the extension is not considered to be harmful to the character of the house or the area. The extension appears subservient to the original dwelling, owing to the limited flat roof height and the fact that it is marginally set in from an existing projecting gable which remains the dominant feature to the rear of the dwelling. Officers are satisfied that with a reduction in height and by ensuring the proposed materials will match the existing, it will be a complementary addition. Therefore, the proposal is considered to be compliant with policy CP7.

Impact on neighbouring amenity

6.9 Local Plan policy CP4 requires development not to cause unacceptable harm to the amenity of adjoining land users and the locality.

6.10 The Supplementary Planning Document (SPD): Residential Alterations and Extensions (2008) highlights how rear extensions have the potential to cut out daylight from neighbouring habitable rooms. To monitor this, the SPD advises careful attention be paid to the size of any rear additions close to neighbouring boundaries.

- 6.11** The objections for this application state that the extension will be overbearing and cause a loss of light to a neighbouring sunroom. A site visit was carried out to both the application site and the neighbouring property. The extension is noticeable from the neighbours dwelling, and the parapet wall certainly has an impact on the adjacent sunroom. That said, the impact on amenity is not considered harmful enough to refuse this application. As the sunroom features a transparent roof and several windows on the rear elevation, it is considered that this room will still receive plenty of light, and the impact of the extension will be negligible.
- 6.12** However, officers do recognise the impact of the extension on the neighbour, and revisions have been sought from the applicant. A compromise was reached regarding the height of the parapet wall, the new scheme proposes reducing the parapet so that it measures 28mm above the height of the flat roof, whereas it currently stands 300mm taller than the flat roof. This alteration is considered to significantly reduce the overbearing effect on the neighbouring sunroom, whilst also maintaining a parapet to ensure rainwater does not spill over the boundary.

7. CONCLUSION AND RECOMMENDATION

- 7.1** The proposal complies with Local Plan policies CP4 and CP7 in terms of achieving an acceptable standard of design and not being harmful to neighbouring amenity or the local character.
- 7.2** The recommendation is to permit this application subject to the conditions set out below.

8. CONDITIONS / INFORMATIVES

- 1 The development hereby permitted shall be carried out in accordance with the approved plans listed in Schedule 1 of this decision notice.

Reason: For the avoidance of doubt and in the interests of proper planning.
- 2 All external facing render shall match that of the existing building unless otherwise first agreed in writing by the Local Planning Authority.

Reason: In the interests of the character and appearance of the area, having regard to Policies CP3 and CP7 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.

APPLICATION NO: 17/01521/FUL		OFFICER: Mr Harry Du Bois-Jones
DATE REGISTERED: 3rd August 2017		DATE OF EXPIRY : 28th September 2017
WARD: Prestbury		PARISH: PREST
APPLICANT:	Mr J Bridge	
LOCATION:	32 Noverton Lane Prestbury Cheltenham	
PROPOSAL:	Replacement of single storey side/rear sunroom and internal alterations (retrospective)	

REPRESENTATIONS

Number of contributors	2
Number of objections	2
Number of representations	0
Number of supporting	0

34 Noverton Lane
Prestbury
Cheltenham
Gloucestershire
GL52 5DE

Comments: 2nd October 2017

In addition to my previous objections;

Revised plans still do not adequately portray the proximity and height of the extended wall and I urge the committee when making a decision to look at the photos I have submitted showing the true nature of the building in relation to my neighbouring property.

I am of the understanding that much of the extra height is due to insulation within the new roof. In contrast the new walls are all single skin walls with no cavity insulation. It appears that my light and sunshine can be compromised while the developed living space isn't being reduced by the inconvenience of suitable wall insulation.

Comments: 21st August 2017

Letter attached.

36 Noverton Lane
Prestbury
Cheltenham
Gloucestershire
GL52 5DE

Comments: 27th August 2017

As the owner of 36 Noverton Lane, I am concerned about the building work that has been completed at no.32 as I understand without planning permission or consultation with the adjoining neighbour at no.34.

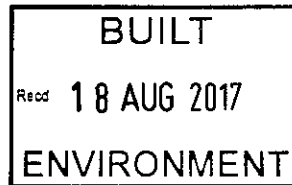
From my back garden, the building seems very high and obtrusive. It is also close to and looks to be overshadowing my neighbours' sun room.

I wonder whether this renovation complies with permitted building regulations, and worry that its approval could set a precedent for any future developments to my adjoining property, or others in the area.



34 Noverton Lane
Prestbury
Cheltenham

17th August 2017



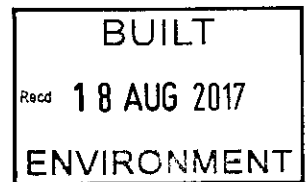
Dear Planning

Please find enclosed my objections to the renovation work carried out at 32 Noverton Lane
your ref retrospective planning application 17/01521/FUL

Along with my objections I include photos of the structure as it stands along with the impact
it has on my adjoining conservatory

Kind Regards





Ref retrospective planning application 17/01521/FUL at 32 Noverton Lane

I am the owner of the connecting semi-detached bungalow where I have lived for the past 13 years

The planning department have become involved in the renovations at no 32 Noverton Lane as I contacted them raising concerns that the building being constructed was not within permitted development and I hadn't been consulted or given the opportunity to object

The plans retrospectively submitted do not reflect what has been built /altered. In addition the written renovation changes do not match the graphical images.

