



## CHELTENHAM BOROUGH COUNCIL

### Notice of a meeting of Planning Committee

**Thursday, 24 May 2018**

**6.00 pm**

**Council Chamber - Municipal Offices**

<b>Membership</b>	
<b>Councillors:</b>	Garth Barnes (Chair), Paul Baker (Vice-Chair), Stephen Cooke, Diggory Seacome, Victoria Atherstone, Bernard Fisher, Dilys Barrell, Mike Collins, Wendy Flynn, Alex Hegenbarth, Karl Hobley, Paul McCloskey, Tony Oliver, Simon Wheeler and John Payne

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 5 - 12)
- 6. PLANNING/LISTED BUILDING/CONSERVATION AREA CONSENT/ADVERTISEMENT APPLICATIONS,  
APPLICATIONS FOR LAWFUL DEVELOPMENT  
CERTIFICATE AND TREE RELATED APPLICATIONS –  
SEE MAIN SCHEDULE**
  - a) **16/01515/FUL 252 Bath Road** (Pages 13 - 194)
  - b) **18/00350/FUL 118 Canterbury Walk** (Pages 195 - 208)
- 7. ANY OTHER ITEMS THE CHAIRMAN DETERMINES URGENT AND REQUIRES A DECISION**

**Contact Officer:** Judith Baker, Planning Committee Co-ordinator,  
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### **Planning Committee**

**19th April 2018**

**Present:**

**Members (13)**

Councillors Barnes, Chair (GB); Fisher, Vice-Chair (BF); Baker (PB); Collins (MC); Colin Hay (CH); Hobley (KH); Lillywhite (AL); McCloskey (HM); Oliver (TO); Seacome (DS); Thornton (PT); Wheeler (SW).

**Substitutes:** Councillor Chris Mason

**Officers**

Tracey Crews, Director of Planning (TC)  
Craig Hemphill, Principal Planning Officer (CH)  
Michelle Payne, Senior Planning Officer (MP)  
Emma Pickernell, Senior Planning Officer (EP)  
Gary Dickens, Planning Officer (GD)  
Nick Jonathan, Legal Officer (NJ)

**1. Apologies**

Councillors Hegenbarth, Nelson and Savage.

**2. Declarations of interest**

**18/00039/ADV The Wilson**

Councillors Hay and Hobley are both trustees of the Cheltenham Trust (the applicant). They will leave the Council Chamber during this debate.

**3. Declarations of independent site visits**

Councillor Mason visited all the application sites, apart from The Wilson

**4. Public Questions**

There were none.

**5. Minutes of last meeting**

Resolved, that the minutes of the meeting held on 22<sup>nd</sup> March 2018 be approved and signed as a correct record *without* corrections.

Before the meeting got underway, Councillor Barnes paid tribute to three Members of Planning Committee who will not be standing for re-election at the local elections in May.

He thanked

- Councillor Colin Hay for many years of service on Planning Committee, all his fine words and opinions on many planning applications, and hoped that he would enjoy his brief rest;
- Councillor Helena McCloskey who is retiring from the Council, having done an awful lot of work for Planning Committee, including a spell as Chair. She has done a lot of fine work, and can relish looking at the town and thinking about the huge contribution she has made to the townscape;
- Councillor Thornton (not arrived at the meeting at this point), who has been a stalwart of Planning Committee for many, many years.

## **6. Planning applications**

Application Number: **17/02110/FUL**

Location: **Land And Garages At King Alfred Way, Cheltenham**

Proposal: **Demolition of 14no. lock-up units and erection of 4no. two bedroom dwelling houses with associated car parking**

View: **Yes**

Officer Recommendation: **Permit**

Committee Decision: **Permit**

Letters of Rep: **5** Update Report: **None**

**MP** introduced the application as above. The plans have been revised during the course of the application to secure a reduction in the number of units from five to four – it is now for two sets of semi-detached houses with car parking. Officers consider it to be an effective and efficient use of the space, making a contribution to the housing stock in the borough. It is at Planning Committee at the request of Councillor Babbage, due to the level of local concern.

### **Public Speaking:**

#### **Neighbour, in objection**

Represents the immediate neighbours, none of whom dispute brownfield development in principle, or argue that the application site is a beauty spot. However, five of the eight houses that border the site have expressed strong and consistent objections about impact on their properties and about highway safety. Neighbours are glad Councillor Babbage referred the matter to Planning Committee as their concern from the start is that although it is only a small application, it is too easy for paperwork to be put in front of busy officials who don't actually know the neighbourhood. Any decision will be taken as precedent for those determined to develop King Alfred Way, and this proposal would form the only residential use within that street and change its character. The details of neighbours objections have been circulated; they centre on privacy, highways safety, trees and access. None of these concerns have really been improved by the modified March plans, and in some cases the revisions have made them materially worse.

Privacy has been raised as an issue by homes which aren't currently overlooked; windows were introduced to the second revisions which didn't exist at all in the first set so presumably aren't needed. Regarding highway safety and traffic, these are serious issues in a crowded area. The council

recommendation echoes the applicant's statement that there are no recorded incidents in the area, but what exactly is the reason and over what timescale? Several neighbours have assisted with collisions and injuries, and there are regular near misses. What data is being used about what local people know to be busy roads? Properties 1 and 2 will create a blind exit where no-one can see anything, while the current lock-ups are set safely metres back from the road. The proposal removes safe off-road parking and sets an unrealistic parking ratio which forces more cars onto the streets.

Regarding trees, it is proposed to give one affected tree a management plan although the tree expert's report still identifies some species wrongly.

Regarding access, the proposed site layout plan states that existing access rights to the rear of 35 Hales Road will be maintained, but these do not attach to No. 35 but to No. 33. The council recommendation repeats this inaccuracy despite having been provided with accurate information in November.

In conclusion, neighbours are grateful that the Council is prepared to consider this matter, and simply ask that the way forward for this tiny strip of land be fair, reasonable, and based on accurate information.

**Representative of Coombes Everitt, architects, in support**

Throughout the development of the scheme, Coombes Everitt has engaged with the local authority and their consultants, including highways and trees officers, to develop and refine the scheme to the current point where they have no objections and the case officer has recommended the scheme for approval. Much of the development and consultation is set out in the officer report, but the key change, since the initial application, is the reduction from five to four dwellings. This has enabled the density of the scheme to be relaxed, and provided more open space on the site. Parking for vehicles and cycles on site meets local authority guidance, and County Highways have not raised any objection to the scheme.

A number of local residents have objected to the impact of the scheme on access to the rear of their properties. The scheme has been designed to respect all legal rights of access that are afforded to properties fronting Hales Road, although these are a legal rather than a planning matter.

The proposed units are a contemporary, flat-roofed design, predominantly in brick, considered appropriate to the location by the local authority. The Architects' Panel supports the scheme, calling it a well-considered and sensitive design, making good use of redundant and unattractive lock-up units; it considers the form, scale and style of the development to be entirely appropriate for this location, and a good overall design.

The properties have been designed to ensure minimum impact on surrounding dwellings, with separation distances exceeding local guidance, and the only windows facing the properties on Hales Road being two small obscured bathroom windows. The flat roof design helps minimise the height of the proposed dwellings, reducing the visual impact on the site and the surrounding dwellings.

The redevelopment of this brownfield site represents an opportunity to provide additional housing in a sustainable location. Some local residents are concerned about potential contamination on site and potential dust during demolition, but as part of the implementation of the scheme, any site contamination will be addressed, in accordance with appropriate method statements, and there are a number of suggested conditions to ensure that this is the case.

*Councillor Thornton arrived at the meeting at this point.*

**Member debate:**

**HM:** is pleased to support this proposal, which makes good use of a difficult site, providing the sort of houses that are needed in Cheltenham – ideal for a young couple, or small family, in a sustainable location close to London Road and bus routes, and close enough to walk into town. Is happy to support the application.

**PB:** can the officer comment on the apparent discrepancies as pointed out by the neighbour in her eloquent presentation? These are disappointing, although the scheme itself is really – will support it. The garages need to be replaced with something – land is finite – and whatever goes there will generate some level of traffic. This proposal provides much-needed houses, is well thought out, doesn't cause any issues with trees, and is within guidelines to avoid any over-looking. Is happy to support it.

**CH:** is reminded of the many garage sites which have been developed by CBH – these were derelict pieces of land, underused, subject to anti-social behaviour – the redevelopment of these sites has improved the area. We know now what happens when developments like this take place; they usually settle down well. There are only four houses, so are unlikely to cause any disruption. Cannot see any problem with it. The Architects Panel is quite right.

**CM:** would also like to hear the officer's comments on the discrepancies described by the speaker. Visited the site; is not a tree expert, and would like reassurance that the trees in question do not have TPOs. The architect who spoke mentioned that obscured glass would be fitted; can officers confirm that this actually means glass that cannot be seen through, not windows at funny angles?

**PT:** would like to look at the design of the houses.

**[Note:** *PT not eligible to vote, having arrived at the meeting after the debate had started.*]

**MP, in response**

- Regarding the neighbour's comments on access rights, these were based on the plans submitted. Apologises for the error, but access rights are outside the remit of the planning application, and therefore not material to the recommendation;
- Regarding trees, the trees officer visited the site and required further information. There were some errors and revisions were required, but the trees officer is content that the proposal will not cause any harm to any trees;
- To CM, regarding obscure glass – this is set out in a condition, and also the requirement that the window be fitted with a limited opening mechanism to ensure no overlooking or lack of privacy for the neighbours.

**MC:** is minded to support the application. Likes the design, and the fact that it makes use of a brownfield site – it's the responsibility of the borough to use these unused garage sites. The errors were unfortunate, but have been revised out. Is a lover of trees, and glad that those issues have also been sorted out. Cannot see any issues with the scheme now. This isn't currently a particularly attractive site in King Alfred Way, and the proposal won't add to traffic. It is secluded, and access rights have been addressed. Has noted objections from neighbours, but would like them to understand that the Council can only deal with applications and make their decisions on planning matters. Licensing and access issues are not part of the planning process.

**CH:** has one issue to raise, in relation to comments in representations: this application won't set a precedent for building on industrial land, as the garage site is not part of the industrial site. If it was, would be strongly against it, but this site is definitely not in that category.

**MP, in response:**

- That is correct; the site is outside the adjacent industrial estate, in separate ownership and separated by palisade fencing.

**Vote on officer recommendation to permit**

12 in support

0 in objection

1 abstention

**PERMIT**

Application Number: **17/02460/FUL**

Location: **Playing Field Adj 10 Stone Crescent, Cheltenham**

Proposal: **Erection of 13no. dwellings with associated road and sewers**

**DEFERRED**

*Councillors Hay and Hobley left the Chamber for the duration of the following agenda item*

Application Number: **18/00039/ADV**

Location: **The Wilson, Cheltenham Art Gallery And Museum, Clarence Street, Cheltenham**

Proposal: **Installation of two banner signs and one hanging sign**

View: **Yes**

Officer Recommendation: **Grant**

Committee Decision: **Grant**

Letters of Rep: **0** Update Report: **None**

**JS** introduced the installation as above, at Committee because The Wilson is owned by CBC. The recommendation is to permit.

**Public Speaking:**

None.

**Member debate:**

**MC:** The Wilson is an asset to the town, and brings a lot of tourism. It is important for CBC to support it. This isn't an application for flashing neon lights, but necessary advertising of the location, making it more attractive to visitors. Is happy to support the officer recommendation.

**Vote on officer recommendation to grant advertising consent**

11 in support – unanimous

**GRANT**

Application Number: **18/00357/FUL**

Location: **6 Westal Park, Cheltenham**

Proposal: **Two storey side extension following demolition of double garage, utility and laundry rooms. Internal alterations and alterations to rear elevation of existing dwelling**

View: **Yes**

Officer Recommendation: **Permit**

Committee Decision: **Permit**

Letters of Rep: **11** Update Report: **None**

**GD** introduced the application as above, recommended for approval as set out in the officer report. It is at Committee at the request of Councillor Harman, due to the numerous concerns from local residents.

**Public Speaking:**

**Neighbour, in objection**

The first point to make is that he has no objection in principle to the proposed extension at 6 Westal Park; it is the sheer size and overbearing impact on his home and amenities which is the problem. The lower windows of his property will face a blank wall, 7.5m high and 12m away. Facing south-east, the early sun will be blocked out, and the proximity of the first floor windows will result in a loss of privacy, with his small garden and conservatory being overlooked. The Design and Access statement justifies the size of the proposal, referring to similar-sized extensions being added to Nos. 12 and 15 Westal Park, but these had no impact on the immediate neighbours. Moreover, No. 15 originally proposed a second staircase but this was removed on the advice of the planning department, reducing the footprint by 10%. Nos. 3 and 8 had extensions similar to this, both of which were acceptable to other neighbours. Thanked the Committee members for looking at the site, and hopes they will recognise that the objections are reasonable and encourage the applicant to submit a new proposal.

**Applicant, in support**

Has lived in Westal Park for seven years, and would now like to adapt his home for multi-generational living, to accommodate growing children and elderly parents, when the time comes, rather than them going into residential care. Has considered many design options over the last year, and Members will have noticed on their site visit that the houses in Westal Park have similar character but there are significant variations on theme. Took pre-application advice last autumn and submitted plans, taking care to comply with the council's policies for sustainable living, design, and the SPG for residential alterations. The extension was subservient to the main dwelling, used existing materials, respected local design, and was set back from the neighbours. After listening to officers' concerns, withdrew the plans and has since made several changes to reduce the impact. The width of the extension is reduced from 6.8m to 6.3m, so the gable wall is further from No. 7, and making the extension narrower than several garages and existing first floor extensions. It also improves its subservience without compromising the internal accommodation.

The orientation of the houses is such that the sun has passed the front of No. 6 by 9am and is due east of No. 7, shining directly into its garden. The front and rear first floor elevations are set back, so any additional overshadowing would only be very early in the morning if at all. The light render finish, instead of brick, will also reflect more light. The height of the extension has been further reduced, but an alternative loft conversion with a sloping roof would make bedroom unsuitable for caring for elderly people. Several extensions on Westal Park are full height.

To reduce noise and respect privacy, there are no habitable rooms on the gable elevation, and just one external door to the rear garden, near the far corners of the gardens of Nos. 7 and 8, behind a six foot fence. Retaining garage doors helps maintain the character of the house, and there is enough land for additional off-road parking should it be necessary, although this is a highly accessible location. The second staircase has raised fears of subdivision and setting a precedent, but is for amenity only – welcomes the proposed condition to control subdivision.

The revised plans meet or exceed all the distance criteria set out in the SPG, and constitute sustainable development as promoted in the NPPF and newly-adopted JCS. Hopes that Members will recognise the lengths to which has has gone to submit proposals which meet the needs of a modern 'sandwich generation' family whilst fully complying will council policies.

**Member debate:**

There was none.

**Vote on officer recommendation to permit**

12 in support

0 in objection

1 abstention

**PERMIT**

*The meeting ended at 6.30pm.*

As Councillor Thornton was not present at the beginning of the meeting, Councillor Barnes thanked her for all her sterling work on Planning Committee over many years. He hopes she will have many happy memories, and will cherish the knowledge that she has contributed to the present townscape of Cheltenham.

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<b>APPLICATION NO:</b> 16/01515/FUL	<b>OFFICER:</b> Mrs Emma Pickernell
<b>DATE REGISTERED:</b> 1st September 2016	<b>DATE OF EXPIRY:</b> 27th October 2016
<b>WARD:</b> College	<b>PARISH:</b>
<b>APPLICANT:</b> Mr & Mrs Paul Artus	
<b>AGENT:</b> SF Planning Limited	
<b>LOCATION:</b> 252 Bath Road, Cheltenham	
<b>PROPOSAL:</b>	Regeneration of site to provide replacement retail at ground floor (flexible A1/A3 use), 7no. apartments over, 1no. end terrace house and a detached dwelling to the rear (Revised scheme)

**RECOMMENDATION:** Permit

## 1. DESCRIPTION OF SITE AND PROPOSAL

- 1.1 The application site is a corner site located at the junctions of Leckhampton Road and Langdon Road, near to the roundabout at the southern end of Bath Road.
- 1.2 The site currently accommodates a two storey detached dwelling, a store building and two greenhouses. The site was formerly used as a nursery but today the buildings are in use as the Bath Road Market which sells a variety of goods.
- 1.3 The site area is 0.1 ha.
- 1.4 The site is located within the Bath Road character area of the central conservation area.
- 1.5 Planning permission is sought to demolish the existing buildings on the site and to replace them with a mixed use scheme comprising a ground floor commercial unit, for which a flexible A1(retail)/A3(restaurant) consent is sought. The scheme also includes 9 dwellings, 7 of which are 2 bed duplex apartments above the ground floor commercial unit, one of which is a 3 bedroom end of terrace dwelling, adjacent to 2 Langdon Road, and the remainder of which is a 2/3 bedroom coach house towards the rear of the site. The scheme includes a 9 space car park (one of which would be disabled parking) which is accessed via an arched opening from Langdon Road. The coach house is located at the rear of the car park.
- 1.6 The majority of the scheme is three storeys, with the coach house being two storeys. The Bath Road frontage of the scheme is rendered with a recessed second floor clad in a darker material. The corner of the building is curved and set back in order to prevent harm to the adjacent tree. The render continues around the corner, onto Langdon Road and then changes to brick and gradually steps down in scale. The recessed upper floor continues throughout. The coach house is a relatively simple flat roof, two storey dwelling comprising a mixture of cladding, render and brickwork. The roof has been chamfered at the rear to reduce the visual impact to the rear.
- 1.7 The scheme has been altered through the course of the application, although the quantum of development is similar. The original scheme involved a gable fronting Bath Road, dormer windows to the upper floors and was wholly brick.

## 2. CONSTRAINTS AND RELEVANT PLANNING HISTORY

### Constraints:

Conservation Area  
District Shopping Area  
Smoke Control Order

### Relevant Planning History:

**14/01838/PREAPP 20th August 2015 CLO**

Proposed site redevelopment to provide retail use at ground floor level and residential above

**06/00551/FUL 6th June 2006 PER**

Erection of canopy to shopfront (retrospective)

### 3. POLICIES AND GUIDANCE

#### Saved Local Plan Policies

CP 3 Sustainable environment  
CP 4 Safe and sustainable living  
CP 6 Mixed use development  
CP 7 Design  
GE 5 Protection and replacement of trees  
GE 6 Trees and development  
GE 7 Accommodation and protection of natural features  
EM 2 Safeguarding of employment land  
RT 1 Location of retail development  
RT 4 Retail development in local shopping centres  
RT 5 Non-A1 uses in local shopping centres  
RC 7 Amenity space in housing developments

#### Adopted Joint Core Strategy Policies

SP1 The Need for New Development  
SP2 Distribution of New Development  
SD1 Employment - Except Retail Development  
SD2 Retail and City / Town Centres  
SD3 Sustainable Design and Construction  
SD4 Design Requirements  
SD8 Historic Environment  
SD10 Residential Development  
SD11 Housing Mix and Standards  
SD14 Health and Environmental Quality  
INF1 Transport Network  
INF2 Flood Risk Management

#### Supplementary Planning Guidance/Documents

Development on garden land and infill sites in Cheltenham (2009)  
Central conservation area: Bath Road Character Area and Management Plan (July 2008)

#### National Guidance

National Planning Policy Framework

### 4. CONSULTATIONS

#### **Heritage And Conservation**

*10th April 2018*

Further to our meeting with the agent please find a brief summary of the design issues discussed. If amendments are made I would be happy to comment on them.

The proposed scale and massing is not objected to. While it would appear large facing onto Bath Road there are a small number of three storey buildings along the street so it would not be out of keeping. However the proposed development raises a number of issues concerns over its detailing that will need to be addressed.

The barrel, i.e. the curved corner, is considered to present a blank elevation in a location where it would be prominent at this junction. The extent of unbroken render giving a uninteresting elevation to the street. Consideration needs to be given to how this can be improved given how conspicuous a feature it will be within the streetscene.

The size of the canopy on the ground floor is considered overly too and as a result an incongruous feature that creates an excessively horizontal emphasis to the proposal. It is considered the canopy needs to be significantly reduced in size. This needs to be amended so it is contained within the barrel. It is also considered the canopy itself needs to be detailed so that it has a lighter appearance.

The privacy screens to the roof balconies and the pilasters to the facades are considered to give an excessive vertical emphasis. This is considered unnecessarily heavy and could be dealt with in a lighter way such as through the use of a less bulky screen and shadow gaps or downpipes.

*15<sup>th</sup> May 2018*

The amend plans have sufficiently addressed the concerns previously raised and in heritage terms the proposal is now considered acceptable.

**GCC Highways Planning Liaison Officer**

*24th October 2016*

I refer to the above planning application received on the 6th September 2016, submitted with application form, design and access statement, transport statement, planning statement and drawing refs. 841;81 & 200;34 - 02G, 841;81 & 200;34 - 21E, 841;81 & 200;34 - 04E, 841;81 & 200;34 - 02G, 844;81 & 200;34 - 01A.

### Proposal

The regeneration of site to provide replacement retail at ground floor (flexible A1/A3 use), 7no. apartments over, 1no. end terrace house and a detached dwelling to the rear of 252 Bath Road, Cheltenham.

### Access

The creation of a vehicular access for the site will be from Langdon Road via a proposed dropped kerb along a new two-way shared access drive. This will be a shared surface that will be 6.8m wide at the entrance point reducing to 6m in width between the parking spaces. The required 54m emerging visibility can be achieved to the left, with 29m to the right up to the junction from a 2.4m setback of the middle of the proposed centre line.

### Parking

Car parking within the proposed development has been based on the Census derived car ownership statistics. The predicted increase in car ownership over the next five years has been factored in using TEMPro (Trip End Model Presentation Program) for the projected 5 years to 2021. A total of nine car parking spaces have been proposed to serve the development, based on local ward census data the (College Ward) the required amount of parking spaces for each dwelling is as follows:

- i. 6 x two-bed flats (4 habitable rooms) = 0.919 space per dwelling
- ii. 1 x two-bed flat (5 habitable rooms) = 1.085 space per dwelling
- iii. 1 x 3-bed house (5 habitable rooms) = 1.247 space per dwelling
- iv. 1 x 3-bed house (6 habitable rooms) = 1.370 space per dwelling

Based on the above, the provision of 9 spaces including 1 disabled space will appropriately accommodate any increases in car ownership in the area. Based on the Census data the proposed amount of car parking is therefore considered acceptable for the proposed dwellings.

No on-site parking is currently provided for the existing retail use of the site, nor has any been proposed for the proposed retail use. It is reasonable to assume that there will be no

material increase in trip generations to the site compared to that of its previous full operative uses.

Additionally the site will incorporate a safe and secure cycle parking facility for up to 10 cycles, which is considered appropriate for the accessible location of the development. The site is located in an accessible area with access to high quality public transport facilities and local amenities.

There has been no accident data recorded in the past 5 years as a result of on street parking. There appears to be no inherent highway safety concern with the levels of on-street parking, it is an existing situation for which this development is not to mitigate for and that this development would not cause a detriment to highway safety as it will not significantly increase any on-street parking associated with it.

However, the increase in peak hour trips is not regarded as significant in accordance with the NPPF. The impact of such increase would not have a detrimental impact upon highway safety.

To address local concerns I have noted the objections on the LPA website prior to compiling this recommendation.

### Recommendation

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

#### Condition #1 Access

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 54m to the left and 29m to the right (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 Parking

The buildings hereby permitted shall not be occupied until the vehicular parking and turning facilities have been provided in accordance with the submitted plan drawing no. 841;81 & 200;34 - 02G, 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.

#### Condition #3 Cycle Storage

The development hereby permitted shall not be occupied until details of secure and covered cycle storage facilities for a minimum of 10 bicycles 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 #4 Pedestrian crossing

The development hereby permitted shall not be occupied until details of the tactile pedestrian crossing from either side of the vehicular access has been made available in accordance with details to be submitted to and approved in writing by the LPA.

Reason: - To ensure that the development is designed to give priority to pedestrian and cycle movements and provide access to high quality public transport facilities in accordance with paragraph 35 of the National Planning Policy Framework.

## Condition #5 Pedestrian 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 4.0m back along each edge of the access, measured from the carriageway edge, extending at an angle of 45 degrees to the footway, and the area between those splays and the footway shall be reduced in level and thereafter maintained so as to provide clear visibility at a height of 600mm above the adjacent footway level.

Reason: - To reduce potential highway impact by ensuring that adequate pedestrian 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 #6 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.

## Condition #7 Refuse storage

The development hereby permitted shall not be occupied until the refuse storage area has been made available for use in accordance with drawing no. 841;81 & 200;34 - 02G and those facilities shall be maintained for the duration of the development.

Reason: - To ensure that the development creates safe and secure layouts which minimise conflicts between traffic and cyclists and pedestrians, avoiding street clutter in accordance with paragraph 35 of the National Planning Policy Framework.

## Informative

i. 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.

## 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.

### Trees Officer

19th September 2016

The CBC Tree Section objects to this application due to the anticipated pressure on the adjacent 'A' class (as per enclosed tree survey) lime tree under Gloucestershire Highways management ownership/management. This tree is very visible in the landscape and currently in good condition as described within the Tree king report.

Due to the nature of the footpath and road layout within this area, there is likely to be a high percentage of this tree's roots under the existing building. The Tree report shows that approx. 20 square metres of the Root Protection Area (RPA) could become damaged whilst inserting foundations and removing the existing foundation. Experience shows that where trees are located adjacent to the highway, there is a greater proportion of feeding roots on the opposite side of the tree from the highway. As such, any excavations within the RPA of this tree could damage a disproportionately large volume of the tree's ability to extract water from the ground. No details of how any new foundation could be inserted without significant damage so close to this tree have been described. It is strongly recommended that if any modified plan is pursued further, an accurate description of the soil under and adjacent to the existing building is made so that a suitable foundation design could be created. Similarly, it is not clear where any underground service (gas, electric, drainage etc) runs could be inserted within the RPA without significant damage. Detailed method statement should be submitted as a part of any application (in line with BS 5837 (2012)).

It is noted that this 8+ metre high building is so close to the existing tree canopy that significant pruning of the canopy of the tree would be necessary. This would detract from the visual amenity the tree provides as well as leaving no future re-growth potential on this east side. The existing broadly symmetrical crown would become unbalanced.

The remaining canopy will likely cast shade on the adjacent apartment. It is noted that windows on the first floor are for a living room and the tree would be almost due west-thus much later afternoon and evening sun would be lost at a time when inhabitants would be likely home from work and enjoying their dinner. Views from this first floor window would look into the canopy of this tree rather than the any views beyond. Both of the above reason could give rise to pressure from inhabitants to prune the tree (thereby removing further visual amenity of this tree).

Given that this species of tree is lime, it is likely to shed much sticky honeydew from aphids residing on leaves during summer months-such honeydew leads to black, sticky surfaces underneath and adjacent -again likely leading to calls for increased pruning.

Similarly with a bedroom to be on the second floor with this tree canopy nearby, movement of the canopy in the prevailing winds from the south west could lead to feelings of apprehension from inhabitants during windy nights. Such feelings would further likely lead to requests to prune.

15th March 2018

Subject to clarification and agreement detailed below, it is considered that the proposed construction can be built without significant harm to the most significant large lime tree adjacent to the site at the corner of Bath Rd and Shurdington Rd.

Designs have been altered and tailored significantly to take account of this visually important street tree and as such there should be few direct and indirect negative impacts on the tree providing demolition and construction methods follow those proscribed succinctly in Tree King Consulting report of January 2018 (Ref 37.69B).

The design of the proposed build is such that it is outside the Root Protection Area as defined by British Standards (BS 5837 (2012) Trees in Relation to Design, Demolition and Construction-Recommendations). Similarly, the design has taken account of the crown of this tree and as such shade cast, leaf, flower etc fall from the crown of the tree should not have a significant impact on potential future occupants of this building. Given the tree's protected status by virtue of being under the control of Gloucestershire Highways as well as being within a Conservation Area, should there be future calls to prune the tree in a manner likely to reduce the tree's visual amenity or have a negative impact on the trees health, such calls can be resisted.

The proposed method of demolition, foundation and build construction takes account of the likely pattern of roots, both structurally supporting roots as well as feeding roots and therefore such disruption to this tree's biological and structural condition should not be compromised. Foundation design (through the use of a pile and shallow foundation beam type) must take account of any shrinkable clay content within the subsoil as to fortify against claims of potential indirect impact of the tree's roots by soil movement in the form of subsidence (or heave).

Daily arboricultural supervision of demolition of the existing build is to take place. This should ensure that no activity takes place which has a negative impact and clearly defined demolition methods are adhered to. No significant excavations (other than the insertion of piles through the use of a piling rig) are to be undertaken in the likely principle rooting area of this tree (under the existing build). Ground beams will be set above the existing soil level. The holes for such piles are to be sufficiently far from the tree trunk that significant roots (ie greater than 25mm diameter) are unlikely to be encountered and as such there should be no adverse impact of installation of such piles and beams foundations.

The introduction of new tree planting along Langdon Road is also welcome.

Please could the following be clarified and agreed prior to any permission being granted:

- 1) No pruning of branch work greater than 40cms will be undertaken (so as to accommodate scaffolding).
- 2) Polystyrene will be placed inside the proposed plywood box so as to reduce the impact of any possible collision (see para C2.1 of Tree King report).
- 3) Whilst daily arboricultural supervision is to take place during demolition, it would be preferable if such daily supervision and monitoring extended to installation of the foundation and soakaways.
- 4) Following demolition and prior to construction of foundations, fibrous roots may become exposed. Such roots quickly desiccate and die if not retained in a moist and mild environment. As such, any such roots should be covered in damp hessian cloth if left exposed for more than 8 hours.
- 5) Underground service installation must take place outside the root protection area (7.6 metres from the centre of the tree trunk).
- 6) Rainwater and surface water drainage must lead to soakaways beneath the building (see para 2.5.2 of Tree King report. Severance of any roots with a diameter greater than 25mm diameter shall not occur whilst installing such soakaways.

If the above can be agreed, the CBC Trees Officers do not object to this application.

*9<sup>th</sup> May 2018*

Following the comments and further request for information above and following updated Tree King report of 7/5/18, CBC trees officers do not object to the above application.

Site supervision by a suitably qualified arborist will take place on a daily basis during the times of significant potential disruption to tree roots. The footprint of the proposed building is outside the Root Protection Area of the tree and physical protection of the tree trunk will be constructed. Soakaways should help keep the tree watered and the building has been designed so as to minimise conflict between occupants and the tree canopy.