The plans submitted do not show a view of the two properties only the one being renovated. There is no diagram to show the closeness of structure or height difference

The plans submitted show the new roof level to join at the eaves. Reality is the roof joins one third of the way up the main pitched roof -see attached photos showing actual build throughout the stages.

The sun rooms are adjacent separated by just over a foot / 35cm. At no 32 the wall is almost on the property boundary (3 inches / 9cm) on my side there is a gap of approx. 10 inches/ 27cm between my conservatory wall and the boundary line.

The original conservatories were built in similar styles giving a balanced building and in consideration of the suns rotation and reflection.

Originally both sun rooms had glass / Perspex roofs to reflect sunlight from one to another throughout the day and year.

The new structure at no 32 raises the wall adjoining my property and my sun room by over 4 foot / 1.2meters resulting in a wall that looms over my conservatory and will block any sun we may see in the spring, autumn and winter making my conservatory redundant for much of the year. I consider this unacceptable.

The 4ft / 1.2m plus high wall also includes a parapet of over 1ft /30cm above their actual flat roof which seems to serve no purpose.

A sun room or conservatory is designed to benefit from the sun, this is being denied and absolutely no consideration has been given for the resulting impact on my connecting property.

The plans submitted mention raising floor level. Assuming bungalows are like for like being the same design and semi-detached then floor level will need raising by approx 1foot /30cm to become level, this does not then equate to over 4ft / over 1.2m of additional roof height. In addition the external steps then increase to double previous height

Drainage information has not been advised and is a concern if only a soak away rather than

a functional drain

Both properties shared a central drain at the rear of the property. The guttering has been removed from no 32 to allow structure to be built into the roof, as a result my guttering has been reconfigured without consultation or a word to me

No 32 imply that the previous structure caused damp, this did not affect my property as claimed

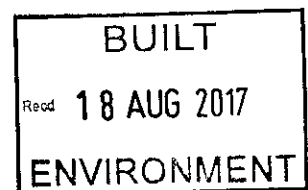
When sitting in my garden and facing the sun from midday onwards I am now faced with a totally disproportionate building far from atheistically pleasing or balanced.

Work has resumed on the disputed sun room on the 16th August after the builders holiday with the lantern roof light being added

This has the potential to set a precedent if considered acceptable development when so far removed from the permitted development regulations

I am not against development within reason but this is unnecessarily intrusive and has been constructed with no consideration of the adjoining property or any attempt to seek a fair resolution.

 17th August 2017



Ref retrospective planning application 17/01521/FUL at 32 Noverton Lane - Objections by Unett



Photo taken mid afternoon in August when sun high in the sky showing shadow covering one third of the conservatory at no 34 Noverton Lane.



Lantern added 16th August

BUILT
Recd 18 AUG 2017
ENVIRONMENT

Ref retrospective planning application 17/01521/FUL at 32 Noverton Lane - Objections by Unett



Ref retrospective planning application 17/01521/FUL at 32 Noverton Lane - Objections by Unett



BUILT
Recd 18 AUG 2017
ENVIRONMENT

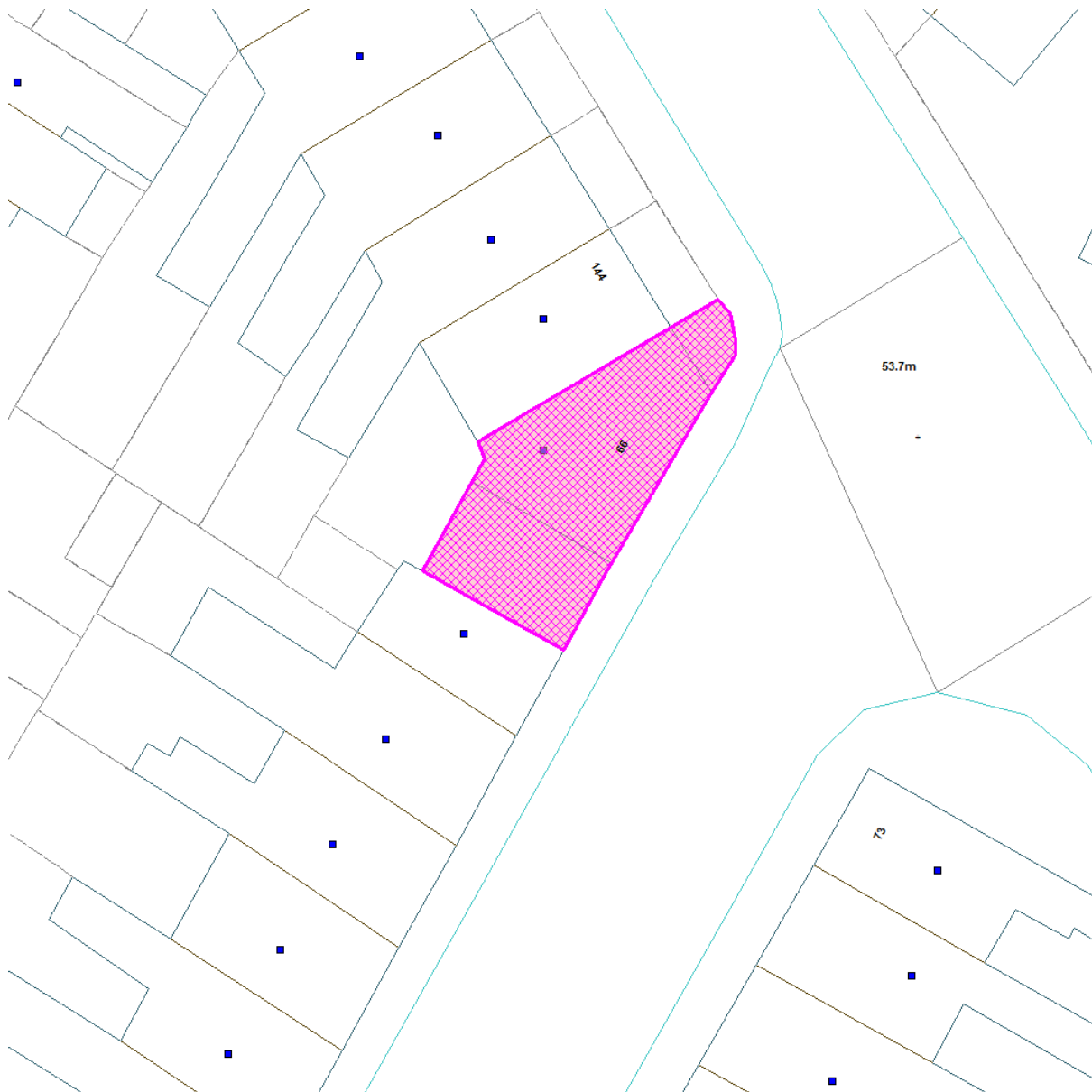
Ref retrospective planning application 17/01521/FUL at 32 Noverton Lane - Objections by Unett 158



RECEIVED
18 AUG 2017
PLANNING DEPARTMENT

APPLICATION NO: 17/01303/FUL		OFFICER: Mr Gary Dickens
DATE REGISTERED: 6th July 2017		DATE OF EXPIRY: 31st August 2017
WARD: St Pauls		PARISH:
APPLICANT:	Mr Samra	
AGENT:	H A Planning	
LOCATION:	66 Townsend Street Cheltenham Gloucestershire	
PROPOSAL:	Two storey side extension	

RECOMMENDATION: Permit



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1. DESCRIPTION OF SITE AND PROPOSAL

- 1.1 The application relates to 66 Townsend Street. The site is a two storey end terraced property located on a residential road in St Pauls.
- 1.2 The application proposes a two storey side extension. Revised plans have been submitted during the course of the process at the request of officers in order to achieve a more satisfactory form of design.
- 1.3 The application is before committee at the request of Cllr Karl Hobley. Members will visit the site on planning view.

2. CONSTRAINTS AND RELEVANT PLANNING HISTORY

Constraints:

Airport safeguarding over 90m
Honeybourne Line
Smoke Control Order

Relevant Planning History:

None

3. POLICIES AND GUIDANCE

Adopted Local Plan Policies

CP 1 Sustainable development
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

Building Control

12th July 2017

The ground floor bedroom is an inner room and will require an egress window. The egress window will have to be to the front elevation as the courtyard to rear will not be suitable for escape. The basement means of escape for fire safety will also need to be considered.

Gloucestershire Centre For Environmental Records

24th July 2017

Biodiversity report available to view on line.

5. PUBLICITY AND REPRESENTATIONS

Number of letters sent	4
Total comments received	0
Number of objections	0
Number of supporting	0
General comment	0

- 5.1 Four letters have been sent to neighbouring properties and no formal comments have been received.

6. OFFICER COMMENTS – to follow as an update.

7. CONCLUSION AND RECOMMENDATION – to follow as an update.

8. CONDITIONS – to follow as an update.

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 revisions to achieve a more satisfactory form of development.

Following these negotiations, the application now constitutes sustainable development and has therefore been approved in a timely manner.

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APPLICATION NO: 17/01303/FUL		OFFICER: Mr Gary Dickens
DATE REGISTERED: 6th July 2017		DATE OF EXPIRY: 31st August 2017
WARD: St Pauls		PARISH:
APPLICANT:	Mr Samra	
AGENT:	Mr Nigel Jowsey	
LOCATION:	66 Townsend Street, Cheltenham	
PROPOSAL:	Two storey side extension	

Update to Officer Report

1. OFFICER COMMENTS

1.1. Determining Issues

- 1.2. The main issues in considering this application are the design of the proposal and the impact it will have upon the character of the original dwelling, the impact upon the character of the area, and the impact on neighbouring amenity.