## **Environmental Health**

*23rd September 2016*

I have no objection in principal to this proposal, but significantly more detail is required before final comment can be made:

### Road Traffic Noise & Fenestration

The entire site will be subject to noise from road traffic using Bath Road and Shurdington Road, in particular the first floor apartment overlooking the Norwood Roundabout. Some other units may be affected by noise from other existing sources, including the commercial premises around the site.

A survey of noise levels from these noise sources is required. Such a survey should also identify suitable fenestration to control the effects of noise on residents of these properties.

### Noise from A1/A3

The combination of A1/A3 use with residential over (and adjacent) has the potential to cause loss of amenity for residents of the proposed and existing property due to noise from commercial use, including the operation of kitchen extractor plant. I would recommend that the particular extractor plant for the premises should be designed to limit any noise impact on neighbouring premises. This detailed design could be required as a condition to be attached, should permission for the proposed development be granted, on the following lines:

Prior to the commencement of development, details of the means of ventilation for the extraction and dispersal of cooking smells/fumes, including details of its method of construction, odour control measures, noise levels, its appearance and finish shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be installed before the use hereby permitted commences and maintained in strict accordance with the manufacturer's and installer's instructions thereafter.

Reason: These details need careful consideration and formal approval to safeguard the amenity of adjoining properties and to protect the general environment in accordance with Local Plan Policy CP4 relating to safe and sustainable living.

### Scheme to control noise and nuisance during redevelopment

The proposed development is in close proximity to existing residential property and therefore has potential to cause significant nuisance through noise and dust emissions during the site work. I would therefore recommend a condition on the following lines:

Condition: A scheme for the effective control of all noise, dust and other nuisances shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development hereby permitted.

Reason: To safeguard the amenity of adjoining properties and to protect the locality in accordance with Local Plan Policy CP4 relating to safe and sustainable living.

Informative: The councils recommended hours of work for construction and demolition are: Monday - Friday 7:30AM - 6:00PM, Saturday 8:00AM - 1:00PM, with no noise producing work on Sundays or Bank Holidays. Work outside these hours may be approved subject to an application for consent under Section 61 of The Control of Pollution Act 1974.

### Piling

In the event of the developers deciding to use piled foundations at this site there will be significant potential for noise and vibration from this operation to affect nearby premises. I would therefore recommend the following condition:

Condition: No piling activities shall be carried out at this site unless previously approved in writing by the Local Planning Authority.

Reason: To prevent nuisance being caused to residents of neighbouring property due to noise and vibration.

*27th February 2018*

I note that revisions have been made to the application for mixed use commercial and residential accommodation at this site.

The revised plans do not meet the recommendations for further info, requested in my previous e-mail relating to the site (reproduced below).

I must therefore recommend that these comments are still valid for this application.

### **Cheltenham Civic Society**

*16th September 2016*

*[please note these comments were made in relation to the original submission and not the revised scheme]*

We think that the residential component would fit better with the existing area if it were two storeys rather than three. We also dislike the gable on the Bath Road frontage above the retail unit. As the last shop on the Bath Road something more distinctive is needed - and which successfully turns the corner to the residential part. As proposed, the Bath Road frontage is subservient to the Langdon Road one - that is the wrong way round.

### **Architects Panel**

*13th October 2016*

#### **Design Concept**

The panel had reviewed an earlier design proposal for this site as part of a Pre-App submission and had already stated support for the principle of a mixed use development in this location. However, the panel felt the new scheme was not of sufficient quality to be supported. An opportunity exists on this prominent site to design a new building that positively enhances the street scene, addresses the corner location, and is in scale and in harmony with adjoining properties.

## Design Detail

Concerns were raised about extending the building line further out over the pavement on the Bath Road elevation and the implications this would have on the roots of the mature tree on the corner.

The shopfronts could include a retail unit addressing the corner, the tree and with a view to creating some urban context.

There should be a better relationship to the two-storey houses along Langdon Road with frontages set back from the pavement. An option to lose the townhouse altogether might give the development more space to breath and achieve a better relationship both with Bath Road and the Langdon Road houses.

## Recommendation

Not supported.

*7th June 2017*

## Presentation

The panel had reviewed earlier design proposals for this site as part of a Pre-App submission and then the full application scheme (see Review dated 28th September 2016).

Bob Beswick, BLP Architecture, presented his latest proposals to the panel. He explained that the tabled proposals had not formally been submitted as the design was still under development - he was looking for feedback from the panel before finalising the design amendments.

The scheme presented provided similar accommodation to the original submission but was a completely different design approach in terms of massing, style, layout and architectural detail. The design changes were meant to respond to the panel's previous comments as well as advice given by the Planning Case Officer over the preceding months.

## Design Concept

The panel had already stated support for the principle of a mixed use development in this location.

Attempts had been made to address previous concerns relating to the special corner condition and the building's alignment along Langdon Road and there were certain aspects of the new scheme that the panel felt were going in the right direction. However, although Street Scene Elevations were tabled, no updated three-dimensional views had been prepared so this made it difficult for the panel to fully appraise the new scheme in terms of its context, scale and visual impact.

## Design Detail

The new scheme is broken down into two blocks: the front Bath Road block no longer has a mansard roof so the building appears taller than the previous scheme; its height is accentuated by the coupling of first and second floor windows into tall incongruous projecting bays.

The panel was not convinced that the splayed corner elevation worked architecturally, and felt the rendered elevations gave the impression of corner set-backs that on plan do not exist. The ground floor shopfront projects into the street with a flat roof canopy that appears severed in an unresolved way which further confuses the elevation. The panel questioned the suitability of large amounts of first and second floor glazing on the corner splay, and the close proximity of these windows to the protected tree.

The secondary block along Langdon Road is set back slightly but not as far as the existing semi-detached dwellings (as the panel had previously suggested). This block now has a mansard roof and rendered walls. The panel could see the benefit of breaking down the Langdon Road elevation but had reservations that the new design could still appear too tall and incongruous.

The panel thought changing the walling material of the smaller block to brickwork to match neighbouring properties might help the overall composition along Langdon Road.

Some drawing inaccuracies (south elevation town house door; north elevation lift shaft position; north elevation lower block alignment) reinforce the need for further design refinement.

In summary, the panel felt the previous comments still applied to the new scheme: "An opportunity exists on this prominent site to design a new building that positively enhances the street scene, addresses the corner location, and is in scale and in harmony with adjoining properties".

Recommendation  
Not supported.

*20th March 2018*

### Design Concept

The panel have viewed previous variations of this scheme and were generally of the view that the design overall has improved with this iteration.

The scale is better judged in relation to adjoining sites and particularly the Victorian terrace to Langdon Road. The corner treatment also has more potential in the way that it addresses this articulation and the tree, although still needing further work.

The use of render and brick is also not entirely successful.

### Design Detail

The corner treatment was considered oddly blank, perhaps reflecting the unresolved internal arrangement of that apartment. The curve succeeds better than previous treatments, but the fin projections, particularly at second floor level have a negative effect on the elevations.

The canopy also appeared unresolved with concerns that it projects to the kerb line, outside the site boundary and this needs more detail to be convincing.

There was debate as to whether the scheme would work better if it were all brick, perhaps with a varied palette with the articulation of the elevations providing valuable variety.

The use of brick pilasters was not successful, particularly the one that appears, oddly off-centre to the arch through and a better detail articulation device should be sought.

Recommendation  
Still needs development to be supported.

25<sup>th</sup> April 2018

## Design Concept

The panel had reviewed earlier design proposals for this site as part of a Pre-App submission followed by the now superseded scheme on 28<sup>th</sup> September 2016. This latest review was for revised design proposals prepared in response to concerns raised by the panel, officers and the general public.

The panel has consistently stated support for the principle of a mixed use development in this location. The latest design has made some changes which are moving in the right direction, particularly along the Langdon Road elevation, but there are certain aspects of the scheme that the panel felt were not successful. Given this is such a prominent and important site, further design refinements are recommended.

## Design Detail

Following previous criticism, the new design has attempted to respond to the corner street location by setting the building further back from the tree and by introducing a curved wall and canopy. The detailing of this corner treatment, the change in planes, the blank upper walls and the large projecting canopy, does not work as a composition.

The panel questioned the logic behind the design of the retail unit elevations with no attempt to provide shopfront designs which work with the street scene or reflect the pattern and scale of neighbouring Bath Road buildings. The multi-door corner entrance does not work with the curved wall above (not shown on the ground floor plan) and the projecting canopy is likely to clash with the tree.

New trees on the pavement so close to the shopfronts are unlikely to be practical.

Inaccuracies in the drawings submitted did not give the panel confidence that the design has been fully considered: the 3d visualisations, for example, do not tally precisely with the elevations with Langdon Road first floor windows of different sizes, and the first floor plans do not show how the change in levels indicated in elevation work on plan.

Recommendation  
Not supported

## 5. PUBLICITY AND REPRESENTATIONS

Number of letters sent	<b>168</b>
Total comments received	<b>141</b>
Number of objections	<b>139</b>
Number of supporting	<b>0</b>
General comment	<b>2</b>

**5.1** The application was publicised by way of letters to nearby properties, a site notice and a notice in the Gloucestershire Echo. The consultation exercise has been repeated twice upon receipt of revised plans. Approximately 140 representations have been received. The representations will be reproduced for members however the main points raised can be summarised as follows:

- Unacceptable design
- Unacceptable impact on conservation area

- Overdevelopment
- Out of scale with neighbouring buildings
- Impact on drainage system/Flooding
- Insufficient amenity space
- Impact on light and privacy of neighbouring properties
- Impact on biodiversity and air quality
- Impact on lime tree
- Impact on highway and pedestrian safety
- Insufficient parking spaces for both residents and staff/customers
- Loss of independent business – Impact on vitality and viability of Bath Road and the community

## **6. OFFICER COMMENTS**

### **6.1 Determining Issues**

**6.1.1** The key issues in determining this application are considered to be (i) the principle in terms of both the loss of the existing uses and the replacement uses, (ii) the design and layout including the impact on the conservation area, (iii) the impact on neighbouring properties, (iv) access and highways issues, (v) trees and landscaping, (vi) flooding and drainage, (vii) biodiversity.

### **6.2 The site and its context**

**6.2.1** The site is an L shaped plot which currently accommodates a dwelling and the Bath Road Market as mentioned above. The site is within the conservation area and is very prominent within the street scene.

**6.2.2** The context of the site is mixed in terms of both architectural style and land use. Immediately to the north is a two storey rendered building in use as 'Roots and Fruits' greengrocer and the 'cook' food shop, beyond this is a three storey red brick building. Opposite the site on Leckhampton Road is The Norwood Arms, a two storey, white rendered detached building with a large car park and garden. The buildings behind the existing dwelling comprise the two storey terraced houses of Francis Street which are rendered. The houses of Langdon Road and which continue up Leckhampton Road are primarily semi-detached brick houses.

### **6.3 Principle**

**6.3.1** The proposal results in a net increase of 55sqm of commercial floorspace. As stated above the application seeks a flexible consent which would allow either retail or restaurant uses within the unit. The proposal also results in a net increase of 8 dwellings.

**6.3.2** The site is within a District Centre as designated by the 2006 Local Plan. Policies RT4 and RT5 of the Local Plan seek to ensure that new uses within these areas are appropriate to

the scale and function of the area and do not harm the vitality and viability of the Town Centre. They also seek to avoid an excessive loss of A1 uses within the centre.

- 6.3.3 It is considered that the uses proposed are appropriate for the location which, as mentioned above is mixed in character. The introduction of a potential A3 unit is not considered to be damaging to the vitality of the Bath Road given the number of shops within the centre. Were the unit to be used for retail purposes under a flexible consent this would be a very similar situation to that which exists.
- 6.3.4 A number of representations make reference to the loss of independent retailing. Whilst there may be sympathy for the sentiment, the end user is not known in this instance and in any event the role of the planning system is to consider land uses in general terms and not to favour one type of retailer over another.
- 6.3.5 The proposal also involves new dwellings. These are located within a highly sustainable, central location within the Principle Urban Area (PUA) of Cheltenham. As such the location is wholly appropriate for new housing, and the dwellings would make a welcome addition to the housing delivery targets within the Borough. As such the proposal is in line with the objectives of policy SD10 of the JCS.
- 6.3.6 Whilst the building has some interest in terms of its position within the conservation area, the individual buildings are not of significant interest or quality and, subject to the replacement being acceptable the principle of demolition is acceptable.

## 6.4 Design and layout

- 6.4.1 The NPPF states that good design is indivisible from good planning. The importance of good design is reiterated through policy CP7 of the Local Plan, policy SD4 of the JCS and the Council's Supplementary Planning Document for development on garden land and infill sites. All of these seek development which is well considered, contextually appropriate and contribute towards making places better. However the NPPF does warn Local Authorities against seeking to stifle originality through unsubstantiated requirements to conform to certain development styles of forms.
- 6.4.2 As mentioned above the site is within the central conservation area and as such policies CP 3 of the Local Plan, SD8 of the JCS are relevant, as it the Central conservation area: Bath Road Character Area and Management Plan (July 2008) and the NPPF. All seek to preserve or enhance the conservation area.
- 6.4.3 As mentioned at para 1.7 the proposal has been subject to significant changes since it's original submission in response to comments made by officers, consultees and the public. Significant concerns were raised including the overall height and design of the building, the gable fronting Bath Road, the design of the dormers, the proximity of the building to the edges of the site. Overall it was felt that the proposal was a missed opportunity on this prominent corner. There were also significant concerns in relation to the impact that the proposal would have on an adjacent street tree.
- 6.4.4 Officers did express concerns that the scheme may be asking too much of the site and that it might be necessary to reduce the quantum of development in order to overcome the concerns. The revised scheme has not resulted in any loss of units however some significant improvements to the scheme have been secured as follows:
  - The Bath Road frontage has lost the forward facing gable and is now of a height and grain which is appropriate for the Bath Road.
  - The dormers have been removed and have been replaced with a recessed top floor.

- The choice of material is more appropriate with render on the front section and brick on the Langdon Road frontage
- The ground floor elevation is more appropriate, providing an active frontage on all elevations
- The coach house at the rear is simpler in design and the footprint has been reduced
- The building line is staggered on the Langdon Road elevation and the style of architecture drops to a more ‘domestic’ scale sooner on the Langdon Road frontage.
- The corner of the site has been resolved to address the tree and provide a proper entrance.

**6.4.5** Officers acknowledge that the scheme is dense. At 0.1 hectares this equates to 90 dwellings per hectare and includes 315 sqm of commercial floorspace. However it is located within an urban area which is characterised by relatively dense development and therefore this is not considered to be inappropriate. The properties are all of a good size and offer a good standard of accommodation to future occupiers.

**6.4.6** Officers consider the design of the front section of the scheme which fronts Bath Road to be wholly appropriate, it responds well to the proportions and character of The Bath Road. The Langdon Road frontage has been challenging to resolve in terms of dropping down from a larger scale of development to a more domestic scale and various options were considered as to how this could be achieved in terms of style and material. Officers acknowledge that the proposed building is three storeys, whereas Langdon Road is characterised by two storey dwellings. However the top storey is recessed and proposed to be of a darker material and therefore reflecting the pitched, slate roofs of Langdon Road in terms of mass. The submitted drawings indicate that the overall height is the same at the point where proposed meets existing, with the eaves line also being similar. The fenestration is a contrast in style, however the proportions are considered to be appropriate and it is considered that the proposal strikes the right balance by being respectful of its historic context whilst not being a pastiche copy.

**6.4.7** The corner of the building adjacent to the lime tree was also challenging to resolve in terms of building form and interest versus the protection of the tree. Officers consider that the curved form adds visual interest and links together the two separate sections successfully. Queries have been raised as to why it is largely blank, and again various options were considered. To add glazing onto this curved section would result in issues in relation to leaf litter and sap from the adjacent tree and could result in future pressure to fell. It was felt that the shape and projecting canopy added enough interest to this corner to negate the need for glazing to break it up.

**6.4.8** The coach house is relatively simple in form and not widely visible. It is considered to be acceptable in design terms – neighbour impact is discussed below.

**6.4.9** It is acknowledged that concerns remain regarding the design from members of the public. The latest comments from the architects panel also raise concerns, although officers would point out that new issues were raised which had not been mentioned previously and that most of the comments made in the penultimate representation from the panel had been responded to.

**6.4.10** Whilst these concerns are understood, officers consider that when assessed against the criteria of good design around which the relevant policies are framed (i.e. context, character, sense of place, legibility, identity, amenity, public realm, landscape, safety and security, inclusiveness and adaptability, movement and connectivity) the scheme performs

well. It is noted that the Conservation Officer considers the scheme to be acceptable in terms of its impact on the conservation area.

- 6.4.11** It must be acknowledged that there is a degree of subjectivity in terms of what constitutes good design, however the NPPF warns against this as mentioned above. Officers are confident that this proposal is a significant improvement upon earlier iterations of the scheme and represents a high quality form of development which is responsive to its surroundings
- 6.4.12** For these reasons, on balance, it is considered that the design and the impact on the conservation area is acceptable.

## 6.5 Impact on neighbouring property

- 6.5.1** Policies CP4 of the Local Plan and SD14 of the JCS seek to ensure that new developments do not have an unacceptable impact upon neighbour amenity.
- 6.5.2** The impact on the most effected neighbours will be discussed as well as general considerations.
- 6.5.3** *250 Bath Road (Roots and Fruits)*– this property has a blank side elevation and no rear amenity space. The dwelling which currently exists directly to the rear of this building would be removed and as such there is no significant impact upon amenity.
- 6.5.4** *246 Bath Road (Daisy Chain Benevolent Fund)* – There are no ground floor windows at the rear. It is assumed that the first and second floor windows are to residential properties, however these are approx. 24m from the side elevation of the coach house and therefore there would be no significant impact upon amenity.
- 6.5.5** *1 – 5 Francis Street* – These properties would have the new coach house adjacent to their rear boundaries. The design of this has been amended to include the chamfer to the roof. The elevation facing the rear of these properties comprises a brick elevation of approximately 12m in length and 3.5m in height with a zinc pitched roof beyond to a maximum height of 5m. There is one bathroom window in the rear elevation and 4 roof lights in the rear roof slope. The building is over 12m from the nearest neighbouring building. It complies with the light tests and therefore would not have an unacceptable impact on the level of light entering these properties. There is the potential for overlooking from the windows on the rear elevation and roof slope and a condition will be attached to ensure these are obscurely glazed. It is acknowledged and the building will have somewhat of an overbearing impact upon these properties however Officers do not consider that this is so significant as to warrant the refusal of the application.
- 6.5.6** *2 Langdon Road* – The proposed town house would be adjacent to this property. Neither the existing or proposed dwelling have windows on the side elevations and as such there would be no overlooking to the sides. The proposed dwelling extends slightly beyond the front of 2 Langdon Road however not enough to result in any adverse impact. It also extends slightly beyond the side return, but again not enough to have a significant impact. 2 Langdon Road has planning permission for an extension which would see this side return filled and a first floor extension at the rear. The first floor window would be approximately 16m from the first floor window of the coach house, however this would be at an oblique angle and therefore considered to be acceptable. The presence of the coach house would have an impact on this property and would be visible from within the garden however this is not considered to be so significant as to warrant the refusal of the application. This is partially offset by the removal of the existing dwelling and other structures from the site.
- 6.5.7** *2 Leckhampton Road* – This property would face the proposed development across Leckhampton Road. There are a number of windows on the side elevation from which the

site would be visible, however this relationship is common in all urban areas, across roads and is not considered to be so significant as to warrant the refusal of the application.

**6.5.8** The ultimate operator and use of the ground floor unit is not known at this stage. The Environmental Health Officer has requested further information, however this is considered to be most appropriate by condition due to these uncertainties. It is acknowledged that there is the potential for noise and smell due to potential extraction systems and the use itself, however it is considered that the suggested conditions give the LPA adequate control over these and as such adverse impacts upon neighbouring properties can be avoided. The hours of opening are not known at this stage and it is considered appropriate to restrict them as suggested below.

**6.5.9** Subject to these controls the impact on neighbour amenity is considered to be acceptable.

## **6.6 Access and highway issues**

**6.6.1** Policy SD 4 of the JCS sets out requirements in terms of movement and connectivity and includes reference to the parking standards Manual for Gloucestershire Streets.

**6.6.2** The proposal includes vehicular access off Langdon Road, leading to a car park with 9 spaces, including one disabled parking space. The application layout includes a bin store and a bike store accessible off the car park.

**6.6.3** Full comments have been received from the Highways Officer as detailed above. It is not necessary to repeat the comments which conclude that the access is safe and that sufficient parking spaces are provided.

**6.6.4** It is acknowledged that there is local concern regarding the impact upon parking in the nearby streets, however much of this concern relates to problems which already exist and it is not the role of an individual planning application to solve existing problems. The proposal provides adequate parking spaces, calculated using the accepted methodology and therefore it is not considered that a reason for refusal on lack of parking could be sustained. It is acknowledged that there is no off street parking available for users of the ground floor commercial unit, be it A1 or A3, however at present there is a market and a dwelling on this site, none of which have off street parking. Furthermore the site is in a sustainable location in close proximity to bus stops and a short walk from a public car park.

**6.6.5** For these reasons, subject to the conditions suggested by the highways officer, the highways impact of the proposal is considered to be acceptable.

## **6.7 Trees and Landscaping**

**6.7.1** As outlined above considerable effort has been put in to amending the plans in order to accommodate the existing street tree adjacent to the site. Following detailed methodology and tree protection information the Tree Officer is now content with the proposals as outlined above.

**6.7.2** There are not significant opportunities for landscaping through this proposal however two new trees are indicated within the site which help to soften the development.

## **6.8 Biodiversity**

**6.8.1** The site is devoid of natural features and as such there is limited potential for wildlife. The proposed scheme includes some opportunities for landscaping within private gardens and through the provision of new trees and as such would be an enhancement.

## **6.9 Flooding and Drainage**

**6.9.1** The site is not within a flood zone and as it does not constitute major development it is not a site where a detailed drainage strategy is required at planning stage. As such drainage issues will be dealt with at building control stage.

**6.9.2** No objections have been made by Severn Trent Water.

## **6.10 Other considerations**

**6.10.1** The comments raised by the Health and Safety Officer are for information only and have been forwarded to the developer.

# **7. PLANNING BALANCE, CONCLUSION AND RECOMMENDATION**

**7.1** In conclusion a number of benefits would flow from this development. The proposal represents an opportunity to provide nine quality dwellings thereby making a modest contribution to the overall supply of housing. The proposal would also provide commercial floorspace for either a shop or restaurant. As such there would be a small contribution to economic activity in Cheltenham. These uses are entirely consistent with the thrust of planning policy and assist with both economic development and housing delivery aims.

**7.2** Officers have worked with the applicant to arrive at a scheme which can be supported in terms of design, highways and neighbour amenity. Any concerns which may remain need to be balanced against the positive aspects of the scheme as is outlined above. Given that it has been concluded that the design is acceptable it is not considered that there are overriding areas of concern which outweigh the positive aspects of the scheme. As such the recommendation is to approve the application subject to the conditions outlined below.

# **8. CONDITIONS / INFORMATIVES**

To follow as an update.

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<b>APPLICATION NO:</b> 16/01515/FUL	<b>OFFICER:</b> Mrs Emma Pickernell
<b>DATE REGISTERED:</b> 1st September 2016	<b>DATE OF EXPIRY :</b> 27th October 2016
<b>WARD:</b> College	<b>PARISH:</b>
<b>APPLICANT:</b>	Mr & Mrs Paul Artus
<b>LOCATION:</b>	252 Bath Road, Cheltenham
<b>PROPOSAL:</b>	Regeneration of site to provide replacement retail at ground floor (flexible A1/A3 use), 7no. apartments over, 1no. end terrace house and a detached dwelling to the rear (Revised scheme)

## REPRESENTATIONS

Number of contributors	<b>141</b>
Number of objections	<b>139</b>
Number of representations	<b>2</b>
Number of supporting	<b>0</b>

6 Fairhaven Street  
Cheltenham  
Gloucestershire  
GL53 7PL

**Comments:** 27th September 2016

I most strongly object to the present planning application for the regeneration of 252 Bath Road.

**Comments:** 28th September 2016

Reading the planning application and associated information some questions have come up that I would be grateful to have answered, and could show the virtues of the application may not be as beneficial as extolled by the proposers:

How does this development which is in a conservation area "make a positive contribution to local character and distinctiveness"? To me it looks like an anonymous building that could be built anywhere. It contributes nothing to the character of Bath Road. Yet this is why the plot of land is being overdeveloped, because it is in a desirable area, so how can it be allowed to proffer from the very thing it will spoil? And spoil for the rest of us and Cheltenham?

How on earth can this expanded three storey structure be considered to be within scale and design to the surrounding properties? On what grounds is it sympathetic to Bath Road and Langdon Road respectively, and therefore how does it satisfy the corresponding policies laid out in the NPPT?

How can this application so blatantly flout the Cheltenham Local Plan in Conservation Areas and still expect to be approved?

On what grounds can the dormer construction be granted, when residents within the vicinity have had their requests for larger velux windows, let alone dormers, flatly denied on their own applications?

I was bemused by the number bathrooms in the configuration of the properties, there seemed to be twice as many as I would expect to see and this made me wonder what the impact would be on the drainage system considering the recent flooding? Would more pressure on the system have to be compensated in anyway that has not been accounted for in the application? Have Severn Trent Water been consulted? If so what were their conclusions?

Following on from the above has the Sequential Test with regards to flooding been applied? If so what were the results and conclusions? And did the number of bathrooms raise any detrimental issues?

Where is the provision for light and green spaces? How can the ample research that acclaims the benefits of sunlight to keep us both physically and mentally fit be ignored, we need to protect and encourage what little green spaces we have?

Likewise how can so much shade and lack of privacy be acceptable in this application? Will this not devalue the immediate properties on Langdon Road and Francis Street that will be overlooked and overshadowed? How can the direct reduction in quality of life be accepted?

With such a large development on a small plot, in what way have the relevant considerations for the protection of biodiversity and air quality been addressed? Under the Consultee Comments a tree officer of the CBC Tree Section objects to this application and brings up some other issues for concern regarding the lime tree on the corner not addressed by the developers; but has an ecological survey been made in terms of the habitat that the tree provides and what biodiversity is supported? Do bats make use of the tree? These are a protected species so how would this affect the application?

Are the opposing yellow lines to the 6.8m entrance, as agreed in principle with the local highways, to cover the same length? If so then essentially three spaces are being lost, not 2 - 3? And why was the reply from the highways not included in the Appendix E of the Transport Statement, it would have been interesting to read the feedback?

Further to the Consultee Comments I strongly agree with the Cheltenham Civic Society that "as proposed, the Bath Road frontage is subservient to the Langdon Road one - that is the wrong way round." And find myself perturbed by the issues raised by the environmental health officer in addition to my own concerns over the disruption that the building would cause and how long this would last. I do not think all the traffic and pedestrian safety aspects have been accounted for by the developers.

Also I fully support the fellow residents who have highlighted the following

"More detailed comments are necessary relating to PPG15, Cheltenham Local Plan CP7, BE4,B5,B6, Bath Road Character Appraisal, and Development On Garden Land and Infill sites in Cheltenham, and need to be submitted separately with graphics."

"Parking Standards (DoE ) recommends a parking provision of 1.25 - 1.5 spaces per dwelling for apartments and 1 bed dwellings. There is also no provision for staff of the proposed retail unit which Parking Standards published by DoE recommend as being a minimum of 2 spaces unit.

I note that a Transport Statement is included in the Background Papers in support of this application. We feel that the inclusion of this document and its contents to be at best erroneous and at worst, false. The Transport Statement refers to "Guidelines for Providing Journeys on Foot" (IHT 2000) identifying a walking distance of 800m as a preferred maximum distance. The document points out that local services and amenities are available within this distance on Bath Road. Given that the remainder of properties on Langdon Road are also within this distance and the majority have at least 2 vehicles the additional parking likely to be associated with this development allied with the removal of at least two parking spaces for the construction of the new access, will create a significant increase in the on-street parking demand in the area to the detriment of local residents."

"Bath Road market has a constantly rotating wave of independent sellers bringing constant change and variety to the area, which then in turn encourages people to the Bath Road area on a regular basis. The potential to have 2 fixed consistent retail units will inevitably lead to yet another

restaurant or charity shop, neither of which we need, as they are the only two that can afford the rent in such a popular area. We should be supporting local independent business, not killing it unashamedly."

I enjoy very much where I live and the atmosphere of Bath Road, the simple act of funding a local artist to paint the everyday telephone boxes into something that can be discussed and appreciated is indicative of the quirky charm of the area. In no way can I see that this application promotes such vitality and viability of Bath Road. Mixed use of the land is not an issue for me, it is the way the developers are looking to achieve this that violates my sensibilities. The height and overbearing nature of the structure is nothing less than a monstrosity in overdevelopment.

In addition, I was astounded that the Gloucestershire County Council Parking Team reported that there are no on-street parking concerns associated with the site and surrounding streets! As far as I am aware Cllr Klara Sudbury has run two surveys relating to such parking problems in the area, the last one having been compiled only earlier this year. If there was no such problem I doubt very much that our councillor would waste time and funds on surveys where there was no problem!

The results of the two day observation survey in Jan 16 may work out theoretically to show that the application provides suitable parking and the displaced on-street parking will cause no major problem. But in the real world this has little relevancy. I believe anecdotal evidence from those who live on Langdon Road and the surrounding roads is far superior data, even though it can't be easily statistically analysed. But then the values for the acceptable car spaces for the 9 proposed properties cannot be applied in reality - no one drives 0.83 of a car so they can fill their statistically allocated car parking space of 1.83! It is this common sense that I truly hope will prevail when the decision is made on this planning proposal.

I do not think any resolution to the parking problems lie in enforcing residential permit parking or experimenting with any further one way systems. They always say prevention is better than cure, with the planning officers poised to act upon this application I hope all of us who have left comments have provided enough evidence to at least veto this unbalanced planning proposal which is skewed very much in the favour of the owners' profit, and to the utmost detriment of their neighbours and the community as a whole. Enabling a more sensitive approach to be applied that will enrich the uniqueness of Bath Road, not look tired and dated in 5 years time, not exacerbate the already problematic car parking within the area. Whilst I'm not naive to the fact that this land is being developed for a profit, please balance avarice with common sense. And do not let the drive for profit be at the expense of community.

58 Mead Road  
Cheltenham  
Gloucestershire  
GL53 7DT

### **Comments: 21st September 2016**

Although I do not live on Langdon Road, I live close by and shop on Bath Road frequently and as such, I do not think this planning application is suitable.