1.3. The site and its context

- 1.4. The application site is located at the corner of Townsend Street and Swindon Road in the St Paul's ward of Cheltenham. The vast majority of properties in the vicinity are terraced dwellings and, although separated from 64 Townsend Street, this building adjoins 144 Swindon Road. The space between 66 and 64 Townsend Street would appear to serve as an off road parking space / outside amenity area.
- 1.5. The site is a two storey dwelling which benefits from additional basement accommodation. The proposed floor plans indicate the property will be used as a six bedroom House in Multiple Occupation (HMO). Planning permission is not required for a dwelling house (Use Class C3) to become a HMO (Use Class C4) if used by 3 – 6 residents. More than 6 residents would require a change of use planning application. The consideration for this application therefore is the acceptability of the proposed two storey side extension and not the site becoming a HMO.

1.6. Design and layout

- 1.7. Local Plan Policy CP7 requires development to be of a high standard of architectural design to complement and respect neighbouring development. Paragraph 4.18 of the Local Plan advises that the *'Extensions to existing buildings need to be carefully design to respect the character and the scale of the existing building or group of buildings....The most important considerations is that an extension should not detract from the original.'*
- 1.8. Expanding upon this, the Authority has adopted design guidance relating to residential alterations and extensions through a Supplementary Planning Document (SPD). One of the five basic design principles set out within this document relates to subservience. Here the document advises that *"an extension should not dominate or detract from the original building, but play a supporting role"*.
- 1.9. There were concerns with regards to the original proposal and the relationship between the proposed two storey side extension and the existing dwelling. The original proposal 'filled the gap' between the application site and 64 Townsend Street which in officer's

opinion would result in an overly wide extension that would not be subordinate to the existing property.

- 1.10. At officer request the proposed extension was reduced in width by 1.2m, separating the extension from 64 Townsend Street. This has enabled the proposed extension to play a supporting role and prevent an elongated form of development when viewed from the roadside. It was not felt necessary on this occasion to request the extension to be set back from the principal elevation due to the terraced make up of properties along this and nearby streets.
- 1.11. There was an additional benefit to separating the proposed extension from 64 Townsend Street as this would create pedestrian access to the rear courtyard. Refuse / recycling bins could then be securely stored in this space and accessed without the need of walking through the house. A gate has been added to this access and a condition is proposed ensuring this gate is retained for security reasons and to prevent anti-social behaviour.
- 1.12. The proposed extension would measure approximately 2.5m in width with a depth of 5.1m, and would occupy an open pocket of land that has been used by occupants as a social space. The proposed design of the extension and choice of materials will match those of the existing property.
- 1.13. The proposal is therefore considered to be in accordance with Local Plan Policy CP7 and in line with the National Planning Policy Framework.

1.14. Impact on neighbouring property

- 1.15. Local Plan Policy CP4 requires development to not cause harm to the amenity of adjoining land users and the locality. The potential loss of sunlight and / or daylight, loss of outlook and loss of privacy is taken into account when assessing the impact on the amenity.
- 1.16. The Supplementary Planning Document also includes maintaining privacy and ensuring adequate daylight as two of the five basic design principles when contemplating residential alterations and extensions.
- 1.17. Although the application has been informally discussed with neighbours no formal comments have been submitted. Having fully assessed the application, it is not considered that the proposed two storey side extension will have a harmful impact on neighbouring amenity. There are no issues with regards to loss of privacy, loss of light and overbearing.
- 1.18. The proposal would appear therefore to be in accordance with Local Plan Policy CP4.

1.19. Environmental Impact

- 1.20. Whilst records show that important species or habitats have been sighted on or near the application site in the past, it is not considered that the proposed small scale development will have any impact on these species.

2. CONCLUSION AND RECOMMENDATION

- 2.1 To conclude, the application is considered to be in accordance with the requirements of local plan policies CP4 and CP7, and the NPPF, and the recommendation is therefore to permit planning permission subject to the following conditions.

3. CONDITIONS

- 1 The development hereby permitted shall be begun before the expiration of three 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 the approved plans listed in Schedule 1 of this decision notice.

Reason: For the avoidance of doubt and in the interests of proper planning.

- 3 The rear access gate shall be permanently retained and hung so that the gate can only open inwards into the site.

Reason: To avoid the creation of an anti-social space whilst ensuring that the public pavement is not obstructed, having regard to Policy CP4 and TP1 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, the authority sought revisions to achieve a more satisfactory form of development.

Following these negotiations, the application now constitutes sustainable development and has therefore been approved in a timely manner.

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APPLICATION NO: 17/01719/FUL		OFFICER: Mr Ben Hawkes
DATE REGISTERED: 7th October 2017		DATE OF EXPIRY: 2nd December 2017
WARD: Prestbury		PARISH: Prestbury
APPLICANT:	Mr M Perry	
AGENT:	n/a	
LOCATION:	Lindens Tower New Barn Lane Cheltenham	
PROPOSAL:	Replacement windows and new doors (part retrospective)	

RECOMMENDATION: Permit



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1. DESCRIPTION OF SITE AND PROPOSAL

- 1.1 The application site relates to a property known as 'Lindens Tower' accessed from New Barn Lane and located within the Prestbury Conservation Area.
- 1.2 The applicant is seeking planning permission for replacement windows and new doors. The application is part retrospective as some windows and doors have already been installed, some by the previous owner of the property and some by the applicant.
- 1.3 The proposal was originally submitted as a certificate of lawful proposed development application, however due to the change in colour and the openings the proposed new windows and doors require planning permission.
- 1.4 The application is at planning committee due to an objection received from the Parish Council.