The parking around the area is already incredibly difficult, often leading to people parking inconsiderately and sometimes dangerously on double yellow lines. It must already be a problem for those living on Langdon Rd and this new development does not allow for enough additional parking.

I do not think that the design of the new building is in keeping with the area, bearing in mind it is a conservation area. Also, it is significantly taller than the current structure having an affect on light in the area.

I am not sure we need anymore retail outlets - some shops on Bath Road have been forced to close over the last couple of years, so introducing more could have a detrimental effect on the current retail outlets. Also, what will happen to the retail outlets currently housed in the market, in particular the very popular Padstow Fish market?

I would ask that this proposal be seriously reconsidered in the face of local objections.

38 Mead Road  
Cheltenham  
Gloucestershire  
GL53 7DT

**Comments:** 29th October 2016

With regard to the proposed development of 252 Bath Road I would like to object on the following grounds.

Bath Road has become known as a quirky and pleasant place to shop. Visitors from other towns and cities always comment on what a fun place it is to shop and have coffee. The present market at 252 has added to its ambience whereas the design put forward does just the reverse. The proposed building is out of proportion to its neighbours and is ugly in the extreme. A new building should be an opportunity to enhance an area rather than degrade it.

I cannot understand how it has been deemed that Bath Road/Langdon Road does not have a parking problem. I walk down these roads daily and they are always crowded and often cars park on the corner in desperation causing dangers for the elderly and disabled. The target market of young professional couples will almost certainly have two cars between them meaning the development will not have enough parking available.

The Lime tree on the corner will be damaged by the development yet further degrading that part of Bath Road.

97 Naunton Crescent  
Cheltenham  
Gloucestershire  
GL53 7BE

**Comments:** 22nd September 2016

Although I do not live in the immediate vicinity but fairly close by, I have two concerns about the proposed development.

1. The nature and style of the development along Langdon Road is out of keeping with the properties in the immediate vicinity. The old Eagle tower dominates that area and is totally out of keeping with the rest of the properties. This design in its current format of a slab fronted block would be out of keeping with the terrace houses along side it.
2. Car parking would be made much worse, (I walk to the Bath Road regularly so I am not affected by it). The development in Exmouth Street a couple of years ago provided garages for the houses. I believe that none of the houses actually use their garages for cars but use them as storage space. Parking on this road is a major problem and cars are frequently parked on the pavement forcing pedestrians to walk in the road.

Thus I do not support the development in its current form as it seems to cram too many inappropriately designed constructions into too small a space.

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I am not opposed to the development of the site and believe that a more environmentally respectful development would be an asset to the Bath Road.

Thank you for considering my opinions

1 Emmanuel Gardens  
Fairfield Parade  
Cheltenham  
Gloucestershire  
GL53 7NT

**Comments:** 22nd September 2016

I live at the bottom of Langdon road in Fairfield Parade and parking is already an issue, many a time I cannot find a parking space. The loss of parking spaces in Langdon road and overspill parking from the development as "9 onsite spaces for a 20 bedroom development" is inadequate. I object to this OVER development. The building is out of context with the surroundings.

I would like to know if this proposal will impact the recent flooding in Langdon Rd? How will you deal with the parking? What will happen to the Lime tree which will be dwarfed by the proposed new and very unattractive building.

I await your comments.

**Comments:** 9th March 2018

I would like to know exactly what provisions you have made for parking? It is already extremely difficult to find a parking space in either Langdon Road or Fairfield Avenue.

I have lived in Fairfield Avenue for over ten years and the parking has reached an intolerable level and this will only be exacerbated with your proposed new build.

All the comments so far have pointed this out, please do NOT ignore us!!!

87 Naunton Crescent  
Cheltenham  
Gloucestershire  
GL53 7BE

**Comments:** 23rd September 2016

I strongly object to this planning application. The design is overdevelopment - trying to fit as much as possible onto the site. It is also not in keeping with the surroundings, particularly taking into account that it is within the Cheltenham Central Conservation Area.

Furthermore, the amount of car parking will be insufficient for the properties and it is simply not true that 'there are no on-street parking concerns associated with the site and surrounding streets' or that 'there is ample spare capacity to accommodate any displacement parking' - there is a real problem with parking in the neighbourhood, as everyone living here knows, and as demonstrated by the recent changes to traffic flow and on-going discussion about residents' parking permits.

9 Langdon Road  
Cheltenham  
Gloucestershire  
GL53 7NZ

**Comments:** 20th September 2016

I object to this planning application as submitted for the following reasons:

- 1- My primary concern is that this will have a negative impact on traffic flow and parking on the street. I do not agree with the assessment that there is currently not a problem. Often in the daytime and the evening we cannot find a space on the road to park. Losing more space due to the entryway and double yellow lines would mean more parking spaces lost and inevitably more demand due to both additional cars to the 9 spaces accounted for and visitors to the flats and shops.
- 2- The building is not in keeping with the houses on the street. It is not set back from the road and would be taller so create an imposing structure cutting out light to the street.
- 3- The amount of pavement space lost would mean that there would no longer be any stalls which create a good community feel to the area at the moment.

24 Fairfield Park Road  
Cheltenham  
Gloucestershire  
GL53 7PQ

**Comments:** 27th September 2016

I forgot to mention that the properties are too high for the surrounding area and should never have been planned to be 3 storeys high - two storeys would be more in keeping with the surrounding area - but this whole development is wrong on many levels.

**Comments:** 27th September 2016

I am writing to object to this proposal because it's going to cause more problems with parking in this area. At the moment, people park in Langdon Road and all the way up to Fairfield Park Road and leave their cars all day; other people are pushed out to these roads for the local bath Road shops - we already have someone parking up to 9 cars in Fairfield Park Road including a rusty old taxi that never moves. It is simply INCORRECT to say that we don't have problems with parking!!! This will make it worse!!!

8 Leckhampton Road  
Cheltenham  
Gloucestershire  
GL53 0AY

**Comments:** 27th September 2016

Having reviewed the associated documents for the proposed redevelopment of 252 Bath Road, we object primarily on the basis of the current design and scale of the plans.

Whilst we like the character of the existing market, which our family uses regularly and think adds to the charm of the area, I am realistic to the commercial reality and obvious desire by the plots owners to maximise its commercial potential. However, the scale of the development is overreaching and size of the plot is insufficient for 9 residential and 2 retail units. It is clearly being overdeveloped and from a design perspective, is completely out of keeping with the area.

Practical issues such as parking are also a major concern, but the sheer scale of the development dwarfs the surrounding area from both a height perspective and extension to the roadside boundaries.

18 Leckhampton Road  
Cheltenham  
Gloucestershire  
GL53 0AY

**Comments:** 30th September 2016

The development is much too dense, too large, and will add to the parking problems that do already exist in the area.

5 Naunton Way  
Cheltenham  
Gloucestershire  
GL53 7BQ

**Comments:** 9th October 2016

Having seen the drawing of the proposed development and read the description I wish to object.

The height of the buildings planned in Langdon Road is completely out of keeping with the existing properties.

At present, there is insufficient parking in the area. The addition of another 9 residential properties (even allowing for the nine on-site spaces which are in the plans) will only add to the problem.

**Comments:** 12th February 2018

The elevation of the proposed design is far too high and completely out of keeping with the houses in Langdon Road to which it will be adjacent.

The integrated off-road parking for the proposed apartments and houses is completely insufficient. One space per dwelling? Ridiculous! The extra vehicles for the new residents will inevitably end up spilling out onto the already crowded surrounding roads.

20 Shurdington Road  
Cheltenham  
Gloucestershire  
GL53 0JD

**Comments:** 25th September 2016

The design and size of this proposed development is totally at odds with the surroundings and will severely affect the privacy of adjacent houses.

Lack of parking, already a problem in this area, will be further exacerbated by the loss of existing spaces and the extra parking, over and above the 9 spaces, a development of this size will undoubtedly need.

Retail frontages on Langdon Road would change the residential nature of this street and would be more in keeping on the Bath Road side.

I am all for redevelopment of this site but the current proposals seem motivated solely by profit and do not benefit the local residents or the community.

12 Guestriß Cottages  
Swindon Lane  
Cheltenham  
Gloucestershire  
GL50 4PB

**Comments:** 25th September 2016

With the Bath Road area being such an important, distinctive and attractive area of the town it is especially important that all developments must be in keeping with the area and not create or exacerbate any existing problems (I believe it is a conservation area). Unfortunately this development appears to do nothing to add and plenty to detract with little consideration given to mitigating its adverse effects.

1. The appearance is completely out of character with neighbouring properties.
2. The excessive height of the development appears to dwarf its surrounds, particularly Langdon Road - changing the existing one story to three stories...
3. The new building will come right out to the edge of the boundary redoubling the unwelcome imposing and domineering effect it will have.
4. It is rare nowadays for families and couples to have only one car between them so the amount of off-street parking spaces seems ridiculously low. Also no consideration seems to have been given to the effect on the already problematic on-street parking of introducing drop kerbs and adjacent parking restrictions.
5. All in all a cynical attempt to maximise the profits of the developer whilst paying no heed to the neighbours, the surrounding area or the town itself.

37 Langdon Road  
Cheltenham  
Gloucestershire  
GL53 7NZ

**Comments:** 19th September 2016

I would like to object the plans for 252 Bath Road, and in particular the frontage onto Langdon Road on the grounds of:-

1. The size and scale of the development based on the space available, a three storey building would not be in keeping with the other building in the road.
2. The impact on parking in Langdon Rd, which is already problematic and this development would only go to make it more difficult.

I also believe that the plans as submitted are totally not in keeping with the rest of the residential area.

122 Naunton Crescent  
Cheltenham  
Gloucestershire  
GL53 7BE

**Comments:** 22nd September 2016

I have two primary objections associated with this development.

The current parking situation in Langdon Road is already congested. Especially at weekends and evenings. Both residents and shoppers are forced to search the surrounding area for parking spot at ever greater distances. A net reduction in parking space can only exacerbate the problem. This overflows to the surrounding area and directly effects my quality of life.

The proposed development seems out of keeping with both the rest of Langdon Road, this part Bath Road and the existing property. The property is bigger and higher than the semi detached houses that currently populate on the street. This property will permanently lower the visual appeal of the bath road area and unnecessarily detract from the qualities of the Bath Road.

33 Ewlyn Road  
Cheltenham  
Gloucestershire  
GL53 7PB

**Comments:** 25th September 2016

I object to the development in the strongest terms. The proposed development is not in keeping at all with its surroundings and I cannot believe (like some other commenters) that the planning office have allowed it to get this far. The fact that it is an eyesore, however, is the least of my many objections.

The parking situation in the area is already stretched to breaking point as evidenced by the need to recently reroute traffic in a one way system only 1 road over from Langdon Road. Whilst that decision has eased flow of traffic on Francis Street and Hermitage Street it has naturally increased the flow of traffic on Langdon Road and Ewlyn Road. There is now often the type of log jam on Langdon and Ewlyn that we used to see in the aforementioned roads.

Evening parking when residents are home is at full capacity. Instances of cars parking on corners and opposite junctions is at the highest level we have seen in the area. Safety is now a real concern with Primary School just down the road.

I also have concerns over flooding. Earlier this year with heavy rainfall Langdon and Ewlyn Road experienced flooding. By increasing the level of development here the increase in hard-standing cannot help.

On a personal level I am outraged to see that the proposed development consists of 3 storeys and drawings suggest the top floor will have a window not dissimilar in appearance to a dormer.

The proposed development sits in the same conservation area that was the grounds for my planning application earlier this year being denied.

We have now completed the work without said dormer at significant compromise to the value. If this proposal is allowed to go ahead it will be a clear example of developers ploughing through regulations that normal residents fall foul of.

Surely a simple 2 house development in keeping with the road as it is on this plot is sufficient regeneration.

Please do not allow the area to be spoilt by this project.

27 Langdon Road  
Cheltenham  
Gloucestershire  
GL53 7NZ

**Comments:** 25th September 2016

My husband and I object to the proposed development as we consider it to be overdevelopment of the site. Parking is already a problem in the area and we don't believe that enough parking

places have been provided on site. We also feel that development is not in keeping with Langdon Rd in terms of size, scale or design.

42 Fairfield Parade  
Cheltenham  
Gloucestershire  
GL53 7PJ

**Comments:** 25th September 2016

I agree the area needs improving but strongly disagree with these proposals.

The ambience of the area, through free space and pop up culture, has now become a significant feature of the Langdon road/Leckhampton road junction creating an important feature piece of a progressive Bath road. This will be lost with this development.

There are huge traffic and parking issues in the area which are going to be compounded.

The design and size of the houses are not at all in keeping with the area.

These proposals are congested overdevelopment.

47 Naunton Crescent  
Cheltenham  
Gloucestershire  
GL53 7BD

**Comments:** 20th September 2016

I would like to object to this proposed development on the basis that it is out of character for the area, would be out of proportion with other buildings in the area and, not least, because of the additional parking and road access issues it would cause.

Parking is extremely limited in the area and traffic extremely congested and the addition of parking for additional cars would leave Langdon Road and the Bath Road roundabout with even more congestion. Parking provision is proposed for 9 vehicles but there is every chance that the 9 properties will introduce more than 9 vehicles, leading to additional street parking on Langdon Road which is already seriously congested.

21 Langdon Road  
Cheltenham  
Gloucestershire  
GL53 7NZ

**Comments:** 20th September 2016

Strongly oppose the planned development. Redevelopment of the rear of the site may be appropriate, however this design fails to adequately "address the connections between people and places and the new development into the natural, built and historic environment" contrary to the NPPF. The impact on parking for current local residents will prove devastating.

Planning

- Not enough weight has been put on the heritage of this unique Road and the fact that the development is planned in a conservation area.

- The proposals offer poor quality and unattractive design not appropriate in a conservation areas where development should "make a positive contribution to local character and distinctiveness".

### Design

- Totally out of character within this conservation area.
- The proposals show an over dominant mass block within the street scene. This building form and mass is in an uncomfortable contrast to the symmetry and repetition of the exiting semi-detached housing stock.
- Scale, massing and height is not in keeping with Langdon Road.
  1. The floor to ceiling heights are out of scale with the existing built form.
  2. The 2.5 storey units are alien to this section of Langdon Road.
  3. The repetition found within the use of bays, the use of semi dwellings and handing's, chimneys and window styles is what creates the unique character along Langdon Road. These unique design feature are lacking within the bland 'anywhere' mass block that has been proposed.
  4. The proposed block is attempting to create a modern interpretation of the existing Road but fails to pick up on any of the unique architectural features found within Langdon Road.
  5. The poor design of the proposed block means it could be housing located anywhere in the country.
- Poor roof line articulation totally out of character in the area.
- Juliet balconies have been proposed as amenity space. These are not appropriate in this location and would not get used. They would also encourage people to hang items; flags, washing, signs from the balconies which would further degrade this unique street.
- The proposed window proportions and styles are in stark contrast to the existing street.
- Vertical banding is proposed along the length of the block which is not found within the existing street.
- The existing street trees appear to need to be removed to implement the works.
- There is no / minimal private defensible space to the front of dwellings.

### Usability and security

- Secured by design - there is no active frontage. This is a huge issue as there will be no / minimal passive surveillance along this extensive section of street.
- All the flats are accessed from the rear which is an issue for crime and safety, again this is completely out of character with the surrounding vernacular.
- The single point of access will create backing up issues with traffic along Langdon Road.
- The proposed development will exacerbate the severe parking problems at that already exist on Langdon Road, making it impossible for many current residents to park.
- Overdevelopment of the site - what are the living conditions like for future residents with such a lack of private amenity space.

In Summary:

Strongly oppose the planned development. Redevelopment of the rear of the site may be appropriate, however this design fails to adequately "address the connections between people and places and the new development into the natural, built and historic environment" contrary to the NPPF. The impact on parking for current local residents will prove devastating.

32 Langdon Road  
Cheltenham  
Gloucestershire  
GL53 7NZ

**Comments:** 25th September 2016

We are astounded that the quirky independent nature of the existing shops, which are so in keeping with the atmosphere of the Bath Road, are to be replaced with 3 storey eye-sores.

Firstly, these are in no way in keeping with any of the current buildings anywhere in the Bath Road area, let alone the semi-detached houses on Langdon Road.

Secondly, I find it ludicrous that anyone can believe that there will be no impact to the traffic or parking within the area. Firstly, the majority of households have 2 cars. There are only 9 parking spaces. Secondly, access via Langdon Road will reduce the number of on-street parking spaces in that road, which are already at a premium. You only have to drive around the neighbourhood at 18h/19h and see all the cars parked across every possible street corner.

Why else were the new traffic routes implemented if not to mediate the issues in the area?

We are huge supporters of independent shops and cafes but the existing pop-up shop and antiques market add so much character and charm to the area. They are regular meeting grounds for locals and are home to weekly events such as the pizza truck and Padstow fish stall.

We feel that this development is moving the Road in the wrong direction, standardising it and not celebrating its unique beauty.

12 Hermitage Street  
Cheltenham  
Gloucestershire  
GL53 7NX

**Comments:** 25th September 2016

Parking: how can it be that Gloucestershire County Council claim there are no reported on street parking concerns associated with the site and surrounding streets? I drive home this way at least five days a week now due to the one way system and not only is it a difficult junction but it's always busy and very rarely a space spare to park. I live on a surrounding street where people working in the area park during the day as well as shoppers and we don't need this exacerbated any further. With only 9 spaces provided and 20 bedrooms for accommodation which will have at least two adults per property and most needing cars this means around 18 cars (likely more if the 3 bed properties are let out to young professionals (if they have no/v.small gardens families are not likely to buy them -we know this from many friends buying and selling in the area over past seven years.

Size and scale: For a supposed conservation area the design and size do not look in keeping at all. I'm all for flexibility but these look monstrous and take away from a well designed street.

16 Ewlyn Road  
Cheltenham  
Gloucestershire  
GL53 7PB

**Comments:** 25th September 2016

I strongly object to the proposed development. Firstly, there will be a negative impact on parking in the local area. We already have residents of roads as far away as Francis Street parking on our road, as well as customers of the Bath Road shops. Reducing the parking available on Langdon Road will only exacerbate this problem, as will introducing a number of new residents, with only 9 proposed parking spaces.

The designs are not in-keeping with the nearby houses. While acknowledging the need for improvements to the current site, this is not the way forward. Clearly, the developers are trying to squeeze as much money as possible from this small site, to the detriment of local people. Opening up to retailers runs the risk of unwanted chain supermarkets joining the Bath Road and detracting from local businesses.

Please consider these objections and don't support this proposed development, which is short-sighted and ill-judged.

**Comments:** 25th February 2018

During the past few months, the parking in Ewlyn road has become increasingly difficult. Inhabitants of Exmouth street, Langdon road and Leckhampton road have been leaving vehicles in Ewlyn road-sometimes for weeks on end- it has now become commonplace to return home in the evening and have to find alternative and inconvenient parking arrangements. The plans for 252 would just make matters considerably worse.

23 Langdon Road  
Cheltenham  
Gloucestershire  
GL53 7NZ

**Comments:** 8th October 2016

I am writing to register my displeasure at the recent planning application for development of the old market at the end of my road. Being a business owner and entrepreneur myself I am not adverse to the idea of development and can understand why someone would want to maximise the returns for the investment but in my opinion the current application can only be described as over development and is certainly not in keeping with the surrounding area or planning regulations. Please see my comments below:

- 1) The size of the proposed development is too large and is certainly not in keeping with the rest of the road. The height of the three storey buildings skyline towers over the rest of the houses in Langdon road and it seems like the developer is trying to maximise his use of the space to the detriment of style and design.
- 2) The style of the development is not in keeping with and in no way replicates the distinctive features of other properties in the road. The dorma style design has been rejected by the planning department when applications have been submitted by a number of other properties in Langdon rd. A more suitable and sympathetic development might consider the buildings at the other end of Langdon road. When No 36 was built it followed the roads building line, skyline and replicated the bay windows of many properties in the road. Further to this none of the buildings along Langdon road have the Juliet style windows and balconies which seem to dominate the plans.

- 3) Parking in the area is already strained with people using it for parking for shopping in bath road, the market and many of the houses already have more than one vehicle. I can understand that new builds often only provide one parking space as standard these days but this simply isn't going to be enough given that there are nine dwellings. Nine car parking spaces will simply not cover the demand. Further to this you have to consider the employees who may work in the retail shops and potentially their customers depending on what business takes on the space all wanting parking short term and longer term. I already find it difficult to park my vehicle and my wife's at times and can only see this negatively impacting things further.

I urge the planning department to simply reject this application or ask the developer to present a more realistic and sympathetic proposal that could otherwise improve and enhance our beautiful street and the surrounding area.

24 Langdon Road  
Cheltenham  
Gloucestershire  
GL53 7NZ

**Comments:** 20th September 2016

I am not averse to development of this area provided it is done sensitively and appropriately. The current plans in my opinion do not meet this criteria for the following reasons.

The external appearance of the development will dwarf the houses in Langdon road and on bath road. A three story building is too high and out of proportion to the rest of the buildings.

There will be a detrimental impact on residential amenities. It is an overdevelopment with too many properties squeezed onto the site leading to town cramming.

In no way is there enough parking provided for what is already a difficult area for parking. There have been reported parking concerns in this area as evidenced by the recent resident survey. An additional 20 bed development will compound these problems.

The proposed access off Langdon road will be tight in what is already a narrow street.

The plans will also have a detrimental impact on the lime tree which is a key part of the landscape.

The development is not in keeping with the surrounding properties and is likely to be in contravention to the council planning policy as set out in Cheltenham local plan. In particular regarding the height and design of the buildings.

10 Leckhampton Road  
Cheltenham  
Gloucestershire  
GL53 0AY

**Comments:** 20th September 2016

We have recently moved to Leckhampton Road and have viewed the proposed plans for the regeneration of 252 Bath Road. We wish to object to the Planning proposal on the following grounds:

we feel the design of the building is not sympathetic to the area and the height of the building compared to those in the vicinity is a cause of concern;

there is insufficient provision of car parking for the additional dwellings. Langdon Road and the surrounding area is already completely full of parked cars and these additional dwellings will only, we feel, exacerbate the current position.

**Comments:** 30th April 2018

The plan for the new development of 252 Bath Road does not fit in with the current houses in Langdon Road. It dwarfs the current houses, both next door and opposite across the road. The brick façade of the new building does not blend in with the current Edwardian houses, even though it is a brick finish.

The frontage onto Bath Road, again does not match the building next door, even though the new structure is rendered.

The front door to the building is more akin to that of a cinema, rather than a local shop and apartments.

Car parking is already a problem in the area, so where are these extra residents going to park ?

15 Monica Drive  
Cheltenham  
Gloucestershire  
GL50 4NQ

**Comments:** 21st September 2016

For nearly 40 years I have visited, worked, shopped and socialised in this area. Over this period changes have been made - all sensitive, valid and retaining the outstanding characteristics of this wonderful community.

This proposal is quite simply ghastly. It is so obviously hopelessly wrong in almost every respect that there is simply nothing more to say.

8 Langdon Road  
Cheltenham  
Gloucestershire  
GL53 7NZ

**Comments:** 21st September 2016

The proposed development of this site is terrible. The height of the proposed buildings is significantly higher than the surrounding buildings and the overall design is not in keeping with the area.

The footprint is aggressive and dominates the area, seemingly cramming as many dwellings as possible into the site.

Whilst an attempt had been made to provide done parking it is far from adequate and will severely impact parking on the surrounding roads.

I do not support the proposed development in any way s d feel it will have a negative impact on this area.

1 Langdon Road  
Cheltenham  
Gloucestershire  
GL53 7NZ

**Comments:** 22nd September 2016

Letter attached.

**Comments:** 26th February 2018

First of all we must point out that we do not have restricted parking in Langdon Road - there are several people who park all day while at work leaving less room for shoppers. The new plan seems a great improvement on the previous plans as the Building line has been "dropped back" in line with Roots & Fruits and its neighbour - even if it does look like a cinema entrance. The new buildings in Langdon Road look very stark.

**Comments:** 1st May 2018

Letter attached.

2 Leckhampton Road  
Cheltenham  
Gloucestershire  
GL53 0AY

**Comments:** 21st September 2016

The design is an overdevelopment of the site resulting in a building which overpowers both physically and aesthetically the adjacent Edwardian semis. It is out of proportion with other properties in the area and is not in keeping with the nature of the conservation area nor does it meet the Council's own Local Plan in regard to Conservation Areas. There are no green spaces planned and the building extends out beyond the boundaries of the current buildings on the site. My property faces the whole of the proposed site on the Langdon Road side and the loss of light to my property will be significant. In addition my property will be overlooked and overshadowed by the proposed development affecting privacy and amenity. The existing building is single story and in no way has the same visual impact as the proposed development.

There is a sympathetic development at the other end of Langdon Road which fits in well with the nature of the area.

Car parking in Langdon Road is at a premium at all times and the parking team have no complaints because they cannot be contacted at the weekends. Prior to the parking team taking over, the police had many complaints of obstruction by shoppers parking on double yellow lines continually. Parking is currently not adequate and the road is already used by people living in flats on Bath Road as they have no parking available to them. 9 parking spaces are therefore completely inadequate for a 20 bedroom development. The loss of parking spaces to accommodate the access will have an even bigger impact.

I would welcome the opportunity to address the planning committee at a meeting.

**Comments:** 1st March 2018

Please find below my comments on the above planning application.

**Conservation area**

The proposed building is not in keeping with the traditional style of the area and does not fit in with the surrounding properties, in particular the Juliet balconies and the bright white render coming round the corner into Langdon Road. Although the market is on the edge of a residential area its current perspective in no way infringes on the residential nature of the road. No 29 Langdon Road's response shows a perfect example of buildings that fit in with the nature of a conservation area and appear as if they could have been there all along. In this respect

Cheltenham Borough Council does not appear to be following its own Planning Policy Guidelines for Conservation Areas. All the properties on Langdon road are set back from the road and do not reach right up to the boundary.

The doors, windows and render are also not in keeping with the nature of the conservation area.

A row of semi-detached houses or maisonettes like at the other end of Langdon Road would be much more acceptable and in keeping with the existing fine Edwardian houses in this special area of Cheltenham.

### Car parking and junction visibility

I have lived in this area for 20 years and car parking has always been a problem because of the increase in 2-3 car families, the lack of parking available to those living in flats on Bath Road, and because of Bath Road shop staff and shoppers parking in Langdon Road despite the carparks available to them. I often have to park in Ewlyn Road or Leckhampton Road so I do not understand how the results of the parking survey were reached. I would expect this survey to be repeated before any planning application is approved because it is so blatantly not representative of the parking in the area. In addition, I sometimes have to block the road in order to unload heavy shopping. The double yellow lines are frequently obstructed with parked cars and although I have a facility for off road parking I often can't use it due to cars parked on the double yellow lines obstructing access from the lane. (See photos in No 29's response). If this current proposal goes forward it is likely that I will have no option but to apply for a dropped kerb myself in order to be able to access my off road parking, thus further reducing available parking spaces. There are often cars parked on the double yellow lines at the junction of Langdon Road with Bath Road causing vehicles to be unable to turn into the road or having to reverse back into Leckhampton Road. In addition if the building extends to the boundary this will further affect visibility when exiting the junction onto Leckhampton Road as the visibility is already severely restricted by vehicles parked in the loading bay. (Usually shoppers and not vehicles loading and unloading as they can never get into the loading bay and park in Leckhampton Road).

The nine parking spaces proposed for a twenty bedroom and two retail developments are woefully inadequate. Again I refer you to the response from No 29 where the anticipated loss of spaces due to dropped kerbs and increased double yellow lines is explained along with the possible impact.

There are safety implications of bringing the building line to the boundary not least for visibility when turning out of Langdon Road, but there is also a busy pedestrian crossing and mothers and children walking to Naunton Park School.

### Right to light and privacy

It is difficult to gauge the height of the building from the plans and the 3 D views but as a three storey building it will directly overlook the whole frontage of the house opposite and the garden. The building obviously gets higher as it nears Leckhampton Road and is not in keeping with the height of the other buildings in Langdon Road. It will also obstruct light causing unacceptable loss of light and loss of privacy as the third storey will be higher than the second storey opposite. Currently the angles of the houses in Langdon Road mean that no one can see directly into the windows of the houses opposite. This will not be the case with this building and in particular the Juliet balconies will provide an even better view into nearby houses and gardens opposite. The 2 storey property at 2 Leckhampton Road, whose main frontage is on Langdon Road appears in one 3D photograph to be significantly higher than the proposed 3 storey building opposite and it is difficult to see how this can be the case. What is the proposed height of the buildings?

It is difficult to ascertain from the drawings the distance between the new building and the property at 2 Leckhampton Road but I understand that there are regulations governing this and would like confirmation that they have been met.

## Retail Units

There is an abundance of public houses and eateries on Bath Road and no more are needed.

This is on the edge of a residential area and there should be no increase in noise as a result of this development. eg loading and unloading, late night opening.

## General

I understand that there has recently been flooding in Francis Street and the north side of Langdon Road when the drains overflowed and reassurance is required that this will not be exacerbated by the extra strain on the drainage.

The market itself is eclectic and part of the character of the local area. It is supported by the Bath Road traders association. In the past there have been events that make it a hub of the community and the outside space at the back is welcomed as somewhere to sit and enjoy a coffee and cake or more specialised refreshments.

Buildings only fall into disrepair if they are allowed to and that in itself is not a reason to redevelop.

This is a small space being overdeveloped for large profit without considering the amenity and local area.

I fully support all of the comments made by No 29 Langdon Road and the evidence provided in that response.

What amenity spaces will be available as part of the development?

It is of note that although the plans have changed previous objectors have been told there is no need to resubmit their objections.

22 Shurdington Road  
Cheltenham  
Gloucestershire  
GL53 0JD

**Comments:** 10th September 2016

I am writing in objection to the above planning application for the following reasons:

1. I do not feel that the revised external elevations reflect the scale of the current street scene and I believe this development is not in keeping with the surroundings.
2. I am concerned with the parking provision for the new development and the lack of outside space for any of the proposed flats.
3. I believe the scale of this development will detract from the 'village' feel of the Bath Road.
4. I am not against the site being developed in some form but I feel that the current design is uninspiring and lacks architectural interest. Surely new development in accordance with the NPPF should be sustainable in all forms and my concern is how will this scheme look in 10-15 years- will it become another blot on the streetscape as we have seen with so many new residential schemes in Cheltenham which have aged so badly.

Finally have the traffic considerations been appropriately reviewed for construction on this main route through Cheltenham.

34 Langdon Road  
Cheltenham  
Gloucestershire  
GL53 7NZ

**Comments:** 17th October 2016

The proposed development of 252 Bath Road will, in my opinion, further aggravate what is already a parking nightmare. On a regular basis, we are parking further than 50m from our house due to lack of sufficient parking.