2. CONSTRAINTS AND RELEVANT PLANNING HISTORY

Constraints:

Airport safeguarding over 90m
Conservation Area
Flood Zone 2

Relevant Planning History:

05/00086/FUL 15th March 2005 PER

Single storey side extension, (as amended by plans received 22/2/05 and email dated 10/3/05)

05/00576/FUL 23rd May 2005 PER

Rear extension at first floor level (as amended by plans received 5 May 2005)

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)
Prestbury conservation area character appraisals and management plan (June 2009)

National Guidance

National Planning Policy Framework

4. CONSULTATIONS

Parish Council - 25th October 2017

The Parish Council feel that this does not comply with Conservation rules and the application should be decided by the full Planning Committee.

Parish Council - 27th October 2017

Prestbury Parish Council object to this application as it is felt it does not meet conservation rules and should be decided by the full planning committee.

5. PUBLICITY AND REPRESENTATIONS

Number of letters sent	8
Total comments received	0
Number of objections	0
Number of supporting	0
General comment	0

- 5.1** 8 letters were sent to neighbouring properties, a site notice was displayed and an advert was published in the Gloucestershire Echo. No letters of representation have been received.

6. OFFICER COMMENTS

6.1 Determining Issues

- 6.2** The main considerations of this application are the design, impact on the character of the conservation area and any impact on neighbouring amenity.

6.3 The application site and its location

- 6.4** The building to which this application relates has an unusual design and form for its location. The building has the appearance of a three storey rendered tower with black painted timber windows. The building is neither listed nor locally listed but is noted in the 'Townscape Analysis Map' as a positive building in the Prestbury Conservation Area. Due to its height, there are views locally of the building from various parts of Tatchley Lane, New Barn Lane and the Burgage.

6.5 The principle, design and impact on the conservation area

- 6.6** Local Plan Policy CP7 regarding design states that alterations of existing buildings will be required to avoid causing harm to the architectural integrity of the building.
- 6.7** The existing timber windows are in very poor condition and are in urgent need of replacement. The principle of replacing the windows is considered to be acceptable, however concerns were initially raised by officers regarding the use of UPVC. As a result of using UPVC the thickness of the frames and the overall profile of the windows are likely to appear different.

- 6.8** As the building is not listed, within Part 1, Class A 'enlargement, improvement or other alteration of a dwellinghouse' of permitted development, the windows within a residential property can be replaced with windows that have a similar visual appearance without the need for planning permission. The material is not required to be the same, however the colour, design and the openings of the windows must appear like for like. The principle of using UPVC is therefore acceptable and the only consideration is whether the changes in the window profiles/design and the openings will have any unacceptable impact on the character of the existing building.

- 6.9** In light of the above, whilst the preference would be for a like for like replacement using timber windows, national regulations imply that alternative materials can be acceptable. If timber is to be discounted, it is considered that a more appropriate proposal would be to install aluminium windows. Having discussed this with the applicant, supporting statements were received on 20th October and 6th November 2017. These statements detail why the applicant is proposing UPVC windows and the reasons why aluminium

windows have previously been considered and discounted for this project. The main reasons the applicant has given for pursuing UPVC windows over aluminium are the higher cost of the aluminium windows which would impact on other necessary renovation costs which are also set out within the statement. These include internal works such as rewiring, new plumbing, insulation, new kitchen etc and external works including render repair, repainting, gutter repairs etc. The statements also identify the benefits of UPVC windows relating to improved sound and insulation measures and the reduced level of maintenance required. It goes on to state that a previous owner has already installed black UPVC windows and therefore this application was for windows to match.

- 6.10** The Council has no record of planning permission having been sought by the previous owner of the building for the installation of the UPVC windows. This application is therefore seeking consent for the retention of the windows/doors already installed as well as consent for further windows/doors to be installed.
- 6.11** When reviewing the proposed window specifications it is clear that many of the upper floor window designs and openings will remain the same. Whilst the window frames may be thicker in profile it is the opinion of officer's that these relatively minor changes will not result in any unacceptable impact on the design of the building.
- 6.12** When considering the impact on the conservation area, Paragraph 134 of the NPPF states 'Where development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use'. The proposal will lead to less than substantial harm and we are therefore required to assess the application in the context of what is allowed under permitted development as this is a level of harm that the government have deemed to be acceptable. Whilst the public benefits are limited due to the nature of the proposed works, in light of the applicants supporting statement, the overall refurbishment and external improvements to the building will improve the overall aesthetics of the building and are considered to outweigh the limited harm that has been identified.
- 6.13** No letters of representation have been received from any neighbouring land user as a result of the consultation letters, site notice or advertisement published in the Gloucestershire Echo.
- 6.14 Impact on neighbouring amenity**
- 6.15** Local plan policy CP4 requires development to protect the amenity of the neighbouring land users.
- 6.16** The proposal is to replace all existing windows with new and does not include the provision of any additional openings. It is therefore not considered that the proposal will result in any impact on neighbouring amenity in terms of a loss of privacy.
- 6.17** The application is considered to be compliant with local plan policy CP4.

7. CONCLUSION AND RECOMMENDATION

- 7.1** On balance, having considered all of the above officer recommendation is that planning permission should be granted, subject to the conditions set out below;

8. CONDITIONS / INFORMATIVES

- 1 The development hereby permitted shall be begun before the expiration of three 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 the approved plans listed in Schedule 1 of this decision notice.

Reason: For the avoidance of doubt and in the interests of proper planning.

- 3 The new windows and doors hereby permitted shall be installed in accordance with the specification and details contained within the 'Design of replacement windows' document received on 1st September 2017.

Reason: For the avoidance of doubt and in the interests of proper planning.

- 4 The glazing bar detail in the rear elevation window to serve the toilet shall be no more than 18mm thick.

Reason: In the interests of the character and appearance of the area, having regard to Policy CP7 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.

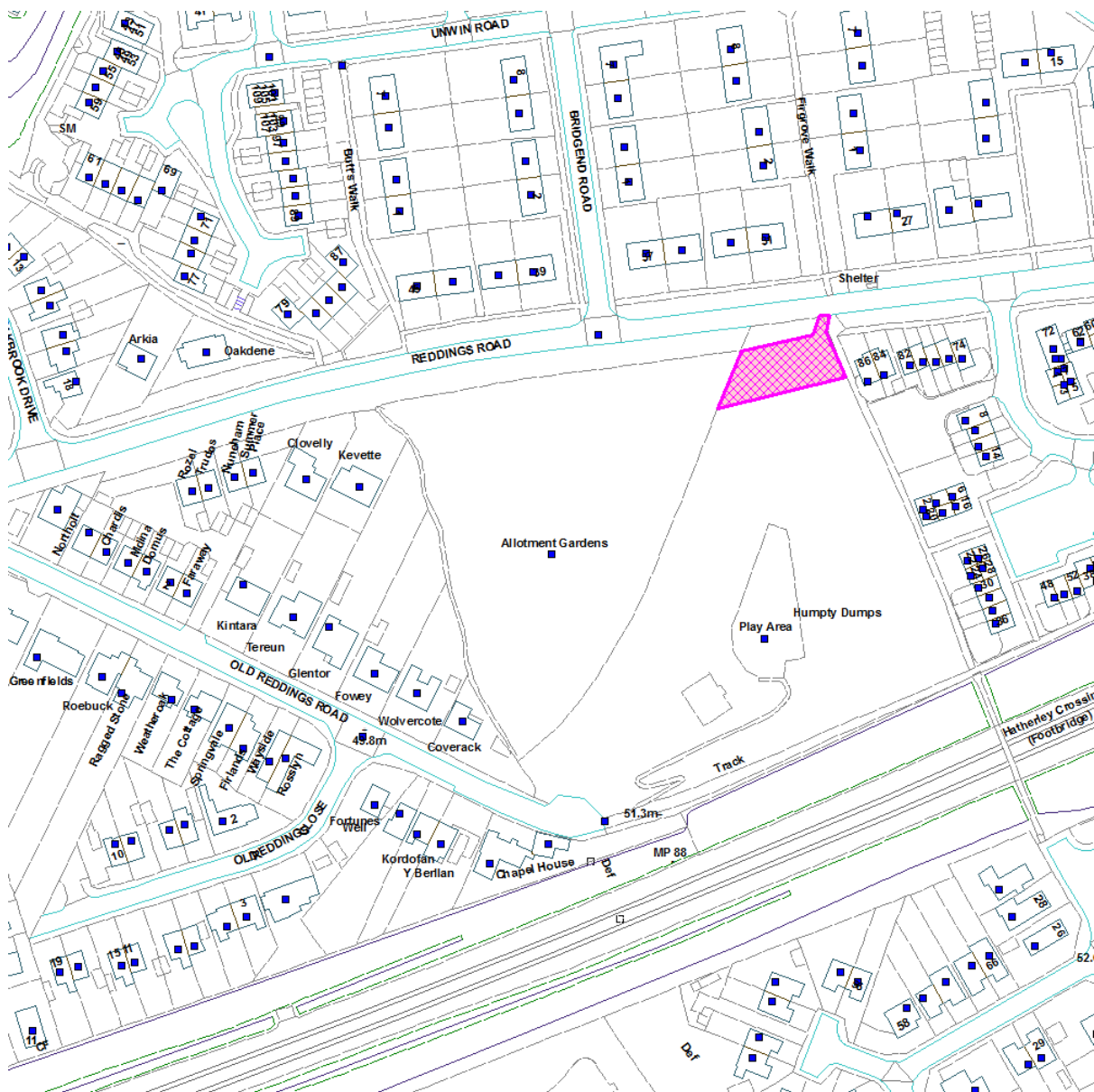
At the heart of this positive and proactive approach is the authority's pre-application advice service for all types of development. Further to this however, the authority publishes guidance on the Council's website on how to submit planning applications and provides full and up-to-date information in 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: 17/01790/FUL		OFFICER: Mr Ben Hawkes
DATE REGISTERED: 13th September 2017		DATE OF EXPIRY: 8th November 2017
WARD: Benhall/The Reddings		PARISH:
APPLICANT:	Mr Malcom Walls	
AGENT:	n/a	
LOCATION:	Playground, Old Reddings Road, Cheltenham	
PROPOSAL:	Proposed installation of 3 public realm art panels	