The proposed development, although stated as being on Bath Road, will have a major impact on Langdon Road and a negative impact on what is already a busy thoroughfare with insufficient parking.

20 Fairfield Park Road  
Cheltenham  
Gloucestershire  
GL53 7PQ

**Comments:** 20th September 2016

I object to this planning proposal.

I live a few roads away and I am very concerned about the increase in parked cars on that road as well as the knock on effect it will have on other neighbouring roads include mine, Fairfield Park Road.

Parking is already a nightmare.. You will just be adding to it.

50 Leckhampton Road  
Cheltenham  
Gloucestershire  
GL53 0BE

**Comments:** 23rd September 2016

I wish there was a stronger word than object. It seems to be a case of developer greed over community need.

I object to the above proposal on the following grounds:

inadequate parking:

In a recent survey by Cllr Sudbury I believe the vast majority of residents in the area said there was a parking problem (observations taken over the summer holiday will not be representative of year round demand). 9 spaces for 20 bedrooms seems so obviously insufficient that knock effects of parking problems for Langdon Rd and indeed streets further south seem inevitable as shoppers and residents seek space.

Bath Rd/Langdon Rd junction is also busy as cars excellerate off the round about then swing into Langdon Rd often quickly - my 4 year old has already had several near misses there, and increased traffic will only make the junction more dangerous.

inappropriate design for a conservation area:

the roof line is higher than existing houses and other than the use of red brick, no attempt appears to have been made to design a building to be as similar as possible to the existing houses, only to detract from their period charm.

## Page 52

The higher roof line will put existing gardens in shade and block light, the use of dormer windows and other window designs is not consistent with existing properties.

Cramming 9 residential units onto such a sized plot is inconsistent with other neighbouring buildings.

The proposed footprint has moved the design to look perrilously close to the lime tree on the corner (I understand the tree report was based on the new development being on the same footprint which it obviously isn't.)

takes away community resources:

I personally greatly enjoy the shops on the current site, particularly the rotating opportunity given to various local businesses to "set up shop", together with buying fish from padstow and the community networking and catching up that goes on because of the ample pavement space outside 252. This is of great value to a community and is key to the character of the area. Please support developments that serve the local community rather than destroy it.

15 Langdon Road  
Cheltenham  
Gloucestershire  
GL53 7NZ

**Comments:** 19th September 2016

We strongly object to the proposed development due to the following concerns:

### 1 Parking

There is a parking problem in Langdon Road as it is. This plan will make it much worse, with the inadequate parking provision for so many new dwellings together with loss of parking due to access to the development.

### 2 Road Safety

Many families use Langdon Road to walk to and from school. They will be put at risk by vehicles crossing the foot path to enter and leave the development's car park.

### 3 Inappropriate building design

The proposed design seems to bear no relation to the current houses on Langdon Road and will obviously be far too tall, aggravated by an unsympathetic building line, sticking out like a 'sore thumb'.

### 4 Lime Tree

The precious Lime Tree at the entrance to Langdon Road will almost certainly become a distant memory.

33 Langdon Road  
Cheltenham  
Gloucestershire  
GL53 7NZ

**Comments:** 18th September 2016

I object to this application. The parking capacity in the street is insufficient to accommodate the proposed development. The proposed development is utterly out of context with its surroundings in respect of scale density or street pattern. It is utterly out of character with the rest of the street.

7 Langdon Road  
Cheltenham  
Gloucestershire  
GL53 7NZ

**Comments:** 18th September 2016

I feel the proposed development is too large in scale and will have significant negative impact on the Langdon Road environs and residents . The negative impact includes:

1. The proposed development would increase traffic in the road and noise especially in the evenings and weekends.
2. The proposed development is not in keeping with the height, design and proportions of the other dwellings in Langdon Road .
- 3.The proposed development is too high, includes too many individual properties and changes the skyline and view from the dwellings in Langdon Road especially those nearest to the proposed development.
4. There has been recent flooding in Langdon Road and these incidences could become more prevalent if the proposed development is built .

2 Francis Street  
Cheltenham  
Gloucestershire  
GL53 7NY

**Comments:** 23rd September 2016

Letter attached.

3 Francis Street  
Cheltenham  
Gloucestershire  
GL53 7NY

**Comments:** 23rd September 2016

Letter attached.

**Comments:** 1st May 2018

I wish to object to the revised planning application.

It appears very little has change on the design of the Coach House.

It will still have a huge impact on the residents of Francis Street. It is unbelievable to think this design is acceptable to the developers of this project. It appears the aim is too pack as many dwellings onto this site as possible with no consideration to the residents in this area. It is overdeveloped and little consideration for the already parking problem. I would once again ask the planning committee to reconsider the impact of the Coach House on the well being of the residents of Francis Street, and the impact this development will have on the parking.

4 Francis Street  
Cheltenham  
Gloucestershire  
GL53 7NY

**Comments:** 23rd September 2016  
Letter attached.

5 Francis Street  
Cheltenham  
Gloucestershire  
GL53 7NY

**Comments:** 28th February 2018

I am writing to object to the proposed development as a resident of 5 Francis Street and in support of the major concern of our neighbours 1-6 Francis St.

The first objection is based on the imposing 5.5m high by 12.5m long wall that will be situated at the end of our garden. This is unsightly construction with no windows and not in keeping with the surrounding area and is therefore not upholding the objective of the 'conservation area' that we live in. Additional to this the building will block sunlight on our property and in our garden and will hugely impact the well-being of the residents of 1-6 Francis st.

Secondly, the parking in the local area is particularly problematic. The provision of 9 parking spaces for a 20 bedroom dwelling is undoubtedly insufficient and will therefore cause even more congestion in the area.

We strongly urge that the planning is rejected for this development based on the impact it will have on us and our neighbours at 1-6 Francis St.

8 Langdon Road  
Cheltenham  
Gloucestershire  
GL53 7NZ

**Comments:** 21st September 2016

I've lived on Langdon Road for a number of years now and am saddened by the lack of architectural flair and imagination put into the regeneration of the Bath Road Market area. I'm not against development, this is a large site in a desirable area of Cheltenham, but the area deserves more than this dreadful attempt at cramming as many properties into the footprint of the market. The architects should be ashamed of this.

On the Langdon Road side the new buildings are far too aggressively placed. The building should follow the line of the existing houses and be further set back from the road with front gardens in keeping with the rest of Langdon Road. The height of the property should also be in keeping with the other property heights in Langdon Road - 2 stories.

The Retail Frontage along Langdon Road is going to be an eye sore and completely out of keeping with the residential area. Any retail frontage should be kept to Bath Road.

Parking is already a significant challenge in the area and 9 spaces for 20 bedrooms makes no sense. On top of that new drop kerbs and double-yellow lines will further decrease the available spaces on the road. There is already an access road to 252a Bath Road, the developers should make use of that rather than affecting Langdon Road.

The Lime Tree is a beautiful part of the area and any damage to its roots or pruning to accommodate the new building should be prevented.

Overall I'm utterly disappointed that the developers have paid no attention to the comments made during the public consultation.

**Comments:** 1st March 2018

Having received such overwhelmingly negative feedback on the original plans it astonishes me that these 'new' plans should fail to address some of the fundamental issues with the plans.

1. Design. This is a beautiful part of Cheltenham and the plans are frankly awful. No attempt has been made to tie the development into the style of Langdon Road, nor does it look attractive from Bath Road. It looks cheap.
2. Positioning and height. The houses on Langdon Road are set back from the road. The new plans seem like they've attempted to tie in slightly, but still haven't gone far enough. The 3rd story is still ridiculous given not even dormers are allowed in this area.
3. Parking. Parking in Langdon Road is finely balanced. Even small reductions in available spaces such as during the recent tree stump removal cause problems. Adding only 9 spaces for the extra houses and given the removal of spaces for access this will cause serious issues.

2 Langdon Road  
Cheltenham  
Gloucestershire  
GL53 7NZ

**Comments:** 7th September 2016

I am the immediate neighbour to the proposed regeneration. A couple of points / concerns.

1. Parking - I appreciate that the regeneration includes parking for the residents within the rear of the property, but given the proximity to the bath road/market at present, parking at the end of Langdon Road is often a challenge, and my concern would be the increased flow of traffic and need for parking dependant on the nature of the retail may make this even more challenging. I note that a recent survey by the local MP did not yield any positive suggestions regarding parking, but would there be any potential for parking restrictions if the project were to go ahead?
2. Dormers on Langdon Road - the plans have been altered based upon feedback to ensure that the project is in keeping with the properties within the area, with a brick finish and more sympathetic features which are certainly more pleasing/attractive. The proposal does however appear to support dormers/mansards extending down Langdon road and therefore would this mean that within the conservation area dormers/mansards are not restricted?
3. Detached dwelling to the rear - given that we are the immediate neighbours the detached dwelling is most pertinent to ourselves and neighbours on Francis street. Apologies but I struggled to appreciate the exact character of the rear property and although a two storey property, I did not see the elevation relative to our property and those on Francis street. In addition, I assume the 1st floor windows are velux windows, however. My concern regarding this property would be regarding privacy dependent on the windows and elevation of the property.

**Comments:** 22nd September 2016

After further consideration of the proposal and physically measuring out the scale of the property relative to the neighbouring properties, I must highlight my objections to the proposal. I initially submitted a neutral proposal but can no longer hold a neutral opinion and please therefore discount my initial response.

## Page 56

We have only recently moved purchased our property on Langdon Road having moved from Bristol. Having had more time to settle in and appreciate the area, I have listed my objections below.

### 1. Traffic.

With a young family, including a baby of 4 weeks old, we have struggled to find parking on Langdon road everyday barring Sunday over the last 2-3 weeks. Whilst we appreciate that shoppers on the bath road use the road as it is a convenient location, it certainly has made life challenging with a new born and two other young children. The addition of 7 apartments, a terraced house and a dwelling to the rear will only further exacerbate this pressure. In addition, dependant on the usage of the retail units, parking may become incredibly difficult and no provision has been made for this. Furthermore with the possible redevelopment of the Bath Road, with reduced parking spaces and increased costs, pressure on parking in the local area will increase significantly. Cheltenham has been a delight compared to the chaos of Bristol, but I fear that significantly increasing the number of residents on Langdon, with a change to the retail unit could make parking on the road untolerable.

### 2. Rear Dwelling

As one of the immediate neighbours having a two storey development in the rear, overlooking our garden and property doesn't seem in keeping with the character of the area. The current building at the rear is certainly not in keeping with the character of the area, but I would expect that developments on the site would aim to improve rather than simply replace an out of place property. I have not seen any pictorial representations of the property to the rear, but it is clearly two full storeys and I don't think is a necessary addition to redevelopment. Why not develop the rear into a communal garden for residents of the properties that would be developed on the bath/langdon road. This would provide a green open space for residents and be much more in keeping with the gardens and rears of the properties along Langdon Road.

### 3. Height of Properties on the Langdon Road

Although the property immediately next to us is of a similar height, the properties closer to the Bath Road are of a much greater height than the properties on Langdon Road. I appreciate the developers have resized the property immediately adjacent to our property, to ensure that the length of the property is in keeping with those on Langdon road to ensure that light is not restricted into our property, I think development of properties on Langdon Road should be of a similar height to those on Langdon Road and not the height of those properties on the Bath Road.

### 4. The Tree

The tree certainly appears to be an iconic point at the junction of the Bath Road / Langdon Road. Please make sure it retains its majestic position without the need for pruning/alterations.

### 5. Dormers

Out of keeping with all the properties in the conservation area which are not permitted to have dormers.

I appreciate that the site is somewhat in need of regeneration, however I think that too much is being proposed for a small site. I would like to see a regeneration project that was a little more sympathetic to the area which did not try to cram the maximal number of dwellings/houses/retail units into a very limited space. I would be more inclined to see a regeneration project with houses of a similar height and character to those on the Langdon Road. I do not think there is a good reason to have a retail dwelling and I would suggest that the residents should have some open/green space to the rear of the property. I would also like more emphasis placed on the impact on parking and traffic in the area.

### Comments: 27th February 2018

Although there have been modifications to the design, we still object to the development on a number of grounds.

1. Overdevelopment - although the size of the development has reduced marginally, the proposed plans are still a significant overdevelopment of the plot. The density of dwellings appears far out of proportion with the surrounding areas. This will impact primarily on parking.
2. Height - whilst there are some three storey properties on the bath road, there are no three storey properties on Langdon road and thus the extension of three storey properties down Langdon road is very much out of keeping with the properties and will be overwhelming when compared to the red brick 2 storey properties on Langdon road. I can understand the frontage on Bath road being 3 storeys but see no reason how planning can be granted for 3 storey properties on Langdon road, given the conservation area and that properties should be sympathetic to their environs. Three storeys/dormers are consistently declined by the planning committee and thus i see no justifiable reasons for three storey properties to be granted permission.
3. Parking - there are enormous pressures on parking in Langdon road and surrounding roads and we frequently struggle to find a parking place on Langdon road. Most households have more than one car in the current era and thus there will be a significantly increased pressure on parking on the streets, if there are to be 9 additional dwellings all with only one allocated parking spot. We have three very young children and thus often struggle with the parking pressures.
4. Privacy - the coach house clearly represents overdevelopment, encroaching on the properties on Francis street, restricting light and being an imposing structure only a few metres from rear windows. I cannot see how planning can be granted for a huge 5+ metre two storey property in a back yard. This will impact on privacy and light for all neighbouring properties. Given the immense pressures on parking surely a communal landscaped garden with additional parking would go miles towards alleviating residents concerns about parking pressures, whilst providing a communal space for residents to enjoy.
5. Retail use? There is already significant noise pollution particularly late at night from surrounding late night establishments. An additional venue serving food/alcohol would only exacerbate the current problems with noise pollution especially at night.
6. Design - whilst i appreciate that efforts have been made to preserve the lime tree and the langdon road properties have been aligned with current properties, i am not convinced that the current design is sympathetic or in keeping with the local area. I fear it will very quickly look outdated and odd and would be much more convinced either with a property that truly reflected the traditional properties around it or was modern building that was just so.

Despite my current objections, i would not object to a more sympathetic redevelopment of the site with the removal of the coach house to provide parking for the residents.

**Comments:** 30th April 2018

My previous objections remain. I re-iterate my objections for clarity.

1. Overdevelopment / Parking

Overwhelming public opinion is that the site is a major overdevelopment. The proposals are very clearly an attempt to maximise financial gain with little consideration on the impact for current and future residents particularly in relation to parking. I still am utterly flabbergasted that the coach house remains on the proposals. There is insufficient parking on Langdon Road at present and although the traffic officer report suggests that each property will only have 1 car, this is far from reality. Removing the coach house will mean that the proposal as a whole will not impact on light and privacy for the neighbouring properties. In addition this will allow for landscaped gardens for the future residents with additional space for parking for residents and also for potential visitors. I find it awfully difficult to contemplate that I would gain planning permission to build a 2 storey property at the rear of my property which would impact so heavily on my immediate neighbours. Even more so in a conservation area - there are no properties in the rear of any of the properties in the vicinity.

The very minor amendments to the coach house unfortunately don't address these issues.

### 2. Conservation area

I am not yet convinced that the current proposals are sympathetic with the local conservation area.

My other objections remain as stated.

57 Naunton Lane  
Cheltenham  
Gloucestershire  
GL53 7BJ

**Comments:** 26th September 2016

I object to this development:

- a) on the grounds that the style and height of the proposed buildings is out of keeping with the surrounding buildings; the design is heavy, dark and monolithic, and would change the whole character of the area.
- b) that the roots of the lime tree would be compromised by the building line coming out to the pavement, and not set back as at present;
- c) that when driving, turning right out of Langdon Rd. will become dangerous -impossible to see what is coming from the right;
- d) that at most times during the day there are very rarely more than a couple of spare places (if as many) to park in Langdon Rd already; and that nine parking spaces for a development of a business and dwellings with a total of 20 bedrooms would be completely inadequate. I live in Naunton Lane and often walk or drive along Langdon Rd.

18 Langdon Road  
Cheltenham  
Gloucestershire  
GL53 7NZ

**Comments:** 23rd September 2016

I would like to register my strongest objection to the above proposal on the grounds that the size of the development and the lack of adequate on-site parking will be detrimental to the local highway network.

Langdon Road from which access is proposed is a residential road of between 6 - 7m in width supporting 38 dwellings and providing access to a property in Leckhampton Road and a junction with private road providing access to other properties in Leckhampton Road. The majority of the properties fronting Langdon Road have the use of at least two vehicles. The application seeks permission for the redevelopment of the site to provide 9 dwellings and a retail unit with the provision of 9 on-site parking spaces. I feel that the parking provision of 100% to be insufficient for a development of this size and location.

Parking Standards (DoE ) recommends a parking provision of 1.25 - 1.5 spaces per dwelling for apartments and 1 bed dwellings. There is also no provision for staff of the proposed retail unit which Parking Standards published by DoE recommend as being a minimum of 2 spaces unit.

I note that a Transport Statement is included in the Background Papers in support of this application. We feel that the inclusion of this document and its contents to be at best erroneous

and at worst, false. The Transport Statement refers to "Guidelines for Providing Journeys on Foot" (IHT 2000) identifying a walking distance of 800m as a preferred maximum distance. The document points out that local services and amenities are available within this distance on Bath Road. Given that the remainder of properties on Langdon Road are also within this distance and the majority have at least 2 vehicles the additional parking likely to be associated with this development allied with the removal of at least two parking spaces for the construction of the new access, will create a significant increase in the on-street parking demand in the area to the detriment of local residents.

52 Leckhampton Road  
Cheltenham  
Gloucestershire  
GL53 0BG

**Comments:** 24th September 2016

I object to the height of the proposed buildings and the mix and type of domestic dwellings. Langdon Road is a road with only semi detached housing. It would be sympathetic to keep the new development of the same type and proportions as the existing dwellings. The immediate area cannot support the likely number of extra cars and vans that a development of 20 bedrooms and retail units would bring

6 Fairfield Walk  
Cheltenham  
Gloucestershire  
GL53 7PF

**Comments:** 28th September 2016

I support the regeneration of this site, and welcome the proposal for smaller residential properties. The report, para.4.43 states that the smaller properties will promote social inclusion and a mixed and balanced community. How is this to be achieved? Is there provision within the development for social rented accommodation?

Car Parking - this is already a problem both in Langdon Road and the surrounding street. There are already plans to reduce the overall parking spaces in the area as a result of the proposals for the Bath Road car park.

Size, scale and design -while the development does not need to be an iconic building (although some good imaginative modern architecture somewhere in Cheltenham would be good) it will be a lasting background to the daily lives of residents and visitors to the area, it SHOULD be a pleasure for people to walk by, and that comes from a combination of scale appropriate to the area, the quality of materials used and the character of the building within its context. The current proposal does not seem to achieve the aim of preserving and enhancing the character of the Bath Road appropriate to the requirements of the Conservation Area.

While I can understand the desire of the owners to maximise the potential profit on this site, that comes with the downside of a much higher density occupation than the site can comfortably or realistically contain.

1. The layout and design of the units implies a very restricted market, whereas the area supports a range of families, young professionals and older people.
2. Is there flexibility in the design to accommodate changes in people's lives?
3. There is one disabled parking space allocated - is this just for visitors, or are some of the units fully accessible?

4. Does the development comply with the national Code for Sustainable Homes, including reduction of carbon emissions, conservation of water, and mitigating against flooding? Given the recent flooding in the area, how will surface water run-off be managed?

The West elevation and plan clearly indicate how the line of the footprint and height of the proposed building will negatively impact on both the pavement area and the lime tree.

May Villa  
10 Exmouth Street  
Cheltenham  
Gloucestershire  
GL53 7NS

**Comments:** 21st September 2016

The loss of parking in Langdon Road and the proposal to provide only 9 onsite spaces for a 20 bedroom development is totally inadequate and will have a knock on effect on neighbouring streets. Parking in this area is a constant problem and this proposal will only exacerbate an already desperate situation.

This proposed development looks to try and squeeze as many dwellings into a small site without considering the impact to immediate neighbours and the neighbouring streets, particularly in relation to parking and loss of light to neighbours. This proposed development certainly does not reflect the streetscape of Langdon Road.

I strongly object to this proposed development.

12 Fairfield Road  
Cheltenham  
Gloucestershire  
GL53 7PE

**Comments:** 22nd September 2016

The application to build a horrendous structure on the current site of the Bath Road market is completely out of sync with the surrounding area. It is clear having thoroughly read into the applications that the bare minimum of consideration has been made for the local area and the local residents.

The sheer size of the proposed new structure dwarfs the surrounding buildings.

Taking the immediate local property market into consideration, without doubt the potential occupants of the 3 bed townhouse and the detached property will have the financial security of being a 2 car family/professional couple. Why has there been no consideration of this with only 9 car spaces being provided.

Bath Road market has a constantly rotating wave of independent sellers bringing constant change and variety to the area, which then in turn encourages people to the Bath Road area on a regular basis. The potential to have 2 fixed consistent retail units will inevitably lead to yet another restaurant or charity shop, neither of which we need, as they are the only two that can afford the rent in such a popular area. We should be supporting local independent business, not killing it unashamedly.

Before we begin with new projects in this rare and unique area in Cheltenham, perhaps we should consider the current infrastructure such as the appalling state of the roads which the council are supposed to maintain and the state of the pavements with regards to the potential risk

they pose to disabled people and existing structures that have required a dropped kerb for quite some time.

### **Comments:** 20th February 2018

Completely out of character with the buildings in the local area, the design would be a disgrace to the beginning of Leckhampton Road and it's beautiful terraced and detached houses.

It is quoted that the site is being regenerated when in fact the rolling market and the permanent market currently in situ add the character to the Bath Road for what it has become known for..

10 Langdon Road  
Cheltenham  
Gloucestershire  
GL53 7NZ

### **Comments:** 18th September 2016

We feel the proposed development is too big with too much being crammed into too small a space.

Main objections include:

1 Parking. We have been residents for 26years and seen an increase in demand for parking in the street. With a dropped kerb and double yellow lines parking for street residents will be reduced. If restaurants are allowed there will be further parking issues as well as noise in the evenings, late at night and weekends.

2 Proposed development is not in keeping with the height, design and proportions of other dwellings in what is currently a pleasant residential street.

3. Proposed development is too high and will have a negative impact on our garden light and view.

4. The Lime tree ( currently in good condition according to tree survey) may well be threatened by foundation work.

### **Comments:** 27th February 2018

The proposed plans have not alleviated any of our original objections. The scheme still appears to be overdeveloped and too dense. Parking remains a major concern since most of the households are very likely to have more than one car. Removal of the coach house plans and provision for more parking instead would go some way to alleviate this.

Client has requested flexible usage for building-A1 is for retail use but A3 is for restaurant or cafe use. Late night issues for restaurant use are a major concern not only for parking but late night noise and nuisance.

### **Comments:** 30th April 2018

It is disheartening to note that the most recent plans appear to have barely changed at all. It is extremely difficult to detect any significant changes and all our original objections remain. The parking issues have not been addressed ie that for access purposes we will automatically lose valuable spaces in an already full Langdon Road and the number of parking spaces being built within the flats is realistically very unlikely to accommodate the needs of most couples/ families in today's car-centric world. The height and general size of the coach house will still have a significant impact on the properties behind it in Francis Street. The plans remain too dense for the existing space and environment.

125 Naunton Crescent  
Cheltenham  
Gloucestershire  
GL53 7BE

**Comments:** 22nd September 2016

I object to this development because it will continue negatively to the parking problems in the area. I am rarely able to park in my own street. This will increase the demand on spaces in Fairfield Parade as Langdon Road residents will be competing for them too.

In addition, I object on the grounds that the development is not in keeping with the scale and style of the local area.

Thank you for listening to these points.

55 Shurdington Road  
Cheltenham  
Gloucestershire  
GL53 0HY

**Comments:** 24th September 2016

I object to the development on the following grounds:

1. The proposed building is not in keeping with the surrounding properties,
2. The proposed building is too near to the kerb on the Bath Road roundabout at the Norwood Arms.
3. The existing roundabout and feeder roads are currently Overloaded with extremely limited parking.
4. At present motorist regularly park on the roundabout or in close proximity to the roundabout.
5. The development will generate significant additional daytime/evening/ overnight/weekend parking for the following reasons:
  - i. The shops and 9 multiple bedroom properties will attract multiple occupancy and associated cars, probably purchased and rented by buy to let owners.
  - ii. Following on from i. above significant additional vehicles will be parked on the roundabout, on Langdon Road, Bath Road, Leckhampton Road and Shurdington Road.
  - iii. Observed and expected parking problems from this type of development will be extreme parking around the entrance to the on site car park for the proposed development. This will lead to congestion and pavement blockages, particularly on Langdon Road.
  - iv. Coupling the extended footprint to the parking issues referred to above will lead to Significant Pavement Obstructions, probably on a 24 HR basis.

Please assess this objection in light of experience of the many apartment developments allowed in Cheltenham in recent years. These have almost always lead to extended double yellow lines and bollards to solve parking problems.

75 Leckhampton Road  
Cheltenham  
Gloucestershire  
GL53 0BS

**Comments:** 26th September 2016

I wish register my objection to the planned redevelopment of this site. I fully agree with the comments already made with regard parking etc..

7 Leckhampton Road  
Cheltenham  
Gloucestershire  
GL53 0AX

**Comments:** 26th September 2016

Whilst I agree with the principal of developing the current Bath Road Market site, I must strongly object to the current plans that have been submitted for the 20 bedroomed development and retail unit.

**Overall design**

It is a surprise to me that this application has reached this stage without it being already rejected by the Planning Department of Cheltenham Borough Council. The design, scale and density of the buildings are not in keeping with the residential houses in Langdon Road and the surrounding area - which is a conservation area. The three storey design is too high and will dominate the traditional two storey houses in Langdon Road and will also have an impact on the amount of daylight for the neighbouring buildings. The dormer and Juliet windows do not relate to the houses in Langdon Road and the surrounding area. The density of these buildings is far too large and suggests to me that profit is the driving force in trying to cram as many people into this relatively small piece of land. The impact on the residents of Langdon Road and surrounding area will be significantly detrimental.

**Parking**

The idea that 9 parking spaces will be adequate for a 20 bedroomed development does not make sense - particularly as parking spaces are already a problem in the surrounding area. This does not take into account that many couples or families have two or more cars - neither does it take into account that visitors of people living in the development will also require parking. Despite the Transport Report prepared by the developers quotes "there are no reported on-street parking concerns associated with the site and surrounding streets", the reality is very different. As residents of the Norwood Arms end of Leckhampton Road, I can tell you that we already have pressure on parking spaces outside our house because of people from out of the area park their vehicles here. Additional parking that will inevitably be required from this proposed development will add to the existing parking problem.

In my opinion, this planned development proposal needs to be redesigned, taking into consideration the objects already submitted by the residents of the area.

**Comments:** 2nd May 2018

This latest revised design still does not address the many objections that have already been lodged:

1. There are far too many dwellings squeezed into this space and this new proposed design still does not address the overall concerns of people who live in Langdon Road and the negative impact that it will have on the local community. The overriding impression I have of the proposed development is that it appears to be driven by profit, rather than a genuine desire to provide a building that will enhance and benefit the local area.

2. The proposed design is too stark and unsympathetic to the existing buildings in Bath Road and Langdon Road. The revised head-on visual for the corner of the development looks like an entrance to a cinema.

3. The dwellings appear to be very small and I really question whether these are suitable for families with children - particularly as there does not appear be any provision for amenities in this complex.

4. Only one car space has been provided for each dwelling in this proposed development. It does not provide car spaces for families with more than one car - or for any visitors. This will inevitably add to the current pressure for car parking spaces in and around Langdon Road.

5. I have lived in Leckhampton Road for over 27 years and during this time, I have witnessed the increase in traffic and number of vehicles trying to park on this road. Some people park their cars outside our house and either work or shop in Bath Road. Overspill parking from the proposed Bath Road Market development will inevitably have a knock-on effect to on-street parking in and around Leckhampton Road.

6. I also have concerns regarding the proposed retail units for this development and the shop windows that would appear in Langdon Road, which is a residential area. The retail frontage should be contained in Bath Road. The type of retail unit would need to be carefully considered and it would need to enhance the local area. There are already many cafes, restaurants, take aways and pubs in Bath Road and I do not think this development should include any more.

I am in agreement to many of the concerns already lodged, including the comments made by the resident of 29 Langdon Road.

Leckhampton is a beautiful area of Cheltenham and I really want to protect this.

6 Fairfield Park Road  
Cheltenham  
Gloucestershire  
GL53 7PQ

**Comments:** 27th September 2016  
Letter attached.

4 Fairfield Road  
Cheltenham  
Gloucestershire  
GL53 7PE

**Comments:** 27th September 2016  
Letter attached.

21 Fairhaven Road  
Cheltenham  
Gloucestershire  
GL53 7PH

**Comments:** 27th September 2016  
Letter attached.

39 Langdon Road  
Cheltenham  
Gloucestershire  
GL53 7NZ

**Comments:** 27th September 2016  
Letter attached.

**Comments:** 5th March 2018  
Letter attached.

44 Francis Street  
Cheltenham  
Gloucestershire  
GL53 7NY

**Comments:** 27th September 2016  
Letter attached.

44 Francis Street  
Cheltenham  
Gloucestershire  
GL53 7NY

**Comments:** 27th September 2016  
Letter attached.

Kenliegh  
38 Fairfield Avenue  
Cheltenham  
Gloucestershire  
GL53 7PN

**Comments:** 27th September 2016  
Letter attached.

4 Fairfield Road  
Cheltenham  
Gloucestershire  
GL53 7PE

**Comments:** 27th September 2016  
Letter attached.

Monkswood  
11 Trowscoed Avenue  
Cheltenham  
Gloucestershire  
GL53 7BP

**Comments:** 27th September 2016  
Letter attached.

73 Naunton Crescent  
Cheltenham  
Gloucestershire  
GL53 7BE

**Comments:** 27th September 2016  
Letter attached.

44 Leckhampton Road  
Cheltenham  
Gloucestershire  
GL53 0BB

**Comments:** 27th September 2016  
Letter attached.

44 Leckhampton Road  
Cheltenham  
Gloucestershire  
GL53 0BB

**Comments:** 27th September 2016  
Letter attached.

44 Leckhampton Road  
Cheltenham  
Gloucestershire  
GL53 0BB

**Comments:** 27th September 2016  
Letter attached.

37 Portland Square  
Cheltenham  
Gloucestershire  
GL52 2HS

**Comments:** 27th September 2016  
Letter attached.

76 Naunton Lane  
Cheltenham  
Glos

**Comments:** 27th September 2016  
Letter attached.

22 Naunton Lane  
Cheltenham  
Gloucestershire  
GL53 7BH

**Comments:** 5th October 2016

I am horrified by the size of the proposed structure and its oppressive appearance from the Bath Road, Leckhampton Road and Langdon Road. The roof height looks vastly out of proportion to the neighbouring buildings. I accept the site needs to be developed, but the impact of the current layout (height and footprint) is a gentle and attractive one, and far more in keeping with the other buildings on the adjoining roads.

The parking is a major issue. It's become noticeably worse in the last 12 months (I have lived in this area for over 8 years). Spaces will be lost, and there will be more manoeuvring in Langdon Road, which is already very congested and tricky to navigate. The ratio of parking to bedrooms is ridiculous. Based on my own street there is an average of 1 vehicle per bedroom so the impact of 20 bedrooms in that small space will be horrendous.

The style is also out of kilter with the local adjacent buildings. Go and look at the other end of Langdon Road to see what a sympathetic development looks like. This is much more akin to what I would hope to see on this site.

Finally, Langdon Road and Exmouth Street flooded earlier on this year and I am concerned that this much larger building with deeper foundations would have a negative impact. Sincerely,

34 Ewlyn Road  
Cheltenham  
Gloucestershire  
GL53 7PB

**Comments:** 23rd September 2016

Letter attached.

Fairleigh  
Fairfield Road  
Cheltenham  
Gloucestershire  
GL53 7PD

**Comments:** 26th September 2016

Letter attached.

17 Francis Street  
Cheltenham  
Gloucestershire  
GL53 7NY

**Comments:** 26th September 2016

Letter attached.

10A Naunton Crescent  
Cheltenham  
Gloucestershire  
GL53 7BD

**Comments:** 26th September 2016  
Letter attached.

41 Francis Street  
Cheltenham  
Gloucestershire  
GL53 7NY

**Comments:** 26th September 2016  
Letter attached.

38 Francis Street  
Cheltenham  
Gloucestershire  
GL53 7NY

**Comments:** 26th September 2016  
Letter attached.

38 Francis Street  
Cheltenham  
Gloucestershire  
GL53 7NY

**Comments:** 26th September 2016  
Letter attached.

26 Ewlyn Road  
Cheltenham  
Gloucestershire  
GL53 7PB

**Comments:** 26th September 2016  
Letter attached.

20 Langdon Road  
Cheltenham  
Gloucestershire  
GL53 7NZ

**Comments:** 26th September 2016  
Letter attached.

65 Naunton Lane  
Cheltenham  
Gloucestershire  
GL53 7BJ

**Comments:** 26th September 2016  
Letter attached.

15 Ewlyn Road  
Cheltenham  
Gloucestershire  
GL53 7PB

**Comments:** 26th September 2016  
Letter attached.

10 Naunton Crescent  
Cheltenham  
Gloucestershire  
GL53 7BD

**Comments:** 26th September 2016  
Letter attached.

31 Exmouth Street  
Cheltenham  
Gloucestershire  
GL53 7NR

**Comments:** 26th September 2016  
Letter attached.

20 Langdon Road  
Cheltenham  
Gloucestershire  
GL53 7NZ

**Comments:** 26th September 2016  
Letter attached.

3 Als Court  
Fairfield Parade  
Cheltenham  
Gloucestershire  
GL53 7PJ

**Comments:** 26th September 2016  
This email refers to the proposed development for the current Old Bath Market Site on the corner of Langdon Road. I live in Fairfield Parade, so am a few mins. walk from this site.

I understand that "Gloucestershire County Council Parking Team have stated that there are no reported on-street parking concerns association with the site and surrounding streets" . As a

current advertise campaign states something like: "They should have gone to Specsavers" Building 9 dwellings with only 9 parking space beggars belief! There is a parking problem in this area, and this development will exacerbate the problem.

Having seen a drawing of the development from the Langdon Road perspective, it certainly doesn't add to the attraction of the street. The building looks like a solid block beside some quite attractive Edwardian? Buick built houses. It is also taller than their roof line which does not help.

We know that shortage of housing is important, but in a sensitive area such as our neighbourhood, I am sure a more pleasing and sympathetic design solution could be found.

26 Ashford Road  
Cheltenham  
Gloucestershire  
GL50 2EN

**Comments:** 23rd September 2016

This is a conservation area and part of the established Bath Road retail area. As such the development should be in keeping with the surrounding buildings and building usage.

The current site houses a number of valuable retail outlets for the local community which would seem to be lost in the proposed development. These current retail outlets provide goods and services at an affordable price to residents in the area. Any new retail outlets will probably have to pay higher rents forcing these smaller retailers out of business.

The proposed development seems to be on three stories and looks like it may well overshadow the entrance to the Bath Road retail area from the South and will therefore change the whole established look and feel of the area.

The expansive nature of the new development will increase local traffic at an already busy section of the Bath Road, increasing the danger of accidents.

41 Naunton Lane  
Cheltenham  
Gloucestershire  
GL53 7BJ

**Comments:** 28th September 2016

So Gloucestershire County council parking team state ...there are no reported on street parking concerns !! Have they actually been to Bath Road at anytime to see what it's like. People who live adjoining this proposed site have enough trouble already as far as parking goes.

Another case of cramming as much building as possible on a small site.

30 Langdon Road  
Cheltenham  
Gloucestershire  
GL53 7NZ

**Comments:** 20th September 2016

Whilst I support redevelopment and re-generation of areas (please note the reasonable and sympathetic development at the other end of Langdon Road) the developers and plans are clearly too much for the site. In no way is a 3 storey building fronting Langdon Road in keeping with the Edwardian buildings. It is simply too much. The additional vehicular traffic and parking

issues (which already occur) will be exacerbated and pushed to other streets and support illegal parking. I question whether this has been considered.

Langdon Road should have a pair of semi detached bay window properties that fit in size and proportion to the remainder of the street. Please look at the other end of Langdon Road (closer to where I live) that shows how a regeneration of a brownfield site should be done.

35 Langdon Road  
Cheltenham  
Gloucestershire  
GL53 7NZ

**Comments:** 26th September 2016

I object to this development on the following grounds:

Parking: As a resident of Langdon Road, I am concerned about the impact on parking of this development.

There is already a serious problem, not only due to commuter traffic during the daytime, but also due to the volume of residents in the street in the evening and at weekends. I regularly have to park in adjacent streets.

This problem will be exacerbated by the dropped kerb and possible yellow lines and the fact that 9 off street spaces for a 20 bedroom development is inadequate.

Size and scale: this development is overbearing and out of context with the neighbouring Edwardian houses in terms of scale and design.

Design & Character: the design is not in keeping with the character of the other houses in the street.

I have recently moved into the area and one of the deciding factors was the special and unique character and charm of this street, and the adjacent shopping area which supports independent retailers and small and start-up businesses.

It is the unique character of the area and unusual shops that attracts people from outside the area to visit and shop.

This development will jeopardise the future of local businesses: The government, via GFirstLEP, is investing heavily in this county, including to support the growth of small retail businesses, and this type of development could potentially jeopardise future funding.

46 Windsor Street  
Cheltenham  
Gloucestershire  
GL52 2DE

**Comments:** 30th September 2016

Letter attached.

29 St Philips Street  
Cheltenham  
Gloucestershire  
GL50 2BP

**Comments:** 30th September 2016

Letter attached.

**Comments:** 28th February 2018

We are writing about the request to develope this site, 252 Bath Road, Cheltenham

Having looked at the plans, we would like to make the following comment.

The Bath Road and its immediate area is unique in Cheltenham and unusual anywhere in the country. It offers everything necessary to sustain everyday life, plus bonuses (for an incomplete list, see below.)

This priceless amenity is made possible by the community it serves and which uses it. This community is stable, covers all ages, and values the closeness of the facilities on offer. The scarcity of available housing is proof of the desirability of the area, which is perfectly suited to families.

To put two retail outlets on the site is perfectly logical, but the rest of the proposal (flats with 1 terrace house and 1 detached house) does not respect the nature nor answer the needs of the Bath Road. The need is for family houses, and a row of terraced housing - perhaps of the type near GCHQ - would be a step in the right direction.

A post office and newsagents, three banks, two small supermarkets, a greengrocer and florist, two butchers, two bakers, hardware, stationery, shoes, clothes, two shoe-menders, dry cleaning, two furniture (1 new, 1 secondhand), shoes, several hairdressers and a carpark. Plus pubs, restaurants great and small, all manner of take-aways, three churches, two state and one independant schools, a range of charity shops including second hand books, two estate agents. I do not claim that this is all.

19 Moorend Road  
Cheltenham  
Gloucestershire  
GL53 0ER

**Comments:** 30th September 2016

Letter attached.

83 Naunton Crescent  
Cheltenham  
Gloucestershire  
GL53 7BE

**Comments:** 20th September 2016

As a resident of Naunton Crescent, I am a few minutes walk from the proposed 252 Bath Road development but a number of concerns would appear to be relevant.

First of all, parking capacity along Naunton Crescent and the neighbouring streets is already stretched and could fairly be described as inadequate. It is a regular experience for people on Naunton Crescent to have to park further along their road or even on a nearby street. The addition of retail and residential units will obviously have parking implications for Langdon Road

and a knock-on impact for the adjoining streets. It would seem reasonable to assume that the recent introduction of a one-way system to the area highlights that the council already recognises the existing traffic issues.

As for the design of the proposed building, there would seem to be issues with both the scale and a lack of sympathy for the character of the neighbouring houses. This is a conservation area so proposed designs should 'preserve or enhance' the character of the neighbourhood. Standing at three storeys and extending the length of the existing site, the proposed design would seem to have implications for the light currently enjoyed by residents on Langdon Road.

Finally, as some local residents experienced flooding earlier in the summer, it would be reasonable to wonder what impact this significant development might have in a repeat of such circumstances.

14 Langdon Road  
Cheltenham  
Gloucestershire  
GL53 7NZ

**Comments:** 21st September 2016

The density of the development - it is too large a for the size of the site and the location.

The size and height in proportion to the rest of the street - it will have an overpowering and negative impact.

It is out of character with the surrounding Victorian and Edwardian semis.

Negative impact on parking - the loss of spaces in Langdon Road for access and the inadequate number of spaces in the development. Nine for a twenty bedroom development is insufficient. Parking is already a major issue in Langdon Road and surrounding streets.

It is closer to the lime tree than the current buildings.

**Comments:** 2nd May 2018

My objections in my comments dated 21 September 2016 still stand as this development is too dense and out of keeping with the Victorian and Edwardian locality. The overall scale of the buildings, both numerically and in size, is too intrusive.

The changes made to the original plan are minimal and so the impact on the adjoining streets is still too great. These small changes are most disappointing in view of the number of concerns raised about this project.

The parking issue has also not been addressed because residents in units such as these will have more than one car increasing pressure on the surrounding streets.

24 Fairhaven Road  
Cheltenham  
Gloucestershire  
GL53 7PH

**Comments:** 22nd September 2016

From my perspective I hate developments which do not keep in the character of the local area. They vastly devalue the look and general feel of the area in which the locals originally purchased into. Unacceptable.

This, from my experience is purely for profit and greed from the developers. They do not have to re design as they have already have their blueprint.

The plans look like they are squeezing too many properties in. Again, greed. If you look at the lovely character buildings close by they have space either side. Looks out of place and looks awful.

They look like a development that will age badly. Part of the charm of Leckhampton is the red brick 1900 style houses. The developers must understand this is what makes it a prosperous area and why it is sought after. They just develop and move on. I find it an insult to come in and cram some poor standard houses amongst the locals. It is very well known that, in general new houses are not built to the same standards. Corners clearly get cut for again profit.

This development will also inevitably affect the parking situation. People have friends and family around and with such a development each resident property will not have in excess of two parking spaces.

I strongly disagree with the development!

5 Langdon Road  
Cheltenham  
Gloucestershire  
GL53 7NZ

### **Comments: 19th September 2016**

My view is that whilst the old greenhouses and the adjoining showroom have a certain period charm, overall the site is something of an underused eyesore. No-one, I think, will miss 252a, and some regeneration with additional residential units is to be welcomed.

However, I am must object to the application as it stands. I am disappointed that the developers seem to have paid no heed to views on size and scale expressed at the public exhibition in June 2016. The one change which has been made - to all 'red brick' frontages - is in my opinion a change for the worse.

The development, not surprisingly, appears to be shoehorning as much as possible into the space available. The seven apartments, in particular are very small, and presumably will be purchased for letting.

The main block now presents forbidding, bland frontages both to Bath Road and Langdon Road, with very little architectural merit in my opinion. An opportunity has been missed. Two stories would be preferable to three if the current redbrick theme is persisted with. The main Langdon Road frontage is on the line of the pavement, completely out of character, proportion, and alignment with the rest of the street. Surely at the very least, the 'Town House' could be made more in keeping - an obvious example is the development at the other end of Langdon Road, where a similar, if smaller, space was developed sympathetically a few years ago.

Notwithstanding the transport report included in the proposal, I have concerns over parking. Although during the day parking in Langdon Road is usually not difficult, in the evening it is often impossible to find a space and I have often had to park a considerable distance away. These concerns will be exacerbated by the proposed development as:

- Nine car parking places for a 20 bedroom development hardly seems adequate - especially as the apartments are likely to be occupied by two people each with vehicles. Will the parking in the court always be fully utilised?
- Any new restaurants will generate extra evening parking.
- The entrance to the court will reduce the number of existing places.

I have lived in Langdon Road for some 20 years. I appreciate the modest efforts occupiers have made to preserve the simple early Edwardian character of the street, for example replacing sash windows, and reinstalling railings. I would regret the imposition of a large, overpowering, characterless block at its gateway.

### **Comments:** 27th February 2018

The covering letter (8 February 2018) respecting the revised plans for 252 Bath Road states that comments made previously on the application are still on file and do not need to be repeated. Since there have been no substantive changes to the plans my original reservations as to the overall size and scale, and parking provision, remain the same. I would, however, suggest that parking on Langdon Road seems to have become even more difficult in the 17 months since the original application. (Incidentally there are no time restrictions on parking in the road as suggested in the new design and access statement.).

The visual aspects of the development have undergone a number of revisions back and forth since the original public consultation in May 2016. I am disappointed that the borough officers and architects seem obsessed with a 'Cheltenham' setting. The buildings on Bath road exhibit a variety of styles, but nowhere are the ('Cheltenham?') canopies which are now suggested. The referencing of the Fairview corner is risible in my opinion. As remarked by others, the corner aspect now recalls a disused 1930s picture house. I am not sure that the reversion to brick on Langdon Road really works - either replicate the 1900 originals or don't bother. I am pleased to see, however, that the development on Langdon Road is now better aligned with the existing frontages.

I personally would prefer a simple stylish modern two story block on the corner, combined with housing on Langdon road similar in style to the existing, as exemplified in the recent construction at the far end of the road.

My slight regret at losing the unusual market accommodation is balanced by acknowledgement that the current house and disused yards are eyesores. However I must maintain my objection - principally on the grounds that (in the words of the Senior Planning officer's email of 16 November 2016) 'the scheme as submitted is overly intensive and....an overdevelopment of the site'.

### **Comments:** 27th April 2018

So far as I can see, the only changes in this revised application relate to minor detail changes to the frontage of the main building and alterations to the coach house plans.

While these are an improvement, (eg removal of unnecessary canopies) they do not affect my former substantive objections.

20 Ewlyn Road  
Cheltenham  
Gloucestershire  
GL53 7PB

### **Comments:** 22nd September 2016

I object to this development not only because I feel it is unsightly and not in keeping with the local area, but also due to the added traffic congestion and parking facilities.

I live in the adjacent road and often struggle to park outside my own house due to shoppers parking in Langdon Road which then forces residents of Langdon Road to park in Ewlyn Road. We also have a significant amount of shoppers park in our road. If the parking spaces are reduced in Langdon Road the knock on effect will be even worse.

The traffic in the Bath Road vicinity is already at a dangerous level (especially since the parking bays were introduced) and the additional traffic that will evolve from the new build will only add to this and I feel will endanger a lot of local children walking to school.

Unless consideration is given to the traffic I really do strongly oppose this development.

11 Belworth Drive  
Cheltenham  
Gloucestershire  
GL51 6EL

**Comments:** 22nd September 2016

The planning application is not in keeping with the local surroundings, it is a high density, and 3 storey, windows are also not in keeping. Traffic and parking issues are already a known problem in the area, borne out by recent traffic flow changes and discussion around residents parking permits. The 9 planned spaces for a total of 20 bedrooms and 2 shops, with the footfall that will attract is deeply inadequate. The build is one that will look tired and run down in 15-20 years, the site is on the road into Cheltenham, and will be something that many new visitors will see on their way in, either from Shurdington road or Leckhampton road, our town deserves better than this!

Please turn down this application and let someone come up with something that would improve this beautiful part of our town.

14 Evelyn Terrace  
Fairfield Road  
Cheltenham  
Gloucestershire  
GL53 7PD

**Comments:** 25th September 2016

The proposed development is completely out of keeping with the area and the surrounding buildings.

The Bath road is a busy popular area that thrives with unique business. This development does not represent the area or its business's that make the area what it currently is.

Furthermore the extra pressure of parking and congestion this development will create does not appear to have been considered.

I hope that the concerns and comments that have been made to you will be taken seriously and considered, however I fear that the money being offered for the development to the council will overshadow any other decision or concern.

57 Leckhampton Road  
Cheltenham  
Gloucestershire  
GL53 0BJ

**Comments:** 12th September 2016

I think the proposed building is far too close to the pavement especially on its Bath Road elevation and at its south west corner.

The existing building is pleasantly set back from the pavement and is single storey. The proposed three storey building would loom over pedestrians and a virtual tunnel would be created where it meets the tree (which isn't the slender specimen shown in the architects' drawing). People leaving the shops would risk collisions with people going along this busy bit of pavement.

The proposed building is metres in front of the existing building lines of both Bath Road and Leckhampton Road (of which, in spite of its address, this property is effectively part).

A reduced size building with fewer apartments would also help to ease concerns about inadequate parking provision. (If anyone would like to see the results of granting permission for buildings with inadequate parking, they could visit 'our bit' of Leckhampton Road during a working day to see the cars that have spilled out from the newish, virtually-parking-free office developments that have been permitted in Old Station Drive).

I recommend rejection of the scheme in its current form.

25 Exmouth Street  
Cheltenham  
Gloucestershire  
GL53 7NR

**Comments:** 26th September 2016

Car parking is a huge problem on all roads off the Bath Road contrary to comments by the CC parking team. Adding 20 bed development with only 9 parking spaces will clearly exacerbate the problem, and restaurant and cafe plus plans to cut the spaces in the Bath Road car park where are all these extra customers going to park?

Considering this is a conservation area this development does seem to breaking all the rules. It is an over development of the site and will dominate adjacent buildings, surely any structure should be in line with adjacent buildings and not overwhelm them.

Also what consideration has been given to recent flooding in the area?

Obviously trying to maximise profits to the detriment of the surrounding area/properties and local residents. Yes, this site needs developing but not like this!

29 Langdon Road  
Cheltenham  
Gloucestershire  
GL53 7NZ

**Comments:** 14th September 2016

Parking

The provision of 9 parking spaces for a 20 bedroom development does not appear adequate, especially when it is considered in the context of the loss of parking spaces in Langdon Road due to the requested dropped kerb (and possible yellow lines), increased footfall from increased retail area and the mooted plans to regenerate the Bath Road Car Park (should this mature). The Transport Report prepared by the developers quotes " there are no reported on-street parking concerns associated with the site and surrounding streets" , which I assume means no one has complained to Gloucestershire Highways,in reality there are known parking issues evidenced by the recent changes to traffic flow and discussion around Residents Parking Permits. Also misleading is the statement "There is ample spare capacity in terms of on street parking availability during the weekday and weekend peaks to accommodate any displacement parking

generated as a result of the development proposals". This statement is predicated on 2 days observation and the assumption that everyone is happy to walk 200 metres.

### Size and Scale

The development is too large, trying to fit as much as possible onto a small site, the effect is one large mass, reaching into Langdon Road and overpowering both physically and aesthetically the adjacent Edwardian semis. The building is not in context with the surroundings and is out of proportion with houses in the road. The footprint of the new buildings bears no relation to the former market and house on the plot. What is a small corner building on the Bath Road with a large yard, is proposed to be a monolithic structure extending from a position forward of the existing market building to within feet of No.2 Langdon Road. The existing single storey structure is now proposed to be a 3 storey structure accentuating the enlarged building footprint and bearing no size relationship to anything in Langdon Road. The closest corner 3 storey building is the Corner Shop, however this is a much smaller footprint and does not extend into Francis Street in the same way. The extrusion of the large building footprint up to 3 stories and its sprawl to its boundary will greatly reduce direct sunlight on Langdon Road and Francis Street, casting a shadow over them, particularly in the winter.

### Design

The design of the building maximises the residential aspect to the detriment of aesthetics and consequently bears no relationship to the existing buildings in Langdon Road. A comparable design of a corner building can be seen at the other end of road where No 36 Langdon Road buildings closely follow the line with bay windows and around the corner the building is rendered in sympathy with houses in Fairfield Parade. The proposed design does not respect the character of the site and its surroundings either in scale, density, granularity or street pattern, a 3 storey building to the boundary with dormers and Juliet windows does not relate to any building in Langdon Road.

### Conservation Issues

More detailed comments are necessary relating to PPG15, Cheltenham Local Plan CP7, BE4,B5,B6, Bath Road Character Appraisal, and Development On Garden Land and Infill sites in Cheltenham, and these will be submitted separately with graphics.

### Comments: 3rd October 2016

252 Bath Road Regeneration comments 29 Langdon Road

### Summary

I object to the development as enshrined in the drawings and plans offered.

The Transport Plan is flawed, the Community involvement has not met the community's needs and the design is not consistent with NPPF and the local Plans and Policies.

Please receive more detailed comments concerning the above and in particular:

- Transport Plan
- Related Applications
- Community Report
- Policy

### Comments: 8th December 2016

Letter attached.

### Comments: 28th February 2018

The revised design still does not address CBCIs consistent advice with regard to massing ,The proposed building does not fit with the rhythm, size or granularity of the street scene.The reach of the building into Langdon Road without interruption would be helped if there were some break in

the "block of flats". There appears to a reluctance to make any changes that reduce the number of dwellings. I note that the coach house is still built right to the boundary with increased height reducing the amenity of Francis street residents.

12 Naunton Crescent  
Cheltenham  
Gloucestershire  
GL53 7BD

**Comments:** 22nd September 2016

After seeing the plans for 252 Bath Road, I am objecting on the impact the additional car parking will have on local roads. A 20 bed roomed development will inevitably have at least 1 car per homeowner, so potentially 7 cars. However these properties are not single occupancy and will attract couples and families with the average 2 cars per home, so the 9 spaces allocated will not be sufficient and then the parking will spill onto Langdon Road. This road is already notorious for parking issues and so with nowhere for the new residents to park, the parking will then start to impact the already congested roads of Naunton Crescent, Exmouth Street, Francis Street and Fairfield Parade. If you don't think there's a parking issue in this area, take a walk around after 6pm in the evening, any evening. Tonight as an example a van is actually parked on the pavement and on the green space on Hermitage Street and 2 more cars are parked on the give way road markings on Naunton Crescent and Exmouth Street. It actually very unsafe, on many occasions I have to walk in the road as cars are parked on pavements and up to junctions in the road. This is a real issue for the residents of this area and developments such as these will only exacerbate the problem.

12 Naunton Crescent  
Cheltenham  
Gloucestershire  
GL53 7BD

**Comments:** 22nd September 2016

After viewing the plans for this development, I have several concerns.

1) The number of properties being built, will generate a significant number of additional cars and not enough parking. Typically there will be a minimum of 2 cars per property making 18 cars. There will be 9 new spaces produced and 2 lost for a drop curb therefore 11 new cars on a crowded street. This will cause excess cars on to surrounding streets that are already overcrowded. I take comments that there are no parking issues locally as I'll informed as junctions are parked in and double yellow lines parked on every day without enforcement. I have an insurance claim to prove this when I clipped a car parked on double yellow lines on Exmouth Street as 4 cars parked either side of the road blocking the entrance to Bath Road.

2) a car park for 9 cars having to have access to Langdon Road. This is already a tight road and with the number of cars parked there, sight lines will be obscured for cars getting out.

3) the height of the properties is not in keeping with what is there, they will have an impact on the light on Francis street behind and Langdon Road opposite.

4) the plan to bring the frontage out to the tree on Bath road vastly reduces the pedestrian access on the street, it will be very narrow and difficult for pushchairs. Ultimately the tree will have to be removed which I object to.

5) the site is currently majority retail, the bath road area is becoming a destination are due to its mix of retail. I have no objection to the site being developed to more modern retail and 1 or 2 residential. But why agree something that goes against what makes the area thrive.

113 Naunton Crescent  
Cheltenham  
Gloucestershire  
GL53 7BE

**Comments:** 25th September 2016

We cannot believe the proposed development.

We can only reiterate the objections made by other residents.

It is an invasive eyesore, totally out of keeping of the surrounding properties.

Parking situation is dire in this area and this development is bound to make it worse.

We feel it will have an impact on residents living near this proposed development, not only will their views be spoilt, their gardens will now be affected by shade and surely this will have an impact on the valuation of their properties.

Did the Council pay particular attention to the Cheltenham Local Plan for Conservation Areas, it does not appear so because the proposed development does not meet the criteria in our opinion.

53 Shurdington Road  
Cheltenham  
Gloucestershire  
GL53 0HY

**Comments:** 25th September 2016

I object to the proposed development for the following reasons:-

- The style and scale of the building is not in keeping with the surrounding area. It doesn't relate to the near buildings in Bath Road, Langdon Road or Leckhampton Road and the huge size will loom over the area. It adds nothing positive to the special character of the conservation area and will downgrade this unique part of Cheltenham.
- It will add to the existing problems of traffic and parking in the area. There will be reduced parking in Langdon Road and increased deliveries to the retail units and many extra journeys from the new residents all adding to the traffic on Norwood roundabout. Lack of car parking is a big issue here and a high density over development like this can only make the situation worse.
- The loss of an existing amenity. The current shops and wide pavement are both features of the Bath Road and are enjoyed by both residents and visitors. The existing mature lime tree will also surely be threatened.
- This proposal is the result of a developer trying to cram as many properties into the site as possible - another example of public loss for a private gain.

**Comments:** 30th April 2018

I strongly object to the proposed development for the following reasons.

Conservation area.

This development is not sympathetic to the local conservation area. Surely the style and detailing would not be allowed if they appeared in an application from a private resident wishing to develop their home.

Traffic.

The highways department may well have consulted the national guidelines when calculating parking spaces but they do not reflect the local conditions. Allowances can and should be made for the busy junction and lack of street parking that exists without adding to the situation. The parking layout on the plan would be difficult to negotiate in all but the smallest car.

The development is of excessively high density. A two storey building with fewer residents would be easier to fit in to the local area. It would ease the traffic/parking problem slightly and it would be easier to design a building that was truly sympathetic to its surroundings.

This is a great opportunity to bring to Bath Road some excellent building design but unfortunately this is not the case.

9 Fairfield Avenue  
Cheltenham  
Gloucestershire  
GL53 7PN

**Comments:** 25th September 2016

Although the area would benefit from redevelopment these plans appear to be disproportionate to surroundings and is likely to exacerbate parking problems in area

20 Exmouth Street  
Cheltenham  
Gloucestershire  
GL53 7NS

**Comments:** 25th September 2016

I am writing to strongly object to this proposed development on a number of grounds. I live in Exmouth Street and regularly use the Bath Road and surrounding roads in the car and on foot. I regularly use the shops and enjoy this special environment.

1) The size and scale of the proposed development:

The proposed development is overdevelopment - trying to cram as many units as possible into the available space. The buildings would be taller and more imposing than the other properties in the area. It would not fit in with the size and scale of residential properties in Langdon Road and Francis Street, or with the size and scale of commercial properties on the Bath Road. It would spoil the unique character of this popular shopping area. Replacing a one storey building with a three storey one is not sympathetic and would totally change the character of the area. The increased height would adversely affect nearby properties.

In terms of being in the Conservation area, the development in no way preserves or enhances the special character or appearance of the area. It would be very detrimental in both respects.

2) Parking:

It is totally untrue to say that there are no reported on-street parking concerns in the area. All the roads in the vicinity of this proposed development (the nearest ones being Langdon Road, Fairfield Parade, Ewlyn Road, Francis Street, Hermitage Street, Exmouth Street, Naunton Terrace and Naunton Crescent) are always full or very nearly full of parked cars. Many people already have problems parking near their houses, and decreasing the number of spaces in Langdon Road (by putting in a dropped kerb) will increase this problem, will increase pressure on other roads further away and will increase the number of vehicles circulating the area in search of a parking space. Having overspill parking from the proposed development would further increase the problem. It would also make it even more difficult for large vehicles entering the area down Naunton Crescent and Exmouth Street one-ways to exit the area. This is already a major problem

with many vehicles having to go the wrong way down Exmouth Street as they are unable to negotiate cars parked on corners, and Francis Street is too narrow.

Councillor Klara Sudbury has recently conducted a survey of local residents due to the well known on-street parking problems. I repeat, it is totally untrue to say there are no issues with this.

Providing only 9 parking spaces for the development it is totally inadequate. Most occupiers of 3 bedroom properties have two cars. Two bedroom apartments will have at least one car each, and it is usual on this type of development to also provide visitor parking. (A recent example of this is the Borough Homes development at Haweswater Road in Hatherley. This is a four unit development - two x 2 bedroom flats and two x 1 bedroom flats. They have provided one space per unit and an additional visitor space - a total of 5 spaces.) Spaces would also be required for the 2 retail units. I believe the minimum number of parking spaces for the proposed 20 bedroom, 2 retail unit development would be 13, for which there is insufficient area.

3) Other issues:

The proposed development is not on the same footprint as the existing buildings, being further forward and nearer to the Lime tree.

There have been problems with flooding in the area. Has consideration been given to how this development might impact on this?

I trust that proper consideration will be given to all of these issues.

**Comments:** 25th February 2018

I repeat all of the points made in the comment from 29 Langdon Road. Particularly: The proposed development is visually out of keeping with the area. It should not be more than two stories high and should not be cramming so many properties into a small area. Parking IS A MAJOR PROBLEM in the area. To say otherwise is simply untrue. The recent introduction or extension of double yellow lines on a number of corners in the area was an issue for residents as a number of parking spaces were lost. This was in part to assist Ubico negotiating corners due to the density of parked cars in the area. It is true that most if not all units will have 2 cars. If the average number of cars per household is between one and two, you need to allow for two per dwelling. You cannot have half a car. Access along Langdon Road is always a problem and having more cars using the road will increase the problem. Preserving the character and appearance of the area and preventing an increase in parking problems must be put before profit.