RECOMMENDATION: Permit



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1. DESCRIPTION OF SITE AND PROPOSAL

- 1.1 The application site relates to an area of the 'Humpty Dumps' open space located on Reddings Road.
- 1.2 The applicant is seeking planning permission for the installation of 3 public realm art panels.
- 1.3 The application is at planning committee as Cheltenham Borough Council is the applicant and the land owner.

2. CONSTRAINTS AND RELEVANT PLANNING HISTORY

Constraints:

Airport safeguarding over 15m
Made-up ground

Relevant Planning History:

None.

3. POLICIES AND GUIDANCE

Adopted Local Plan Policies

CP 4 Safe and sustainable living
CP 7 Design
RC 1 Existing community facilities
RC 2 Youth and adult outdoor playing facilities
RC 3 Outdoor playing facilities in educational use
RC 4 Casual play space
TP 1 Development and highway safety

Supplementary Planning Guidance/Documents

Public art (2004)

National Guidance

National Planning Policy Framework

4. CONSULTATIONS

Ward Councillors

18th October 2017

As ward Councillor I fully support the proposed installation of public art panels within this green space. The design is the culmination of a project in which young people from both schools in Benhall took part. I am delighted that the work of local children, i.e. the younger members of our community, will not be lost to the local area.

A positive point to remember is that this long running project is almost complete and at no cost to local tax payers as the whole scheme is funded from Section 106 monies received from developments in the area. These funds are ring-fenced so cannot be used for anything else.

The Borough is home to a vibrant collection of public art. Public art encompasses many different types of artwork, from sculpture to lighting installations. It can commemorate, celebrate, inspire and amuse. Overall, I believe this artwork will enhance the local environment and so increase awareness and appreciation of where we live and work.

Parks & Landscapes Division

20th October 2017

I am aware of this. Malcolm Wall has picked public art stuff up since Wilf Tomaney left. There have been a couple of aborted attempts to locate this in the Benhall area, and we are hoping this will be its final resting place.

5. PUBLICITY AND REPRESENTATIONS

Number of letters sent	0
Total comments received	7
Number of objections	5
Number of supporting	2
General comment	0

5.1 The application was advertised by way of a site notice, 7 letters of representation have been received, 5 in objection to the application.

5.2 Within the letters of objection received, the main concerns relate to:

- Cost of the project
- Maintenance

6. OFFICER COMMENTS

6.1 Determining Issues

6.2 The main considerations of this application are the impact on the local surroundings and character of the area, impact on neighbouring amenity and highway safety.

6.3 Impact on the surroundings

6.4 The proposed art panels are located within an area of public open space, which is considered to be an acceptable location for the proposal.

6.5 The art panels are considered to be of an appropriate scale, form and design for the proposed location and will not result in any unacceptable harm to the character of the area.

6.6 The proposal is considered to be compliant with local plan policy CP7 in terms of achieving an acceptable standard of design.

6.7 Impact on neighbouring amenity

6.8 Due to the location and scale of the proposed art panels and the relationship with any neighbouring land users, it is not considered that the development will result in any unacceptable impact on neighbouring amenity.

- 6.9** The proposal is considered to be compliant with local plan policy CP4 in terms of protecting neighbouring amenity.

6.10 Highway safety

- 6.11** Given the proposed location of the 3 new art panels and the distance away from the road, it is not considered that the proposed art panels will result in any highway safety implications.

- 6.12** The proposal is considered to be compliant with local plan policy TP1 in terms of highway safety.

6.13 Other considerations

- 6.14** Officers have duly noted the comments and concerns within the letters of representation received. Some of these comments raise concerns regarding the cost of the project and the future maintenance of the art panels.

- 6.15** With regard to the cost, this is not a material consideration of the application. However for clarification, as detailed in the ward councillor's response, the money for this project is from Section 106 agreements received from other developments in the area. Upon receipt of this knowledge, further neighbour comments have been received and have retracted their earlier objections.

- 6.16** With regard to maintenance, confirmation from the applicant details that the proposed art panels will become the responsibility of the Cheltenham Borough Council Parks Green Space Division and will fall into their general scheme for safety inspection and maintenance.

7. CONCLUSION AND RECOMMENDATION

- 7.1** Having considered all of the above, officer recommendation is that planning permission should be granted, subject to the conditions set out below;

8. CONDITIONS / INFORMATIVES

- 1 The development hereby permitted shall be begun before the expiration of three 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 the approved plans listed in Schedule 1 of this decision notice.

Reason: For the avoidance of doubt and in the interests of proper planning.

INFORMATIVES

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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.