14 Leckhampton Road  
Cheltenham  
Gloucestershire  
GL53 0AY

**Comments:** 26th September 2016

I support the regeneration of this site but feel that the application misses an opportunity to add value to our area and local environment. The building design is inappropriate in terms of its size and height, and the design does not incorporate any of the features you would expect for an application in a conservation area.

AN intelligent design using conservation area guidance could produce a building with a positive legacy rather than what has been submitted to date which does not achieve this.

Granville  
Fairfield Road  
Cheltenham  
Gloucestershire  
GL53 7PD

**Comments:** 27th September 2016

I object to the development as proposed for the following reasons.

1. It is grossly out of scale with the surrounding buildings and as a corner site has a greater impact than if it were inserted into a row of similar properties.
2. The building line on the Bath Road/Leckhampton Road frontage, as proposed, is significantly forward of the existing building's position adding to the overscale effect.
3. The proposed occupation density is excessive and the parking provision inadequate in view of the existing parking problems in the area. This will be exacerbated by the loss of parking spaces in Langdon Road.
4. The provision of two lockup retail premises will not compensate for the loss of character of the existing units and the market stalls.
5. We live here and want something better than this.

**Comments:** 9th May 2018

Although the appearance of the current proposal is a great improvement on what was originally submitted and in my view is broadly acceptable the comments regarding the overdevelopment of the site has not been addressed.

The majority of comments registered here have mentioned the inadequate parking provision on this site and the certain resultant overflow onto the surrounding streets which are already at capacity.

This aspect of the proposal has been totally ignored.

I would like to see at least one dwelling removed from the plan, the space released given over to help address the parking problem.

19 Hermitage Street  
Cheltenham  
Gloucestershire  
GL53 7NX

**Comments:** 20th September 2016

Parking - a constant and difficult issue for all local residents is the lack of parking especially given the number of 'tourists' who park in the streets rather than use car parks. I do not understand how 20 bedroom development is allocated only 9 spaces for parking. The new houses in Exmouth St that had garages installed are a classic - none of the residents use them and park on the road

Size and scale and design - aside from an objection to the look of the proposed development, we seem to have gone from one storey to three; it is in effect a Langdon Road development given the scale of the plot and the design is totally out-of-keeping with that road; and I do not understand the design either in terms of the area being a conservation area: surely this is too brutalist?

Effect on Bath Road businesses - we already have a thriving community in terms of shops and other outlets. I do not understand the economic argument for more shops

Greenery and open spaces - such a development would have a detrimental effect on trees, other open spaces and light in the area and will create an imposing - in the wrong sense of the word - addition to the area

I do hope that local views are truly taken into account.

7 Langdon Road  
Cheltenham  
Gloucestershire  
GL53 7NZ

**Comments:** 28th February 2018

I've reviewed my comments from Sept 2016 and my objections still stand.

There are still "shop front" window shown facing onto Langdon Road. Langdon Road is not a retail street.

Lime Tree: Some actions have been taken to protect the tree. However the architect's drawings do not follow the requirements of the revised Arboricultural Method Statement. Please note that Arboricultural Survey and Method Statement requires that building foundation ground beams be constructed with the underside no lower than existing ground level. (Refer to sections B3, C2.4.3 and drawing 37.69.02B in the Arboricultural Report). The architect's drawings show large entrance doors adjacent to the tree and therefore the ground beams to this elevation will have to be below the existing ground level in contravention of the arboricultural recommendations. A typical ground beam will project 450mm below ground level/FFL and therefore will cut through the tree roots (that will be in the top 600mm of ground).

The building massing is still too large for the site.

The latest elevational treatment is all rather "brutal" when compared with the houses on Langdon Road. The 1930's cinema appearance of the curved elevation shown on the 3D perspective view is a bit odd.

**Comments:** 18th September 2016

Retail Frontage

Although the address of this proposed development is Bath Road 75% of the frontage is on Langdon Road and therefore it should be considered in the context of Langdon Road. Langdon Road is a residential street and therefore the proposed significant ground floor retail frontage onto Langdon Road is not appropriate. The proposed "shop windows" will either be used for display purposes with lighting or worse still will be "blanked-off" by a convenience store operator (possibly with corporate logo). Neither of these arrangements is desirable on a residential street. I believe that the retail frontage should be confined to Bath Road.

Lime Tree

There is a mature Lime trees on the south west corner of the proposed development. The Arboricultural Survey describes this tree as high-value.

The findings of the survey are based upon the new building being on the same or similar footprint as the existing building. However this is not the case as the proposed building extends a further 2.0m into the root protection zone. The 2.0m margin of pavement that will be removed to form the proposed building is currently block paving and it is very likely that oxygen and water passes through this paving to help support the tree roots. This beneficial area of pavement will be lost.

The Design and Access statement states that the Lime Trees will be protected from harm by the use of piled foundations with shallow ground beams. Pile foundations are not an issue but the associated ground beams will be as these will sit very close to the tree trunk and well within the root protection zone. The trees roots can be expected to be within the top 600mm of ground. If

the ground beams are set, say, 150mm below pavement level and are 400mm deep then the underside of the ground beams will be 550mm below existing ground level and will cut through all the tree roots. This will not only effect the ability of the tree to absorb water and oxygen but will also compromise the stability of the tree under storm wind loads as the roots over one side will be much shorter.

Finely the Arboricultural survey makes no reference the loss of the tree crown. Currently the tree crown sits above the existing low level building. To form the new much higher building it will be necessary to remove a very substantial part of the tree crown on one side. If the scaffolding (necessary to construct the brick work) is also considered and, say, this will be 1.5m width then the crown removal will be almost back to the tree trunk.

Given my experience of similar projects I think that it quite likely that the tree will not survive many years past the completion of this project and I don't consider that the wellbeing of this tree has been given much consideration in the design of project.

### Building Massing

It seems that the aim of the development design has been to pack as much as possible onto the site. This has translated to the elevations that are out of scale with the other buildings on Langdon Road, both in height and position directly onto the back of the footpath. The existing building on the site occupies a much smaller footprint and so there is no precedent for the current proposal. The building should respect the notional "building line" on this side of Langdon Road.

### Elevational Treatment

#### Langdon Road

The use of brickwork is welcomed but the elevation treatment bears no resemblance to the rhythm of the semi detach bay fronted house on Langdon Road and will therefore detract from the appearance of the road.

#### Bath Road

The elevation to Bath Road is neither contemporary or in keeping with the existing adjacent buildings. The elevation has something of a 1970's feel to it and does nothing to enhance the ambience of this part of Bath Road.

32 Ewlyn Road  
Cheltenham  
Gloucestershire  
GL53 7PB

#### Comments: 3rd October 2016

Letter attached.

63 Upper Norwood Street  
Cheltenham  
Gloucestershire  
GL53 0DU

#### Comments: 26th September 2016

Please accept this letter as a strong objection to the proposed planning application. As a local resident I feel the proposed design of the new building is completely out of character for the surrounding area, and will dominate the Edwardian street. Resident parking is increasingly difficult not only in Langdon Road but also in surrounding roads to the area, making it sometimes

impossible to park anywhere near your property, which can be a great inconvenience with a young family.

I walk my young son to school down the Langdon Road and the increased traffic and inevitable parking issues will make this dangerous.

27 Naunton Lane  
Cheltenham  
Gloucestershire  
GL53 7BJ

**Comments:** 26th September 2016

We object to this planning application on the grounds that the proposed building is not in context with its surroundings and is out of proportion with other houses in the road. As the proposed building is within the Cheltenham Central Conservation Area, I cannot see how the planning application meets any of these stipulations at all. Our concerns also include car parking and potential flooding.

Please take into account our strong objection, being local residents.

100 Naunton Lane  
Cheltenham  
Gloucestershire  
GL53 7BA

**Comments:** 26th September 2016

The massing looks completely at odds with the period properties. The proximity to the neighbouring property doesn't seem right and feels like the site is being over worked. The parking provision seems inadequate.

19 Upper Norwood Street  
Cheltenham  
Gloucestershire  
GL53 0DT

**Comments:** 26th September 2016

We strongly object to this 'overdevelopment'. The proposed development completely dwarfs the surrounding Edwardian houses, and is clearly not sympathetic to the local area. In addition, parking is already a problem, with many families owning more than 1 car per dwelling - the 9 onsite spaces is totally inadequate and will mean that additional parking will be sought in local adjacent streets that are already over capacity.

**Comments:** 10th February 2018

The excessive nature of this planning application is only matched by its obvious tactics, propose an incredibly obscene development in a prominent area to be declined to then resubmit a slightly less obscene development in the hope the council will bend. Its awful, greedy and out of keeping, overbearing on the surrounding streets, out of character with the local area/environment and will add additional stresses with parking to an already overpopulated location. we regularly have to park streets away from where we currently live due to the concentrated parking issues.

1 Naunton Way  
Cheltenham  
Gloucestershire  
GL53 7BQ

**Comments:** 26th September 2016

The proposed development is not in keeping with the area. The proposed number of dwellings is too great for the space available and will result in yet more difficulty parking in the local vicinity. Please consider reducing the size of the development.

17 Langdon Road  
Cheltenham  
Gloucestershire  
GL53 7NZ

**Comments:** 28th September 2016

1. Car parking in Langdon Road is a huge problem. As well as a loss of spaces due to the dropped kerb to enter the site, there will also be added overspill from the development as only 9 spaces provided for 20 bedroom development.
2. The design of the building is not in keeping with the Edwardian properties nearby and is overbearing especially for the nearby residents of the development both in Langdon Road and Francis Street. The development also protrudes in front of the current building line in Langdon Road and the size and height of the three storey building is totally out of character with the rest of Langdon Road.
3. The shop/restaurant windows overlooking residents in Langdon Road turns a residential street into a commercial area.
4. I am not certain that the Lime Tree will be preserved as the drawings show the tree almost touching the front of the new development. Will this need to be removed?
5. There is over development of the site, with dense building to maximise profit for the current owners with no thought of how this may impact on the neighbourhood.

52 Leckhampton Road  
Cheltenham  
Gloucestershire  
GL53 0BG

**Comments:** 23rd September 2016

After looking at the proposal of the development of the above site, I would like to register my objection. I think this is a total overdevelopment of the space, the amount of residents who will require parking and their visitors will add to the congestion to the already busy roads around this area.

The visual impact is not in keeping with the properties in Langdon Road, the height of the new build is not sympathetic to the existing properties.

The comment from Gloucestershire County Council parking team, stating "there are no reported on street parking concerns in the surrounding streets" may find themselves now in receipt of many reported complaints. Fairfield Park Road have non residents parking up early morning and not returning until the end of their working day. With the potential ripple affect of parking from this proposed build this will impact on homeowners in the surrounding roads.

12 Fairfield Park Road  
Cheltenham  
Gloucestershire  
GL53 7PQ

**Comments:** 23rd September 2016

This application is fundamentally flawed and should be rejected for the following reasons:

- 1) The application is classic overdevelopment and is of a design which is not appropriate or inkeeping with the surrounding area. As a conservation area any proposal should preserve or enhance the character and appearance of the area - the proposal does neither cramming in a number of dwellings in a design that is overpowering and modern which is not in keeping to the adjacent Edwardian semis.
- 2) Car parking is a significant issue for residents of Langdon Rd and I am amazed as stated in the developers report that the council parking team confirmed there were no reported on-street parking concerns for the site and surrounding streets. The application allows for just 9 spaces for a 20 bedroom development plus retail areas which will cause significant parking issues for current and development residents.

**Comments:** 22nd February 2018

Whilst the revised application has attempted to address a number of the significant issues raised within the existing application I still feel that the development is out of character to the surroundings and is over developed (the number of units has not changed). Parking provision is also very limited for the development.

**Comments:** 30th April 2018

Whilst these further revised plans are an improvement to previous the objections that I have raised previously still stand and I object to this application.

31 Naunton Crescent  
Cheltenham  
Gloucestershire  
GL53 7BD

**Comments:** 24th September 2016

I am quite flabbergasted that it's got this far. I think anybody can see that the developer is trying to cram as much property into a small plot. To add insult to injury the plan is to go up three storeys!

This area does need to be redeveloped but it needs to be tasteful and in keeping with the local area. This development is one of the first you see as you approach the Bath Road from Shurdington and the Hill and to see a 3 storey monstrosity is not what the local people want.

My opinion for what it is worth would be to see multiple retail units on ground level that are tastefully constructed similar to the Odeon redevelopment.

In ideal world it would be nice to have a few apartments above the retail units but I think this would be incredibly difficult due to the nightmare parking in adjacent street.

We have no parking capacity in the area. On street parking is not an option as there isn't any, even in adjacent streets.

24 Naunton Lane  
Cheltenham  
Gloucestershire  
GL53 7BH

**Comments:** 26th September 2016

I wish register my objection to the planned redevelopment of this site. The plan, showing size and scale of the proposed buildings, is totally out of scale and character with the surrounding houses. Too close to both the existing No. 2 Langton Road, and too close to the corner of Leckhampton Road. The roof line of the new buildings should be in line with the rest of the street and the buildings set back from the pavement in line with other houses. The corner building should be far enough away from tree roots.

Some parking should be provided at the rear of the new houses. The number of houses/flats should be reduced.

The current plans display great insensitivity and greed.

Granville  
Fairfield Road  
Cheltenham  
Gloucestershire  
GL53 7PD

**Comments:** 27th September 2016

The proposed three storey development is too high and gives an overbearing appearance to the building. It only has to be this tall to accommodate the high number of residential units proposed. Only one parking space has been allocated for each housing unit - which may fulfil guidelines but is woefully inadequate, and will add to the on street congestion familiar to all local people. Solve both problems by limiting development to four housing units. The design should respect the present position of the shop fronts and not seek to gain extra floor area by building further forward. The Tree Officer covers this fully.

At present we have a market of great character which is very popular with local people. I hope that any new development will attract something more interesting than another chain coffee shop or pizza outlet - but financial constraints make this unlikely.

**Comments:** 13th February 2018

If the developers would consider scrapping the new property adjacent to 2 Langdon Road there would be space for the cycle store and five further parking spaces. Parking has become a serious issue in some streets in the area, especially at weekends. Proposing to include only one car space per new household in this development will exacerbate the problem.

Of course most of the local houses only have space for one vehicle, but they were built at a time when the current level of car ownership was unimaginable. Modern development should reflect modern lifestyles, and while the car is essential to the running of society it should be given adequate provision.

57 Naunton Way  
Cheltenham  
Gloucestershire  
GL53 7BQ

**Comments:** 22nd September 2016

Letter attached.

30 Ewlyn Road  
Cheltenham  
Gloucestershire  
GL53 7PB

**Comments:** 22nd September 2016

Letter attached.

28 Langdon Road  
Cheltenham  
Gloucestershire  
GL53 7NZ

**Comments:** 27th September 2016

Please note - this is the third attempt at posting as your site timed out my last attempt at submission. Not fair when i had spent almost an hour on your site composing my objection. Because of this we have run out of time for my partner at this address to post an objection. Please take this as x2.

We strongly object to this planning proposal for the following reasons:

- i) loss of open aspect - the height of proposed buildings & sprawl to the boundary limit on langdon road means that the open aspect we currently have across Bath Road will be completely obliterated.
- ii) The proposed massing of buildings on this site & (lack of) character & style are not in keeping with the rest of the surrounding dwellings in this conservation area. The height & forward extension on langdon road should be no more than the neighbouring houses. The style is not sympathetic to the neighbouring houses & block effect of the flats lacks the space considerations around & between dwellings in langdon road.
- iii) the position of the car park entrance is dangerous. Not only will the forward perimeter of the building on langdon road impede visibility but the langdon road/leckhampton road junction is already very congested & dangerously & illegally parked right to the corner. This is a highly unsafe proposal.
- iv) parking - there IS a parking problem in langdon road & its surrounding roads. There will be a loss of spaces due to the dropped kerb access to the parking provision & the proposed 9 spaces for 20 bedroom development is woefully inadequate when these properties are unlikely to attract 1 car families. I challenge the planners to park at least a street away from their home & then get twin toddlers, nursery bags & shopping home safely.
- v) is this really just a Bath Road development - the flats all face langdon road & the parking access is from there too.
- vi) i feel that this development would be snapped up by landlords & increase the proportion of rental dwellings in the immediate area, likely leading to a dilution of community pride in the area
- vii) the rear access to the flats for pedestrians is a concern from a safety & crime aspect
- viii) is there no consideration to the protection of the lime tree, which seems highly likely to perish if this planning proposal goes ahead?
- ix) loss of community space - the open area to the rear of the indoor market is used for various community events from santa visits to food fayres. This development would result in the loss of a community space.
- x) the entire propsal seems at odds with the NPPF goals.

We have lived on langdon road for almost 10 years & hope to raise our kids in this area of unique character & history. Please don't spoil it for us. Propose something that enhances the character & community of this area.

Cotswold  
3 Trowscoed Avenue  
Cheltenham  
Gloucestershire  
GL53 7BP

**Comments:** 25th September 2016

The proposed plans look totally out of place and character. The parking around Bath Road is already an issue at times and so to have so many dwellings with so few parking spaces will result in chaos. The height is also a concern as the additional storey is surely going to affect adjacent houses and potentially houses in the street behind.

The area needs development but the proposed plans do not offer a suitable alternative and are widely criticised. Please think again...

84 Naunton Crescent  
Cheltenham  
Gloucestershire  
GL53 7BE

**Comments:** 27th September 2016

I object to this proposal. It is over-development of the site, will lead to an increase in parking problems for residents, reduce access to Langdon Road for the duration of the works, look out of character, disturb local residents and detract from the character of the local area. It is in the Cheltenham Central Conservation Area and the height and effect on shading, views and street proportions will be enormous.

29 Langdon Road  
Cheltenham  
Gloucestershire  
GL53 7NZ

**Comments:** 27th September 2016

I strongly object to the proposed development of 252 Bath Road (formerly Robert Young's florist).

The present open leafy aspect of the junction between Bath Road, Shurdington Road and Leckhampton Road would be transformed into a cramped and claustrophobic junction totally out of keeping with its long established character for the following reasons:

- I. There would be a reduction in open space as the proposed development has a larger footprint than the original building.
- II. A three storey building on this site would change the visual aspect of the scenic view towards Leckhampton Hill from the Bath Road. Replacing an open space and a single storey building with the three storeys mass would also be detrimental to the aspect looking from the far end of Langdon Road towards the Leckhampton Road.
- III. The lime tree which is the beginning of the tree line towards Leckhampton would be damaged and distorted, should it survive the destruction of a significant part of its crown and root structure. The illustrations in the planning application do not accurately reflect the scale of the tree or the impact the building would have. Consideration of its conservation status appears to have been ignored.

IV. Developing in front of the existing building line would cause a potentially dangerous area as users to the proposed retail outlet and other pedestrians would be in closer proximity to the road. This would be exacerbated by the increase in vehicles turning in and out of Langdon Road in order to access the limited number of parking spaces.

V. The corner of the proposed development is a crossing point (a) across Langdon Road and (b) across Bath Road - to the island in front of The Norwood Arms. It is therefore a busy junction for pedestrians and vehicles. Reducing sight lines and space is detrimental to safety.

The proposed amount of parking provision does not take into account:

I. Parking is an issue for the current residents of Langdon Road and the surrounding area. This development would decrease the amount of parking available as a drop kerb would be required to provide access.

II. The development would increase the strain on parking as it only supposes each dwelling has one car. This is unlikely as the lack of amenities for each flat would make it unsuitable for family dwelling and more likely to be occupied by young professionals with more than one car, as evidenced by the occupancy of current rental properties in Langdon Road.

III. As the proposed size of the retail outlet is larger than that which occupies the site at present, it is reasonable to assume that there may be more customers and therefore more cars, further increasing the demand on already overstrained parking provision.

Design and size:

In contrast to the development at the opposite end of Langdon Road, which sympathetically blends into the existing buildings, the proposed development appears monolithic, dwarfing the neighbouring houses.

**Comments:** 2nd March 2018

I object to the revised planning scheme for 252 Bath Road.

1. The annotation on the architect's representation of the proposed coach house states: Concrete Block Wall. This encapsulates what is a horrendous design. It is an unimaginative concrete mass which is unsympathetic to any of the houses in this conservation area. It is overbearing in its proximity to the boundary wall. The new proposals appear to have increased its size and the impact upon residences in Francis Street.

2. Whilst there is some set-back of housing along Langdon Road, this does not go far enough. It is unsympathetic with the rhythm of the street.

3. Viewed from Langdon Road, the proposed development is out of keeping with the red-brick Edwardian dwelling because of the mass and bulking of uninterrupted rendered three-storey walls. There is a far more sympathetic development of mixed housing at the opposite end of the road.

4. Whilst some consideration appears to have been given to the canopy of the tree on the corner of the building, in order to construct a building of this mass and design the foundations would still impact on the root system. This tree stands proud as a symbol welcoming visitors to the Bath Road and is part of the tree line along Leckhampton Road. It should not be threatened in this way.

5. The application for A3 usage would change the nature of Langdon Road and the surrounding area. Most restaurants are situated at the opposite end of Bath Road; therefore the argument that such a development is in keeping cannot be upheld. The site is on the edge of a retail sector and

is predominantly residential. If planning for a restaurant were granted, it would impact on the residents by increasing the noise pollution and unsociable behaviour late at night. It would have a negative impact on the lives of residents. (There is a diversity of residents, from families with small children to the elderly, in Langdon Road.)

6. Moreover, there would be an increased parking issue. Parking for staff and customers would be required in the adjacent streets. Langdon Road has no available parking in the evenings when the commuter parking has dispersed and residents return from work. There was no update on the application re: the road rage incident which occurred in the summer of 2017. This incident took place very close to the proposed point of access in the development and was caused by the density of parking making two-way traffic impossible. An increase in the demand for parking for such a commercial purpose would exacerbate an already difficult situation where cars have to reverse (sometimes back on to the main road) in order for them to pass. Francis Street has no available parking: indeed, the density of parking has caused concern regarding the difficulty an ambulance has experienced attempting to access a residence because of the cars lining both sides of the narrow street. It should be noted that since the introduction of yellow lines on the corners of roads in the area, in order to facilitate Ubico refuse/recycling vehicles, the availability of parking has decreased. This has not been accounted for in the proposals. The present density of parking, without any additional demand from an A3 premise, is so great, that Ubico find it necessary to deploy one of their smaller vehicles. For the above reasons, nine parking spaces for two bedroom dwellings is highly inadequate. The situation which will arise will cause distress.

20 Brizen Lane  
Cheltenham  
Gloucestershire  
GL53 0NG

**Comments:** 6th September 2016

I am writing as ward councillor for the site. Can I ask that this application is a committee decision rather than delegated. The reasons for this are so committee can consider parking, design and other issues and because of the interest the application has generated in the local community.

8A Exmouth Street  
Cheltenham  
Gloucestershire  
GL53 7NS

**Comments:** 4th October 2016

The roads around this area are already overly congested with traffic and people parking here to go to work. To build additional dwellings without at least one parking space for each will simply cause further issue. The one-way system implemented two years ago also forces all vehicles from neighbouring roads to go out towards the Bath Road no matter where we want to go; a road itself that is often at a stand still due to sheer volume of traffic compounded by parked cars.

96 Naunton Crescent  
Cheltenham  
Gloucestershire  
GL53 7BE

**Comments:** 22nd September 2016

After reading the proposals, it is clear that these plans, if allowed to go ahead, would have an impact on all neighboring streets where parking is already stretched beyond capacity. How can 9 parking spaces possibly suffice this development? Who has made this crazy assumption? The

people on Langdon Road will be the first to be affected but this will have an impact on all neighboring streets. Leckhampton residents do not deserve this!

The second objection is in relation to the design and characteristics of the building. It will be a blot on the landscape.

The red brick structure is not in keeping with Langdon Road, or with most of Cheltenham it will look ridiculous. The building is too tall, why does it need to be 3 stories high? It obviously designed this way to line the pockets of greedy building companies who probably don't live anywhere nearby and therefore don't have to see this ugly construction day in day out.

We welcome regeneration but when its done sympathetically and with consideration for the community. this projects needs a total rethink.

Lets get back to putting common sense before greed.

89 Naunton Crescent  
Cheltenham  
Gloucestershire  
GL53 7BE

**Comments:** 28th September 2016

I'm no architect but I cannot see how this expanded three storey structure can be considered to be within scale and design to adjacent properties on Bath Road and Langdon Road. In short, the proposed development bares no relationship to existing buildings in design, shape or size.

Lets be honest the objective is to put as many living units as possible onto the site - yes we all need to make a return from our endeavours in life but this smacks of blatant profiteering to the detriment of the special character and appearance of a conservation area.

Is this the best we can do for the site? If so, we should be ashamed of ourselves!

I've lived in the area for 25 years and find it laughable that the Gloucestershire County Council Parking Team have stated that there are no reported on-street parking concerns associated with the site and surrounding streets! Of course it will add to the parking constraints we all have to live with in the area. Lets not add to it yet again just as the Town Houses did in Exmouth Street.

Strongly object - we need to think again!

11 Langdon Road  
Cheltenham  
Gloucestershire  
GL53 7NZ

**Comments:** 11th October 2016

Letter attached.

16 Langdon Road  
Cheltenham  
Gloucestershire  
GL53 7NZ

**Comments:** 19th September 2016

I strongly object to the planned regeneration as presently stated.

There is insufficient parking as it is in Langdon Road, not only in the day but in the evenings too. We often have to park in other roads, and with what the plans have indicated, 3 spaces in the road will be lost to the driveway into the development straight away. In addition the proposed spaces for the housing is totally insufficient, with the potential of at least another 9 cars (if the potential owners /tenants of the flats and houses have 2 cars each, which is very likely) being parked in Langdon road where there is no capacity even now for the current residents. Together with the expected parking to access the commercial outlets there, by visitors shopping. Every day people park on the double yellow lines for long periods of time, which is extremely dangerous for drivers and pedestrians.

From a safety point of view pedestrians, particularly small children are at risk from the cars accessing such a driveway.

The plans to bring a 3 storey development at least 2 ft out from the line of the present houses in the street, will block out light and is NOT in keeping with the road and present one story building. The proposed development is too big for the road and area, with dormer third storey accommodation. We are in a conservation area and as such NO ONE in the street has been granted even larger velux windows, let alone dormer conversions.

We ask you to consider the detrimental effect the above will have on the street and residents, there is NOT sufficient parking for this development, and the build is too overbearing.

Please consider mine and the other residents' comments.

63 Stanwick Drive  
Cheltenham  
Gloucestershire  
GL51 9LH

**Comments:** 6th December 2016

Having grown up close to the Bath Road, I was horrified to discover that the iconic appearance would potentially alter forever. Part of the Bath Roads' charm is the untouched subtle blend of shops, restaurants and public houses. It seems that this area of concern will be overdeveloped with buildings, something I feel will be unsightly and causing heavier traffic flow in the immediate surrounding areas i.e. Langdon Road. If I lived in the adjacent Langdon Road I would feel very angry.

please don't alter the existing look!

4 Francis Street  
Cheltenham  
Gloucestershire  
GL53 7NY

**Comments:** 27th February 2018

I write, once again, to respond to the above planning application.

The revised scheme has done nothing to address the problems caused to no,s 1-6 Francis Street by the proposed Coach House. The new scheme would infact present us with a far more austere, monolithic mass of wall than the original plans proposed. Upon entering our gardens we would be confronted by an edifice 5.5 metres tall and over 12 metres long within 1.5 metres of the bottom of our properties. This will clearly have an overshadowing and claustrophobic effect on our gardens and homes and would block a large area of light.

## Page 96

It would also put to an end our pastime of cultivating fruit and vegetables in our gardens and in the lane.

I find it impossible to understand how many of the objections to the whole scheme have been addressed and yet the new plans for the Coach House will have a worse effect on us than the previous proposal.

I also believe that the proposed development will impact badly on an already difficult parking situation . The parking provision for the scheme is inadequate and can only have a bad effect on neighbouring streets.

**Comments:** 4th May 2018

Letter attached.

21 Fairhaven Road  
Cheltenham  
Gloucestershire  
GL53 7PH

**Comments:** 26th April 2018

Once again, I'm outraged that the proposed development is totally out of sync with the existing buildings of this beautiful and historic region of Cheltenham - it is blindingly obvious, and totally unacceptable.

I realise that it is a prime development site, and am not averse to this in principle. However, I'm certain that the appearance of these buildings, fronting onto as they do, a main shopping thoroughfare and important leisure area which is a such a huge draw for the town, could be vastly improved to better blend in. Where else in the area can towering modern white elevations be seen?!

These plans need review.

13 Francis Street  
Cheltenham  
Gloucestershire  
GL53 7NY

**Comments:** 17th April 2018

Whilst I appreciate that this site needs to be developed I have major concerns about the limited parking that comes with these plans. As a local resident who works shifts, parking currently is often difficult without the addition of new residential properties with very restricted parking.

1 Sandringham Court  
King Arthur Close  
Cheltenham  
Gloucestershire  
GL53 7EY

**Comments:** 21st February 2018

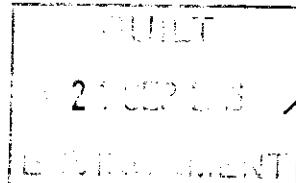
The fact that the drawings show the nature of the existing two victorian/edwardian houses adjacent merely adds insult to injury. The design is hideous and completely out of character with the surroundings. How can the Council consider a residential development on a roundabout with existing limited safe access? I think Cheltenham in the past has already several regrettable

## Page 97

developments which are eyesores in a Regency Town i.e. Eagle Tower and The Old Post Office building near the Town Hall just two examples. The Planning Committee will need to explain themselves to Cheltenham Rate Payers if they approve this application. Completely unacceptable.

### **Comments:** 20th April 2018

The architect has no idea how to blend in with surroundings. This drawing resembles a 1950's light use warehouse / factory reminiscent of black country.....and not a warm and welcoming residence. I suggest it is put back on a drawing board and there is a big rethink on design to fit in with the area. Cheltenham Planning once again being dictated to by outside influences.....remember Eagle Star and ex GPO 1 Oriel Road plonked next to lovely houses of special interest? There seems no point in retaining houses of special interest and listing buildings, if the overall 'look' of an area is blighted by one individuals vision!!! to be 'different and futuristic.'



Sept 18<sup>th</sup> 2016

Planning Dept  
Municipal Offices  
Promenade  
Cheltenham

Dear Sir,

Planning Permission for 252 Bath Rd.  
Although we are not against the proposal in principle there are several issues with which we are against 1. Too high and overpowering  
2. We were told at the Consultation at the Norwood Arms (quite categorically) that the building would not be any further forward than the present - being being in line with "Roots & Fruits" and Cooks - this seems

1 Langdon Road  
Cheltenham  
Glos  
GL53 7NZ

Ref. 16/01515/CON

to have been ignored! 3. I don't know when the traffic survey was done but parking is a constant problem - we rarely park in the road but in the lane to leave free one extra space for shoppers. This has been a lot worse since Naunton Crescent, Francis Street and Exmouth St. were made "one way". 4. The frontage would be better rendered white in keeping with The Norwood, houses in Shurdington Rd and Bath Rd (Cooks, Roots & Fruits, Chemist)

5. A row of semi-detached or terrace houses similar to those existing in Langdon Rd would be preferable - (this has been done in other parts of town) with shops etc at the Bath Rd frontage. Parking would still be a major problem - I cannot see a solution to this.

Yours faithfully,

April 28 2018.

Planning Officer.

Gary Crews.

Dear Madam

Re. Regeneration of 252 Bath Road. Ref: 16/01515/FUL.

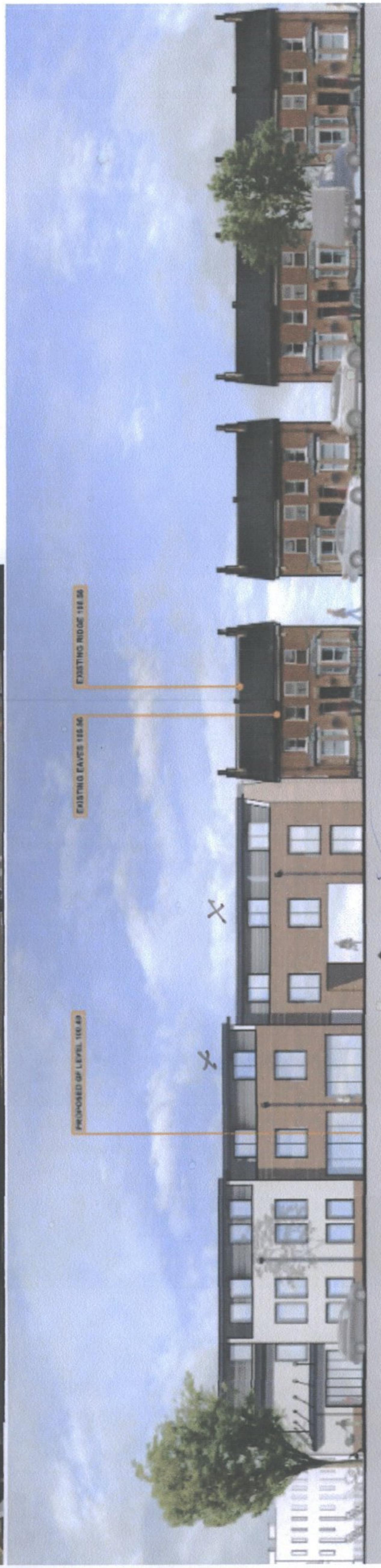
The red brick is an improvement - matches better with rest of road.

Our bay windows look diagonally towards this and we we think the white finish would be a bit stark if carried past that shown on enclosed pictures.

Yours sincerely,



\* preferred  
1st



No 1  
2nd choice

16/01515/FUL

2 Francis Street  
GL53 7NY  
20/09/16

**252 Bath Road Regeneration**

I live in Francis Street and the Coach House for the 252 Bath Road development is proposed to build at the bottom of my garden.

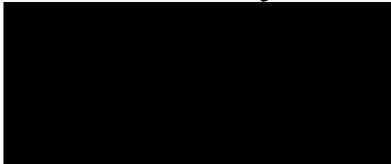
I object to the development as it will block the sun to my garden and I will be in the shadow of an overbearing 2 level building right along the boundary with the lane at the end of my garden. I am worried I will not be able to enjoy my back garden anymore. I am not happy that my garden will no longer be private as it will be overlooked.

Why is it necessary to demolish a perfectly good building and then build another one closer to the boundary, that will overlook this row of houses?

I am also concerned about the recent flooding in Francis street made worse by water drainage impaired.

Not only will we loose yet another garden, it is totally out of character with this area of Leckhampton.

Yours faithfully

A large black rectangular redaction box covering a signature.

23 SEP 2016  
ENVIRONMENT

Cheltenham Borough Council

Municipal Offices

Promenade

Cheltenham

3 Francis Street

Cheltenham

21/09/16

Council Reference: Regeneration of 252 Bath Road

Application Number: 16/01515/FUL

Dear Sir/Madam

I wish to object to this proposal on the following grounds:

The proposed Coach House that borders the lane at the end of my back garden will overshadow my garden and I fear it will dominate the landscape. We have grown fruit and vegetables that we share with our neighbours for many years in my back garden and I fear this will not be possible in the future.

The present owner of this site has allowed his hedge of ivy which covers the boundary wall to become so overgrown it obstructs our passageway and light to our gardens and have asked him many times to address this issue , only to be told for us to DO it ourselves, which we do our best to do because we enjoy our gardening and vegetable growing. At present there is one part of the boundary wall is just so overgrown it will need at least 2 full skips to fill. He is now wanting to put a 2 storey building Coach House there.....

The windows will overlook our south facing gardens and affect our privacy, In addition to losing the sunlight for sunbathing, or relax in the shadow of a 2 storey building that has velux windows overlooking my garden. The noise level will also increase being so close.

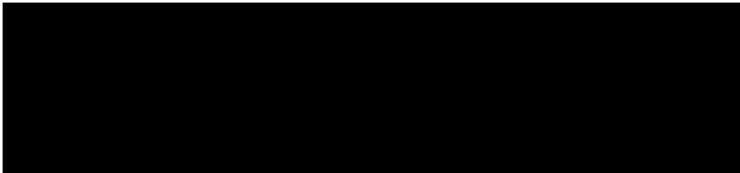
The developments does not appear to have enough parking spaces , which will have a knock on effect to the already difficult situation we have in this street. I sometimes have to park 2 streets away.

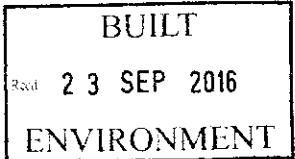
In this area service streets do not normally have new buildings built to their boundary, the tallest building is normally a shed, or garage size , this large building does not fit with the character of the district.

I am also concerned that this prosed development may have implications for flooding. In spite of the work that was carried out in Langdon Road last year, homes have flooded and the market space and water has cascaded through Langdon Road properties and the market yard into Francis Street.

I would like to invite the Planning Committee to visit the site and see for themselves the closeness of the development and the oppressive effect it will have on the demeanours of the backs of Francis Street.

Yours Faithfully





H. Francis St.  
Cheltenham  
GL53 7NY

22<sup>nd</sup> Sept. 2016.

Dear Sir/madam,

Reference 252 Bath Rd.

I write in connection with the above planning application. I have examined the plans closely and I know the site very well.

I wish to object to the development proposed for the above property on the basis of unacceptable loss of light overshadowing and loss of privacy. My back garden borders the site, separated only by our private lane, a distance of about six feet. The positioning of a two storey building

right on this border will greatly reduce the light levels to my garden and I am concerned that it will cause a shadow for a large part of the day.

The proposed development site is further up the hill from my property and this accentuates its dominance and effect on light levels and shadowing. It is quite easy to imagine the effect of a two storey building given that the existing six foot wall is covered in ivy which needs to be regularly cut back in order to prevent its causing shading.

The effects of the shadowing can be seen further along the lane behind the garden of 2. Francis st. Here the ivy and bamboo has been allowed to grow to a height of at least 15 feet, throwing deep shadow into the lane and garden. Despite requests the owner of the "Robert Young's" site has not cut this 'hedge' back to an acceptable height.

I also believe the development will impact on parking in Francis St. I think the parking provision for the proposed development is

(4)

inadequate and I am concerned  
that parking, which is already  
extremely difficult will become  
even worse.

Page 107

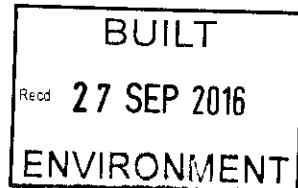
yours sincerely

A large black rectangular redaction box covering the signature area.A smaller black rectangular redaction box below the first one.

Page 108  
1 Enfield Park Road,  
Heckhampton,  
Cheltenham,  
GL53 7PQ.

Planning Dept.,  
Municipal offices  
Promenade,  
Cheltenham,  
GL50 9SA.

26-09-2016



To whom it may concern.

Planning ref. 16/01515/FULL.

This letter is a strong objection to the above development of 252 Bath Road.

We do wonder if the people who have drawn up these plans are qualified!  
This proposed planning application falls under the Cheltenham Conservation Area. If this is given

consent, it will <sup>stage</sup> look like a sore thumb - completely out of keeping and dwarfing the Edwardian houses in Langdon Road.

Cheltenham has suffered many times by distinguished old buildings being replaced by a monstrosity - the book "Cheltenham Betrayed" illustrates this very clearly.

This development needs to enhance the area or at least blend in with the existing houses.

As for parking - 9 parking places for a 20 bedroomed development is ridiculous in an area which is already suffering with insufficient parking. All the roads in the area are being over-run with non-resident parking as the majority of houses have been built over one hundred years ago with no drives or

garages, obviously Page 110  
This proposed area is already  
a congested one and - as regular  
cyclists - is a particularly dangerous  
one. More cars and parking problems  
would increase the risk of an  
accident.

This is clearly a money-making  
adventure - cram as many houses  
onto a small area with insufficient  
parking and an ugly development.

We appeal to you to think  
very carefully about this development  
and reject the application.

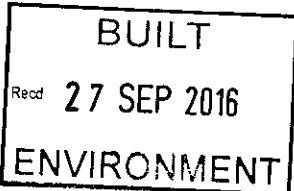
Thank you.

Yours faithfully,

A large black rectangular redaction box covering the signature area.

4, Fairfield Rd  
Beckhampton  
Chel.

Page 111



9L53ZPE

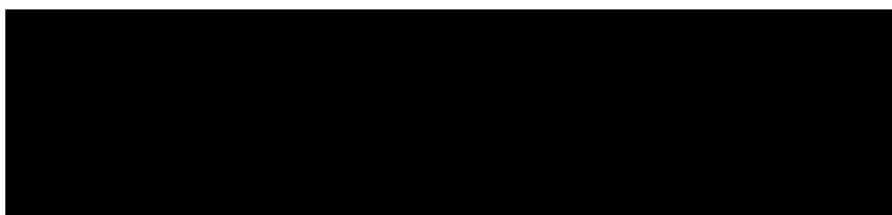
22.9.16

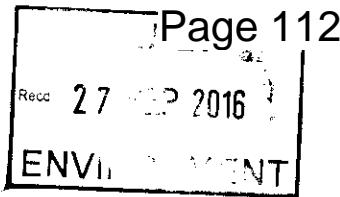
Dear Sir

I am writing in reference  
to

Planning Ref. 16/01515/CACN  
objecting strongly to this  
proposal as it is far too big  
and would ruin the Edwardian  
character of the area.

Yours faithfully





Planning Department  
Municipal Offices  
Promenade  
Cheltenham  
GL50 9SA

21 Fairhaven Road  
Cheltenham  
GL53 7PH

24th September 2016

**Planning Reference: 16/01515/FUL . 252 Bath Road**

Dear Sirs,  
I wish to lodge my objection in the strongest possible terms to this proposed development in my neighbourhood:-

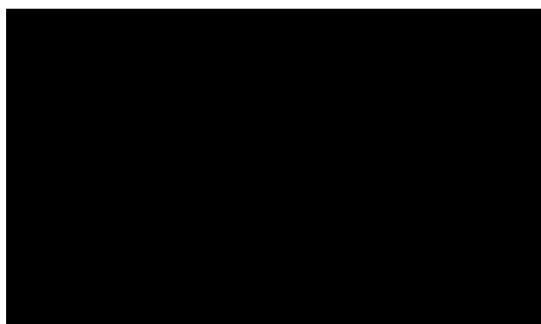
The sheer size and design of the proposed buildings is totally and ridiculously out of context and proportion with the surrounding adjacent Edwardian semis on Langdon Road, and the overall effect will be an aesthetic disaster in this much-loved historic and beautiful district of Cheltenham.

It seems blindingly obvious that the site would be massively overdeveloped, intrusive to the area and that no thought has been given to provision of adequate parking: - anyone who has driven through this area in any evening will know that our streets are extremely congested as it is.

The buildings will dominate the skyline, and throw into shadow the previously sunny aspect of existing houses and gardens in Langdon Road and Francis Street.

All in all, this monolithic proposal is simply not at all in sympathy with local building styles, and certainly not what residents want to see arising from the historic erstwhile Robert Young site.

Yours Faithfully,



39 LANGDON ROAD  
GL 53 7WZ

27. 9. 16

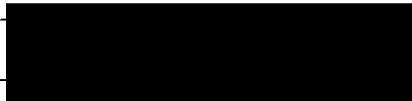
## Reference 252 Bath Road

As a resident in Langdon Road for 34 years looking at everyone's comments their is nothing more to add I totally agree with everyone's comments:-

Not enough parking provision  
Over development of the site  
Too high and not in keeping with the rest of the road.

IF you want an example of a good corner development then no 36. opposite me was built 8 years ago to a very high standard.

Yours faithfully



BUILT  
28 FEB 2013  
ENVIRONMENT

Page 114

39 Langdon Road  
Leckhampton  
Cheltenham  
Glos

GL53 7N2

REF 16/01515/FUL

Dear Madam

The development in Langdon Road,  
the changed design is still too large,  
there is too much development in Langdon  
Road and it is still a 3 storey building  
not in keeping with its surroundings

Yours sincerely





Planning Department  
Municipal Offices  
Promenade  
Cheltenham  
Gloucestershire  
GL50 9SA

24/a/16.

**Planning Reference 16/01515/CACN**

Dear Cheltenham Planning Department,

I would like to express my concern regarding the planning application that has been submitted to demolish the Bath Road Market and replace it with 2 Retail Units and 7 residential apartments and 2 residential townhouses.

**Parking** - Car parking in the Bath Road area is an ever present problem. The loss of parking spaces in Langdon Road due to the dropped kerb and possible yellow lines will exacerbate the situation. In addition there will be overspill parking from the development as 9 onsite spaces for a 20 bedroom and two retail unit development is inadequate.

**Size and Scale** - The design trying to fit as much as possible onto a small site (overdevelopment). The building is overbearing, not in context with the surroundings, out of proportion with houses in the Langdon road and unsympathetic to the area.

**Retail units** - I would like to see some restrictions as what the units can be used for. Small independent retail businesses are fine but I wouldn't want to see a supermarket chain or late night venue to move in.

Sincerely,

A large black rectangular redaction box covering a handwritten signature.

A large black rectangular redaction box covering an address.

44 Francis Street  
GLO 3 ANY

Planning Department  
Municipal Offices  
Promenade  
Cheltenham  
Gloucestershire  
GL50 9SA

24/9/16.

**Planning Reference 16/01515/CACN**

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I would like to express my concern regarding the planning application that has been submitted to demolish the Bath Road Market and replace it with 2 Retail Units and 7 residential apartments and 2 residential townhouses.

Parking - Car parking in the Bath Road area is an ever present problem. The loss of parking spaces in Langdon Road due to the dropped kerb and possible yellow lines will exacerbate the situation. In addition there will be overspill parking from the development as 9 onsite spaces for a 20 bedroom and two retail unit development is inadequate.

Size and Scale - The design trying to fit as much as possible onto a small site (overdevelopment). The building is overbearing, not in context with the surroundings, out of proportion with houses in the Langdon road and unsympathetic to the area.

Retail units - I would like to see some restrictions as what the units can be used for. Small independent retail businesses are fine but I wouldn't want to see a supermarket chain or late night venue to move in.



44 Fernside Street

GL53 7AY.

Recd 27 SEP 2016

ENVIRONMENT

38 Fairfield Avenue  
Cheltenham  
GL 53 7PN

26 September 2016

Planning Department  
Municipal offices  
Promenade  
Cheltenham

Dear Sirs

PLANNING REFERENCE 16/01515/FUL

I support the objections made by [REDACTED] in his letter to local residents regarding the proposed development of 252 Bath Road.

I would also add the following:

- \* The proposed development wildly over-optimistic in scale for what is already a densely populated area.
- \* The potential additions to traffic and parking problems in proximity to the roundabout are alarming (there are already frequent queues at the roundabout resulting from the latest parking arrangements in Bath Road).
- \* The inclusion of a new restaurant in the proposed scheme is a clear case of overkill when there are already twenty-one (!) establishments in Bath Road providing a variety of food and drink.
- \* If the proposed development were to go ahead we would be looking forward to many months of chaos as a result of the arrival of cranes, lorries, deliveries of materials, builders personal vehicles, holes in roads to provide services, etc, invading this already overcrowded area.

Yours faithfully

[REDACTED]

Planning Dept.  
Municipal Offices  
Promenade  
Cheltenham  
GL50 9SA

Page 118 BUILT  
Recd 27 SEP 2016  
ENVIRONMENT

4 Farfield Road  
Leckhampton  
Cheltenham  
GL53 7PE

Planning Ref: 16/0515/CACW

26.9.16

Dear Sir / Madam,

I write to object to the proposed development of the current Bath Road Market site.

Historically Leckhampton has been a mix of artisan, commercial and residential building, and this hodge-podge of architectural styles and building heights created a unique local atmosphere and style. This proposed development represents the unimaginative, 'Samey' gentrification style of planning gain for the developer that has already taken place too much, and risks making Leckhampton like any other suburb.

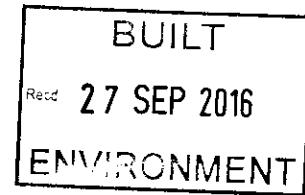
Common sense dictates that the scale of the building will detract from the architecture of surrounding streets, making it look out of place; and if anybody thinks <sup>extra</sup> residential cars will not cause parking problems, then they do not live in this part of Leckhampton! If Residents Parking Permits are brought in, then 'footfall' in the Bath Road shops will be compromised, and we will lose the unique facilities of this area.

Overdevelopment; No thank you.

Yours sincerely,

[REDACTED]

[REDACTED]



11 Trowscoed Avenue Cheltenham GL53 7BP

25.09.16

For the attention of the Planning department:

As a resident of Leckhampton with the Bath Road as my daily shopping area, I would urge you to reject the planning proposal for the building on the corner of the Bath Road and Langford Road, for the following reasons:

The structure is ugly and not in keeping with the area.

It will create even more pressure of traffic and parking needs.

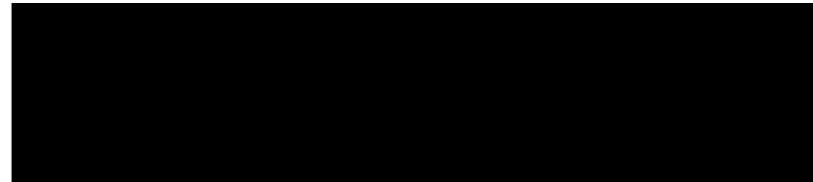
The Bath Road has a very distinctive character which would not be enhanced by this building.

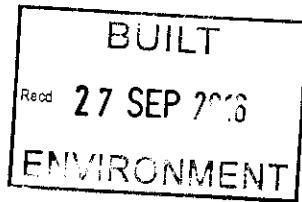
I do not live in Langford Road but I can see how for residents there it would cause considerable problems and distress by its height, reduction of light and thus a reduction in the quality of their environment.

Were the 'market' site to be redeveloped, a lower lighter building would be more appropriate and aesthetic; maybe some kind of community centre with a few outlets could be created. Also consulting local residents for alternative proposals would be a wiser and more positive way forward.

I trust that the objections you receive will be taken very seriously.

Regards





73 Naunton Crescent  
Cheltenham  
GL53 7BE  
01242 574146  
07876 673567  
[jewell.sheena@gmail.com](mailto:jewell.sheena@gmail.com)

25 September 2016

Planning Department  
Municipal Offices  
Promenade  
Cheltenham  
GL50 9SA

Dear Sir/Madam,

**Planning Reference 16/0515/FUL**

Please accept this letter as a formal objection to this planning application.

I was stunned to learn that the transport report prepared for the developers stated that 'there are no reported on-street parking concerns associated with the site and surrounding streets'. The vast majority of housing in this area is Victorian or Edwardian terraced housing with no parking provision. I have lived in Naunton Crescent for eighteen years, the previous nine years were in Francis Street, and over this time I have seen the parking problems becoming more and more difficult with almost every house having at least two cars. This is always a hot topic during local council elections and must be well known to the council. This problem is exacerbated by new build properties such as the town houses which were built on Exmouth Street. These large town houses were built with parking provision for just one car in the form of an integral garage – these garages are never used and residents park their cars on the street or on the footpath outside their property. The claim that 9 parking spaces would be adequate for residential properties with twenty bedrooms is completely erroneous.

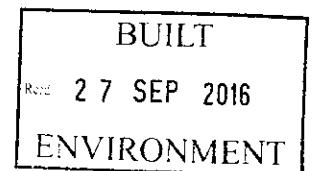
I would also object from an aesthetic point of view. We are very fortunate to have an old fashioned 'High Street' in the Bath Road and after examining the plans for this development, I believe it would not be in keeping and would have a detrimental effect on the area.

I am very happy to be contacted if necessary and I have included all my contact details.

I hope you take my objections into account when making your decision.

Yours faithfully,

**44 Leckhampton Road  
Cheltenham  
Glos  
GL53 0BB**



Planning Department  
Municipal Offices  
Promenade  
Cheltenham  
GL50 9SA

26 Sept 2016

Dear Sirs

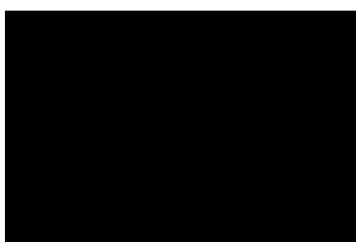
Planning Ref 16/01515/FUL

I wish to comment on this proposal. I have no objection in principle to the conversion of the market into residential units – we need more housing. However I do not think this plan should be approved in its current form for the following reasons:-

- There are too many units crammed into this small plot
- The parking provision is inadequate. Parking around the Bath Road is already a nightmare for bothy residents and visitors.
- The proposed building protrudes too close to the wonderful lime tree and will leave too little pavement to pass by
- The height of the building, in three storeys, is in ugly contrast with the existing fine Edwardian terrace houses in Langdon Road

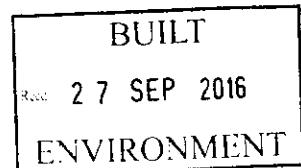
Please insist on some downsizing of these plans otherwise we will have an eyesore and inconvenience for generations to come.

Yours faithfully



44 Leckhampton Road  
Cheltenham  
GL53 0BB

Planning Department  
Municipal Offices  
Promenade  
Cheltenham  
GL50 9SA



25 Sept 2016

Dear Sirs

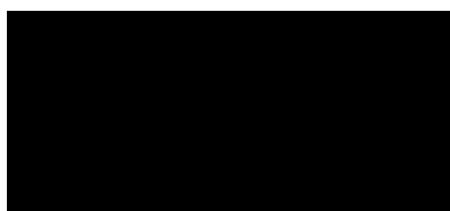
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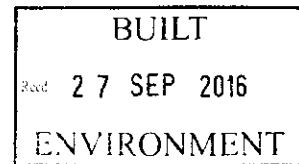
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Yours faithfully



44 Leckhampton Road  
Cheltenham  
GL53 0BB



Planning Department  
Municipal Offices  
Promenade  
Cheltenham  
GL50 9SA

27 Sept 2016

Dear Sirs

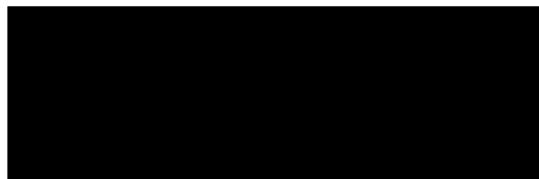
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- The parking provision is inadequate. Parking around the Bath Road is already a nightmare for bothy residents and visitors.
- The proposed building protrudes too close to the wonderful lime tree and will leave too little pavement to pass by
- The height of the building, in three storeys, is in ugly contrast with the existing fine Edwardian terrace houses in Langdon Road

Please insist on some downsizing of these plans otherwise we will have an eyesore and inconvenience for generations to come.

Yours faithfully

A large black rectangular redaction box covering a signature.

37, Portland Square  
Cheltenham  
GL52 2HS  
25<sup>th</sup> Sept. 2016

Dear Sir/Madam,

I would like to make known to you my objections to the planning application for 252, Bath Road. Planning reference - 16/01515/CACN.

My first concern is the inadequate parking measures laid out in the application. 9 parking spaces are not enough for a 20 bedroom development, and there will be significant overspill into the surrounding streets.

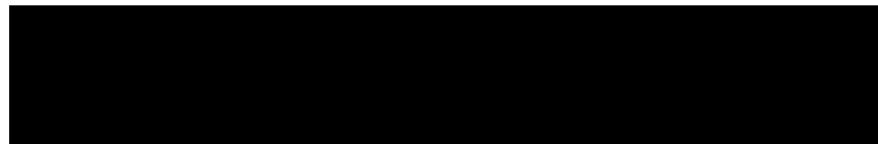
I am also concerned by the height of the development. A three-storey building is not only totally out of keeping with the surrounding streets, but also most of the Bath Road, right up until you get into the town centre. A three-storey development seems to be purely about fitting as much into a small site as possible, and making as much profit for the developers as they possibly can.

Finally, the old market building, Robert Young's shop, is currently used

by local traders to sell their wares. It is one of the reasons [Page 125] the Bath Road area, and I feel that something will be lost to the community if this changes drastically. A small shop / cafe / restaurant will just replicate what is already available in the Bath Road, and will more than likely stay empty, like the retail units on the ground floor of the new development where the ~~odeon~~ cinema used to stand. They are all still empty.

I hope this will make you consider this development very carefully.

Yours faithfully



We strongly oppose this development for the reasons stated, but especially  
the vehicle and parking [REDACTED] Page 126 [REDACTED] have a complete nightmare in  
**REGENERATION OR DECLINATION OF 252 BATH ROAD?** the area.

(Corner of Bath Road and Langdon Road, opposite the Norwood

Fellow Resident

[REDACTED] 76 Naunton Lane.

A planning application that has been submitted to demolish the Bath Road Market (what was Robert Young Florists, opposite the Norwood Arms) and replace it with 2 Retail Units and 9 residential units as follows:

Quantity 2.....Shop/Restaurant/Cafe  
Quantity 7 .....2 Bedroom Apartments  
Quantity 1.....3 Bedroom Townhouse  
Quantity 1.....3 Bedroom Detached House

Tel. [REDACTED]

BUILT

Recd

27 SEP 2018

ENVIRONMENTAL IMPACT STATEMENT

Other notable features of the development are:

Access to the onsite car parking for 9 cars will be required via Langdon Road requiring a dropped kerb.

The majority of the development is red brick, 3 storeys with dormer windows and the majority of the boundary.

#### Parking

Car parking in the Bath Road area is an ever present problem and still being examined for ways of alleviating the situation. The loss of parking spaces in Langdon Road due to the dropped kerb and possible yellow lines will exacerbate the situation. In addition there will be overspill parking from the development as 9 onsite spaces for a 20 bedroom development is inadequate and no account seems to have been taken of increased footfall due to the enlarged indoor sales area. There are mooted plans to regenerate the Bath Road Car Park which may also lead to reduced parking should this go ahead. The Transport Report prepared for the developers suggests:

*"Gloucestershire County Council Parking Team have stated that there are no reported on-street parking concerns associated with the site and surrounding streets"*

No sense

If you live in the area you will know that there are "parking concerns" evidenced by the recent changes to traffic flow and discussion around Residents Parking Permits.

The report further concludes "there is ample spare capacity in terms of on street parking availability during the weekday and weekend peaks to accommodate any displacement parking generated as a result of the development proposals".

No sense!

This is based on a "snapshot" 2 day observation conducted in a holiday period and the premise that 9 parking spaces is adequate and you are able to walk 200 metres to get to your car.

#### Size and Scale

The design is overdevelopment, trying to fit as much as possible onto a small site, the effect is one large mass, reaching into Langdon Road and overpowering both physically and aesthetically the adjacent Edwardian semis. The building is not in context with the surroundings and is out of proportion with houses in the road. The footprint of the new buildings bear no relation to the former market and house on the plot, what was a corner building with a large yard on the Bath road is proposed to be a monolithic structure extending from a position forward of the market building to within feet of No.2 Langdon Road.

The existing single storey structure is now proposed to be a 3 storey structure accentuating the enlarged building footprint and not sympathetic to anything in Langdon Road. The closest corner 3 storey building is the Corner Shop, however this is a much smaller footprint and does not extend into Francis Street in the same way.

The overbearing nature of this development is demonstrated when one looks at the shadow cast by the Lime tree on the corner, this development will dwarf the tree and its shadow will preclude sunny evenings in the garden for many of the residents in Langdon Road. The detached house at the back is closer to the boundary and will have a similar effect for the back gardens of Francis Street who will now see a 2 storey wall instead of the sun in the evenings.

#### Design

The design of the building is a pastiche of styles compromised by the need to maximise the footprint and bears no relationship to the existing buildings in Langdon Road. A comparable design of a corner building can be seen at the other end of road where No 36 Langdon Road buildings closely follow the line with bay windows and around the

corner the building is rendered in sympathy with houses in Fairfield Parade. The proposed design does not respect the character of the site and its surroundings either in scale, density or street pattern, in particular the fenestration to the south is completely out of character with the rest of the road which has neither 3 storey building s, Juliet or dormer windows.

#### **Conservation area**

This development is within the Cheltenham Central Conservation Area which means the development will be: "More rigorously assessed to consider whether proposals preserve or enhance the special character or appearance of the conservation area."

**Cheltenham Local Plan states that in Conservation Areas particular attention is to be paid to design of:**

"Size of buildings and its details in relation to its surroundings"

"Height and its effect on shading, views, skylines and street proportion".

"The arrangement, volume and shape of a building"

"Distinctive features such as quality, rhythms, density, scale style and materials."