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APPLICANT:	Mr Malcom Walls	
LOCATION:	Playground, Old Reddings Road, Cheltenham	
PROPOSAL:	Proposed installation of 3 public realm art panels	

REPRESENTATIONS

Number of contributors	7
Number of objections	5
Number of representations	0
Number of supporting	2

4 Shakespeare Cottage
North Road West
The Reddings
Cheltenham
Gloucestershire
GL51 6RF

Comments: 2nd October 2017

My original objection to this was to be on the basis that it was not good art and money could be better spent.

There is nothing interesting proposed here - nothing challenging, no interaction. It is little more than laser cut signage more likely to become a background for other street art.

Additional information has been provided confirming it is a community based project, which is good to hear, and funded by S106 money. The actual cost would still be useful to know and it would be good if the outcome was more engaging.

However it seems that nowhere really wants this piece and it is just being dumped by the side of the road, far enough back that it does not affect traffic obviously.

Elm Farm
North Road West
The Reddings
Cheltenham
Gloucestershire
GL51 6RG

Comments: 29th September 2017

Whilst the theory of an art installation is commendable, to what purpose with it be of benefit to the local population? I agree with the previous commentator and suggest that a trim trail/ outside gym will be of greater benefit to the users, physically and emotionally.

My daughter is disabled and the refurbishment of Pittville park was completely unsuitable for anyone with mobility issues. Come on CBC think outside of the box. Think of the community- and

what would be of real benefit. Trim trails in natural materials that will age gracefully, with handrails, slopes, areas for balance and strength that will be suitable for all ages and abilities and will also be aesthetically pleasing to the eye. Tewkesbury outside gym is well used. Now that's what I call value for money.

Comments: 29th September 2017

Further to my previous email, and being updated with additional information regarding the works being a collaboration from local young children - I remove my previous objection, particularly as this is not a case of public money being spent.

I would still like to suggest that CBC look carefully at how open spaces are used and to make them user friendly for young, old and for those with varying mobility issues.

Fernleigh
The Reddings
Cheltenham
Gloucestershire
GL51 6RY

Comments: 29th September 2017

I really like the idea of something being created by the children of the community for the community. I remember being involved with a so-called "consultation" in another county, some years ago, where the whole thing was a total farce and the childrens' views were ignored completely. I applaud the initiative and if this is ring-fenced money, as it appears to be, I have no issue.

I'd like to think the children who contributed would have a sense of pride around this, which is important to nurture, for the sake of us all.

I don't see any problems with visibility.

The only concern, as raised by others, would be vandalism - so I would question whether the materials would be suitable for cleaning up - if this happened. As we've found with the unwelcome 'additions' to Humpty Dumpty, it isn't always easy!

I'd like to think children who contributed would have a sense of pride around this, which is important to nurture.

The Reddings has a rich history and heritage - and positive new additions, I feel are welcome. I know it will be controversial - as these things always are. Whatever your views on this, there are far more offensive proposals aimed at the Reddings right now... Save your fight for that, say !!

I support.

Springfield
The Reddings
Cheltenham
Gloucestershire
GL51 6RY

Comments: 29th September 2017

When we first saw the application notice, we believed that the art installation would be a provision for the community to express themselves by using the board. However, we now see that it is just a bland subject matter. Given that we are some way away from a river (as depicted in one of the boards), is this really an relevant subject matter for the choice of art? Surely a more appropriate

theme for the Humpty Dumps park should be nursery rhymes? Or alternatively, scenes of the local area.

We are concerned at the material that is proposed; namely cortens which rusts over a period of time. Thinking of the long-term, in our opinion it will look unsightly in the future.

As we saw from the article in the Gloucestershire Echo where genitalia was drawn onto the humpty dumpty character, not 50 yards from the proposed site of this application, the area is prone to vandalism. This is a real concern.

We would be interested to know how much this artwork will cost, including its installation and ongoing maintenance. We would also be interested to learn the dimensions.

Regardless of the above, surely in this health-conscious day and age, the provision of an outdoor gym (such as the ones in Churchdown and Tewkesbury) would be far more useful to the community? It would also give a focus for people to meet and carry out healthy activities. Currently the park caters only for small children and dog walkers. Such a provision would open the park up to a wider sector of the community, especially as there is little in the area for teenagers.

Little Elms
The Reddings
Cheltenham
Gloucestershire
GL51 6RY

Comments: 29th September 2017

It seems like an inappropriate use of money to me. I wholly support the idea of making the space better equipped for fitness training.

Art may be subjective but that does not mean the local residents should have to endure an on going eyesore!!!!

8 Frampton Mews
The Reddings
Cheltenham
Gloucestershire
GL51 6UG

Comments: 21st October 2017

Absolute waste of public money. Please spend it on something more beneficial such as enhancing the cycling infrastructure.

Lynwood
The Reddings
Cheltenham
Gloucestershire
GL51 6RL

Comments: 5th October 2017

I feel that the flat panels are just asking to be vandalized with spray paint, and this will then create a public eyesore which will also be demoralizing for the children who produced it.

I object to the panels being sited here - I think it would be much better placed somewhere where there is more control / security eg at one of the local schools / college campus / Prince of Wales Stadium etc.