"Must not detract from proportions of a building and its relationship to adjoining properties by insertion of

"stylistically unsuitable features such as windows door or porches"

"The urban grain, the pattern and density of routes, street blocks, plots, spaces and buildings of a locality"

"The urban grain, the pattern and density of routes, street blocks, plots, spaces and buildings of a locality"

If you are in agreement on any of the above issues or have your own objections, now is the time to make them.

#### **Other issues:**

Flooding – How will this impact the recent flooding in Langdon Road/Francis Street.

Lime Tree - The Tree report assumed that the new development would be on the same or similar footprint, however it has been moved forward to where the small wall ends as shown in picture below.

**The date for submission of comments is Tuesday 27<sup>th</sup> September**

If you wish to object to this application proposal you can do so by writing to:

Planning Department

Municipal Offices

Promenade

Cheltenham

Gloucestershire

GL50 9SA

You should refer to the Planning Reference 16/01515/FUL

You do not need to write a lengthy objection to this proposal, the most important thing is that you make your thoughts known as the council are bound to consider public opinion. The number of people objecting is important as well as the quality and theme of the objections.

Remember if you do nothing the proposal may go through as planned so make your voice heard.

You can also object by visiting the Cheltenham Borough Council Website and accessing the planning department, and selecting "Find and comment on Planning Applications".

You will then need to agree to the Limitations and Copyright notices to launch Public Access.

There is a search facility.

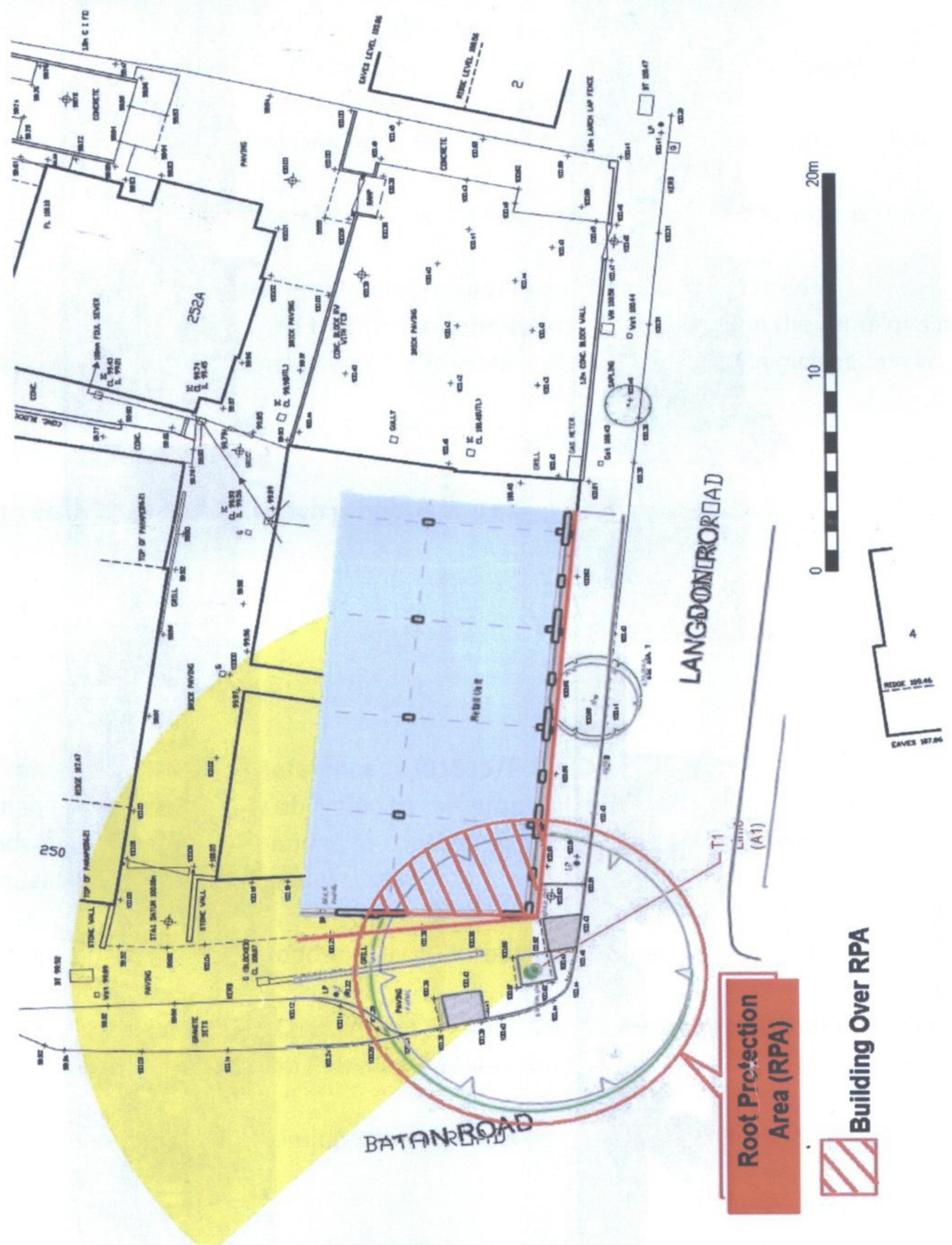
Type in 252 and then select "Regeneration of Site to provide replacement retail at ground floor (flexible A1/A3 use), 7 no. apartment over, 1 no.end terrace house and detached dwelling (Reference 16/01252/FUL). From here you can select the "comment" tab. You view all documents submitted by the developers, and read other peoples comments.

You will need to register on the site to make a comment

If you need any advice or help with a response feel free to contact me

View from Langdon Road ,existing site at the top, proposed development at the bottom, building is now moved forward very close to the tree.





21<sup>st</sup> September 2016

Dear Planning Department, CBC,

**Planning Reference: 16/01515 /CACN**

I am writing to strongly object to the above planning application – for 252 Bath Road, Cheltenham.

Parking – This proposal will create additional parking problems in an area where parking is already at a premium. The loss of parking spaces in Langdon Road due to the dropped Kerb and possible yellow lines, as well as the additional 2 shops, 7 two bedroom apartments, 1 three bedroom town house, and 1 three bedroom town house is unacceptable, as is the parking problem this will cause in the parking spill over into other roads .

Size, scale and design - The proposal is too large in both size and scale. It is also out of keeping with the surroundings. It is completely inappropriate. It does not, in my view, respect the character of the site and its surroundings either in scale, density or street pattern. It is completely out of character with the rest of the road and the surrounding area.

I look forward to hearing from you that the planning proposal has been declined.

Yours Sincerely

Dear Sir/Madam,

FAIRLEIGH,

FAIRFIELD ROAD

CHELTENHAM GL53 7PD

22-9-2016

Page 131

The planning Reference

very bad for the small plot of Land. 16/01515/FUL shows something  
the cats - they will have at least 2 per household. There is no room for  
Yours sincerely [redacted]

Planning Ref. 16/01515 (C ACX)

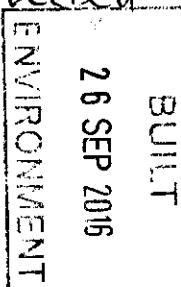
I do object to the planning  
for new houses / shops at 252  
Bath Road. I was badly  
flooded 2 months ago &  
can see it happen again - drains  
can't take any extra water

PTO

Also the foot print for the building  
is bigger than Page 133 ??

More traffic would be a real  
problem it's bad enough now -  
let alone cars for 8 dwellings  
& cafe & shop - these small  
roads can not take it.

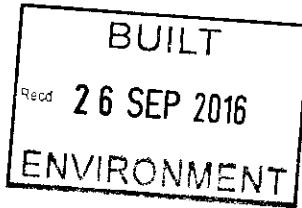
Please put my case  
forward.



107 Nalton Crescent,  
Page 134ickhampton  
CHELTENHAM

GLOS .  
GL53 7BD .

Planning Dept.  
Municipal Offices,  
Promenade .  
CHELTENHAM  
GLOS .  
GL50 9SA .



Planning Reference 16/01515/FUL ,  
Dear Sir,

I would like to object to the proposed development of the Bath Road Market on the following grounds .

- 1) Completely out of character with the properties on Langdon Road . Bath Road .
- 2) Far to near the 1st house on Langdon Road
- 3) Too high .
- 4) Car parking in the area is already dense .
- 5) Access onto the Norwood roundabout would be a hazard for Motorists and Pedestrians alike . It is already difficult to see traffic coming up Bath Road if one is

Crossing over to H. mirrored Arms side  
of the road.  
Page 135

6) The report is wrong in concluding  
that there is ample parking - I understand  
that it was compiled during holiday times,  
when, of course people are away from home;  
it is a different matter at evenings and  
weekends. One must take into account  
that some of the new occupants will have  
more than one car and will no doubt also  
have visitors.

I hope that this proves to be sufficient.

Yours faithfully

A large black rectangular redaction box covering the signature area.

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Page 136T  
Recd 26 SEP 2016  
ENVIRONMENT

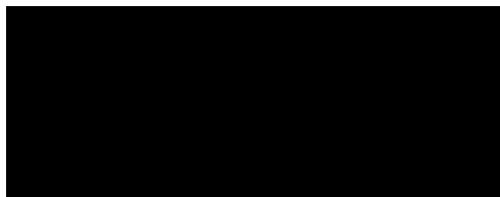
**41 Francis Street  
Cheltenham,  
GL53 7NY.**

**23rd September, 2016.**

**Re: 252 Bath Road, Regeneration, 16/01515/FUL**

**I wish to object to the above proposal, as in my opinion adequate provision has not been made for onsite parking and this will impact the surrounding area.**

**I am also concerned about the size and appearance of the building which seems to be driven by the need to cram as much as possible into a relatively small plot.**



BUILT
Recd 26 SEP 2016
ENVIRONMENT

38 Francis Street  
Cheltenham  
Gloucestershire  
GL53 7NY

Planning Department  
Municipal Offices  
Promenade  
Cheltenham  
Gloucestershire  
GLO 9SA

Planning Reference 16/01515/CACN

Dear Cheltenham Planning Department,

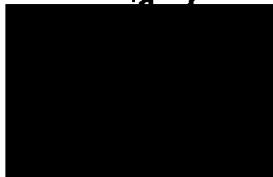
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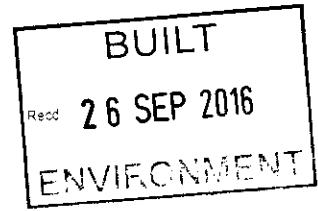
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Size and Scale - The design trying to fit as much as possible onto a small site (overdevelopment). The building is overbearing, not in context with the surroundings, out of proportion with houses in the Langdon road and unsympathetic to the area.

Retail units - I would like to see some restrictions as what the units can be used for. Small independent retail businesses are fine but I wouldn't want to see a supermarket chain or late night venue to move in.

Sincerely,

A large black rectangular redaction box covering a signature.



[REDACTED]  
38 Francis Street  
Cheltenham  
Gloucestershire  
GL53 7NY

Planning Department  
Municipal Offices  
Promenade  
Cheltenham  
Gloucestershire  
GLO 9SA

Planning Reference 16/01515/CACN

Dear Cheltenham Planning Department,

I would like to express my concern regarding the planning application that has been submitted to demolish the Bath Road Market and replace it with 2 Retail Units and 7 residential apartments and 2 residential townhouses.

Parking - Car parking in the Bath Road area is an ever present problem. The loss of parking spaces in Langdon Road due to the dropped kerb and possible yellow lines will exacerbate the situation. In addition there will be overspill parking from the development as 9 onsite spaces for a 20 bedroom and two retail unit development is inadequate.

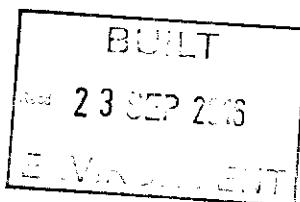
Size and Scale - The design trying to fit as much as possible onto a small site (overdevelopment). The building is overbearing, not in context with the surroundings, out of proportion with houses in the Langdon road and unsympathetic to the area.

Retail units - I would like to see some restrictions as what the units can be used for. Small independent retail businesses are fine but I wouldn't want to see a supermarket chain or late night venue to move in.

Sincerely,

[REDACTED]

Planning Department  
Municipal Offices  
Promenade  
Cheltenham  
Gloucestershire  
GL50 95A



26 Ewlyn Road  
Cheltenham  
GL53 7PB

20 September 2016

Planning Reference: 16/01515/CACN

Dear Sir

We wish to put on record our strong objection to the proposed plans for the redevelopment of the Bath Road Market. Our reasons are as follows:

1. The proposed building is totally out of keeping with all other properties in Langdon Road and the surrounding area, especially bearing in mind that this is a Conservation Area. These plans would seem to flout the guide lines for development as stated in the Local Cheltenham Plan.
2. The proposed building is far too high and would dominate the Edwardian properties surrounding it. (In other words it would be an eyesore.) We are also surprised to see dormer windows being used in the plan as they are totally banned for those of us wishing to utilise the loft space in any of the original houses in the area.
3. Parking: There is already pressure on parking spaces often meaning that residents have to park an unreasonable distance from their own houses. Especially inconvenient if you have small children, difficulty with walking, or have a large amount of shopping. The proposed 9 parking spaces would, therefore, be totally inadequate for the number of people that would be living there, added to which, parking room would be lost on Langdon Road to accommodate the entrance to the on site parking.
4. Traffic: At present it is very rare to drive along Langdon Road without meeting an oncoming vehicle. The thought of even more cars plus drivers entering and exiting the site is not acceptable. Added to the above, it is already difficult to turn right out of Langdon Road onto Leckhampton Road, with the boundary of the proposed new building being extended on that corner, visibility would be further impaired and even more hazardous than at present
5. We would like to make it clear that we have no objection to this site being redeveloped. We would just like to think that it can be done sympathetically so as to enhance the area, not detract from it, as we feel this proposal would.

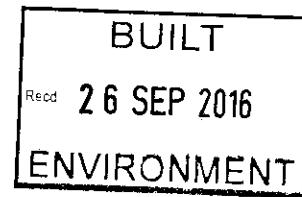
Yours faithfully,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]



20 Langdon Road,  
Leckhampton,  
Cheltenham,  
GL53 7NZ.

22<sup>nd</sup> September, 2016.

Re: Planning application, 16/01515/FUL: 252 Bath Road.

Dear Sir,

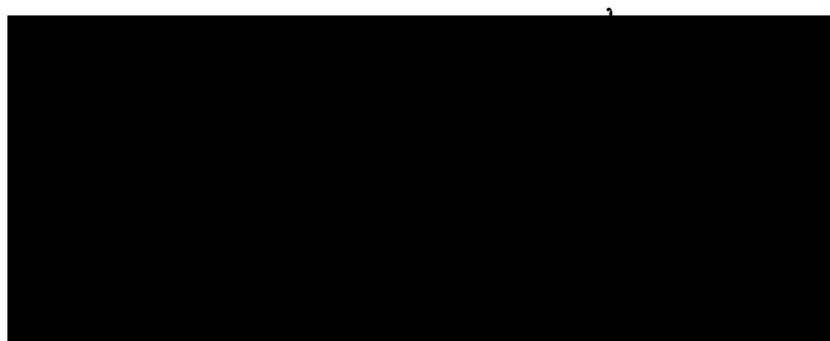
Parking is an issue in Langdon Road at the moment. The development proposes some car parking space for residents which is totally inadequate. It is highly likely that the 2 bedroom apartments will be bought as Buy to Let and occupied by young professionals with more than one car. Therefore, there will be an even greater strain on parking spaces which will have an impact on the residents of Langdon Road and the nearby streets where parking is a problem. Stress on parking will also be added by the enlarged retail space, as customers and staff will require parking facilities.

At present there is an issue with traders loading/unloading in Langdon Road, making the corner dangerous. Often cars have to back up along the road as there is no space to pass. If there was access to the development, with a drop pavement, cars turning in and out would increase the problem and increase the risk of accidents to drivers and pedestrians. The building would squeeze pedestrians into a smaller space. Combined with the traffic issues, anyone can see this is not a good thing.

The dormer windows are not conserving the style of the Road, which is in a conservation area. The windows along the side of the building at ground floor level would be turning a residential street into a commercial street. In fact the proposed building is just too big and the design is totally inappropriate from both the Langdon Road view and the Bath Road view. The lovely tree doesn't seem to have been considered.

Having recently been flooded, we are very concerned about the impact such a large development would have on the drains. This doesn't seem to have been addressed.

We really object to this proposal.



26 SEP 2016

ENVIRONMENT

65 NAUNTON LANE  
CHELTENHAM.  
GLOS. GL53 7BZ.  
25 SEPT 2016.

REF. PLANNING REFERENCE

16/01515/FUL

CORNER OF BATH RD. AND LANGDON RD.

DEAR SIR,

MY WIFE AND I ARE NOT IN AGREEMENT WITH THE ABOVE PLANNING APPLICATION IN IT'S PRESENT FORM ALTHOUGH IT WOULD BE BETTER, FOR THE AREA, IF THIS SITE COULD BE REGENERATED.

WE DO NOT LIKE THE NEW BUILD AS IT IGNORES THE "FRONT OF HOUSE LINE" AS ESTABLISHED IN LANGDON RD.

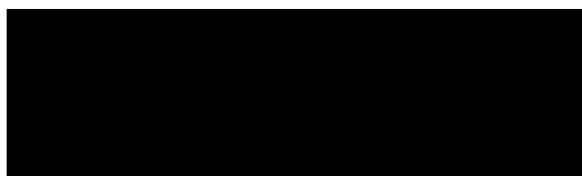
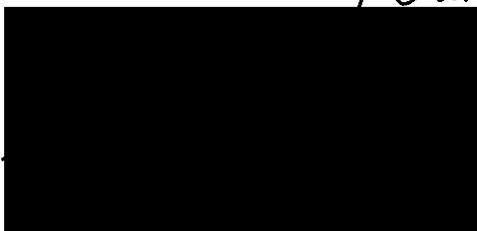
ALSO THE FACT THAT MOST OF THIS PROPOSAL IS HIGHER THAN OR AS HIGH AS THE CHIMNEY POTS OF THESE HOUSES.

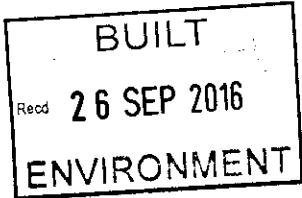
THE BATH RD. FRONTAGE STARTS RIGHT AGAINST THE PAVEMENT SO WE ARE SURE THE ROOTS OF THE LARGE TREE, SITUATED ON THE CORNER, WILL BE DAMAGED WHEN THE RELEVANT FOUNDATIONS ARE PREPARED SO LEADING TO THE LOSS OF ANOTHER TREE.

PARKING! OR THE LACK OF IT IS ANOTHER CONCERN. UPTO 18 SPACES COULD BE REQUIRED FOR THE 9 RESIDENTIAL UNIT, PLUS SPACES FOR STAFF WORKING AT THE RETAIL UNITS.

WE HOPE THESE POINTS WILL BE CONSIDERED IN YOUR DELIBERATIONS.

YOURS FAITHFULLY,





15 EWLYN ROAD  
LECKHAMPTON  
CHELTENHAM GL53 7PB

24.09.16

PLANNING DEPT.  
MUNICIPAL OFFICES  
PROMENADE, CHELTENHAM  
GL50 9SA  
PLANNING REFERENCE 16/01515/CACN

Dear Sir/Madam,

We wish to make a very strong objection to the proposed building plans in Langdon Road & the corner of Bath Road.

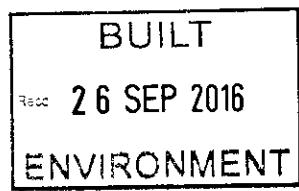
The housing & apartment plans are totally not in keeping with the Edwardian houses in Langdon Road - the housing & apartments being taller & of completely different design.

The proposed housing also would come much closer to the tree at the end of Langdon Road & would be an overpowering 3 stories tall.

If this development went ahead, it would change the whole appearance of the area & not in a good way.

The proposed 9 new dwellings will have onsite parking for 9 cars, which would be totally inadequate - there would be more cars than that in the development. This area already has a car-parking problem, as Bath Road is a very busy shopping area & many people already park in the side streets, making it quite often difficult for residents to park. The dropped curb access to the development would mean less parking spaces in Langdon Road & would make the parking problem worse for this road & others close by.

This is a small site & these proposals would make it totally over-developed. Yours sincerely



10 Naunton Crescent  
CHELTENHAM  
GLOS  
GL53 7BD

23<sup>rd</sup> September 2016

Dear Sir

Re: Planning Ref 16/01515/FUL

I refer to the above planning application reference in respect of 252 Bath Road.

I object to this proposal how it stands at present as I believe that too much is being tried to fit into a small space. I also have concerns over the traffic in Langdon Road, this road is very busy + having cars turning in + out of this development together with taking away spaces is going to have a knock on effect to this road + the surrounding area's.

I think a re-think is in order by the developers.

Yours faithfully



Planning Department  
Cheltenham Borough Council

BUILT  
26 SEP 2016  
ENVIRONMENT

22 September 2016

Planning Reference 16/01515/FUL

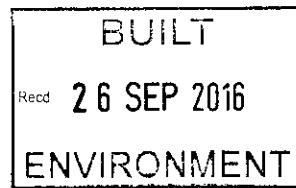
I write to object to the above proposal.

The development is out of context visually  
and has a negative effect on close  
residents.

It will also have a negative effect  
on parking and traffic movements.



[REDACTED]  
31 EXMOOR STREET  
CHELTENHAM  
GL53 7NR



20 Langdon Road,  
Leckhampton,  
Cheltenham,  
GL53 7NZ.

22<sup>th</sup> September, 2016.

Re: Planning application,

16/01515/FUL

252 Bath Road.

Dear Sir,

The proposed development of 252 Bath Road is clearly an example of over-development: the maximum number of properties/bedrooms and the extension of the retail space is not in keeping with the traditional style and open nature of this part of the Bath Road which is well loved by local residents and visitors alike. In particular the height of the building will affect the existing view.

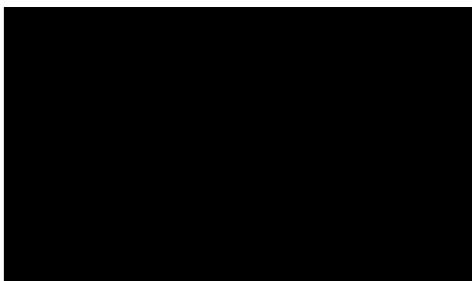
I am concerned of the safety implications of bringing the building line to the boundary, which will make the area for pedestrians to walk narrower. It would also create a 'blind spot' for traffic attempting to turn out of Langdon Road. Combined with an increase in the number of cars which would be turning the corner to access the proposed development's entrance on Langdon Road, it would be difficult for the parents with prams and young children in particular at this already busy thoroughfare.

Parking is an issue in Langdon Road and would be made more difficult as the number of spaces in the development is inadequate provision for the increased number of cars from so many residences and potential customers/workers from an enlarged retail space.

So many residences would put an increased strain on the drains. Residents of Langdon Road, on the same side as the proposed development, have been severely affected by flooding only this year, to the point where emergency sandbags were necessary to try and protect homes from overflowing drains.

I am strongly opposed to the proposed development.

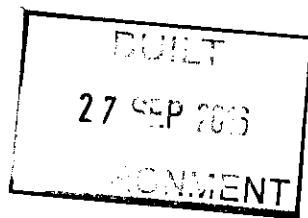
Yours faithfully,



46 Windsor Street  
Cheltenham  
Glos  
GL52 2DE

Planning Department  
Municipal Offices  
Promenade  
Cheltenham  
Glos  
GL50 9SA

27/9/16



Dear Sirs,

Planning Reference 16/01515/FUL

This proposal is not in keeping with the surrounding area which is from Victorian/Edwardian times. It will in fact look like a 1960's factory building at the end of the residential Langdon Road.

The two shops proposed will be of no use to the group of small independent businesses and pop up shops that at present occupy the site. Losing these businesses will be a great loss to the Bath Road shopping experience.

If this proposal is accepted then the council should find alternative accommodation for these small businesses as these type of businesses will be a significant part of the economy in a third world post EU Britain.

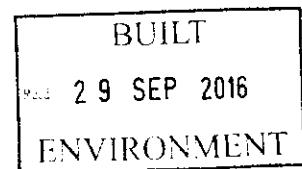
Yours faithfully,

29 St. Philip Street, Cheltenham, GL50 2BP.

Planning Department

Municipal Offices

Cheltenham



September 29<sup>th</sup> 2016

Planning reference : 16/01515/CACN

A long-standing resident of this part of Cheltenham, I wish to raise the following objections to the application.

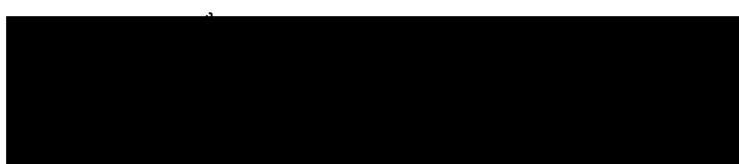
1. Scale: the proposed buildings do not respect the existing building line in Langdon Road, nor the existing roof line, and appears wholly out of proportion. The potential counter argument that in both cases they replace what is already there (the height of the existing house and the line of the current building) is spurious as the house is well back from the road, and the current buildings are more in the nature of sheds. Losing the third story, to conform to the roof line, would also reduce the over intensive nature of the proposal, which would alleviate my second area of concern:
2. Parking: it is astonishing that the council team found that there are "no reported on-street parking concerns" since there have recently been discussions of residents' parking permits. I can only assume that the survey was conducted during the summer holidays when parking is easier. The streets round the area are used not only for residents and shoppers, but also for all-day parking for workers in town, the hospital and elsewhere where it is expensive to park.

1 parking space per unit is planned, which may or not be enough. At the planning consultation, the architect defined the target buyer to me as young, professional couples, so the probability of 2 car ownership is high.

Evening parking is also a problem: the proposal mentions a restaurant (and at the planning consultation, the architect told me this seemed the likeliest use of the 2 retail units) and there is no parking provided for customers at a time when the street is full of residents' cars. Such a use would also require higher staffing levels than the current units, (which are not open in the evening anyhow) and no area is designated for staff parking.

These are my main concerns over a proposal that I do not feel reflects in any way the needs of a community that cries out for small, affordable houses.

Yours faithfully



folk 1.8<sup>2</sup>

from: -

Page 148

11 MOORLAND ROAD

CHERTSEY HAT

GU13 6LS OER

BUILT

29 SEP 2016

ENVIRONMENT

27 / 9 / 16

PLANNING REF. 16/01515/CACN  
252 BATH ROAD

FOOTPRINT =

Should remain same as now, particularly the current facing onto Leckhampton Road / Bath Road. The pedestrian crossing across the bottom of Leckhampton road to current entrance to Market building serves not only normal pedestrians but in addition bus stops on each side of road will / without prams / Wheelchairs, some across from Shurdington Road side  
→ The Norwood pub = i.e. this area of pavement / space in front of current Market is required as it has to cope with high footfall =

Page 2 of 2

[REDACTED]  
Page 149 Moorland Road  
Grass over

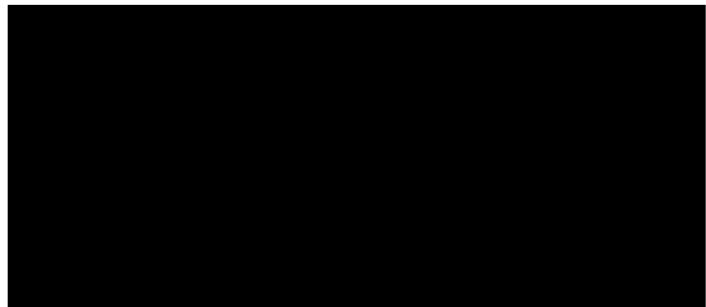
Ref.  
16/01515/CA/ON

CONSERVATION AREA  
+ CHARACTER OF AREA

PLEASE — ANY ACCORDANT PLAN  
SHOULD TAKE ACCOUNT OF THE  
TRENDS.

PARKING

This element should be re-assessed  
There is a parking problem in  
this area and off street space  
is clearly inadequate.



### Summary

I object to the development as enshrined in the drawings and plans offered.

The Transport Plan is flawed, the Community involvement has not met the community's needs and the design is not consistent with NPPF and the local Plans and Policies.

Please receive more detailed comments concerning the above and in particular:

1. Transport Plan
2. Community Report
3. Design
4. Relevant Applications
5. Policy

Annex 1. Actual Floor Area of existing Retail Premise

Annex 2. Actual increase in Retail Floor Area

Annex 3 .Letter to Residents

Annex 4. Extract from Bath Road Traders Website

Annex 5. Coach House Shadow Map

Annex 6. Parking Issues (Ubico letter and photo)

Annex 7. Langdon Road Side Elevation Drawing

## 252 Bath Road Regeneration comments 29 Langdon Road

### 1. TRANSPORT PLAN

The traffic survey carried out is flawed and the statement “there are no reported on street parking concerns associated with the site and its surrounding streets” is misleading. A concurrent survey carried out by Councillor Klara Sudbury concluded that 69.67% of the people in this area said there was a parking problem in Naunton Park Area.

The assertion made in the Transport Plan that: ‘there is ample spare capacity in terms of on street parking availability during the weekday and weekend peaks to accommodate any displacement parking generated as a result of the development proposals”, is unfounded.

The guidelines adopted for on-site parking is derived from car ownership statistics for College Ward collected in the 2011 National Census. College ward is not a representative demographic for comparison purposes: its make-up is varied with large expansive houses to the North and high density housing to the South.

The likely residents of the proposed development will not be elderly people, who are more likely to veer away from elevated living, or young families, due to the lack of amenity space and un-child friendly Juliet windows. The most likely buyers or tenants will be young aspiring professionals, who will typically have 2 cars, suggesting an increased demand for a minimum of 18 car parking spaces, this premise was confirmed at the consultation (see comments of 29 St Phillips Street)

.The survey was carried out on 2 summer days when many people were on holiday. If the survey were conducted over a longer period, a more accurate picture of considerable congestion would emerge. The survey did not take any account of bad or illegal parking, but merely counted available spaces. As can be seen from the photos below and the letter at Annex 6 bad parking is becoming an increasing problem, not accounted for in the Transport Plan submitted by the developer.

What is beginning to happen in the locality is that cars are being parked closer and closer to junctions, rather than continuing to cruise in search of a slot further and further away. When a slot does become available, the errant car is still badly parked by or on the junction. This inconsiderate parking is becoming more frequent, making it difficult for young mothers with pushchairs, the elderly and disabled to navigate junctions safely.



The Transport Plan has attempted to consider the present situation; it has not considered the negative impact on parking provision and public safety, for example:

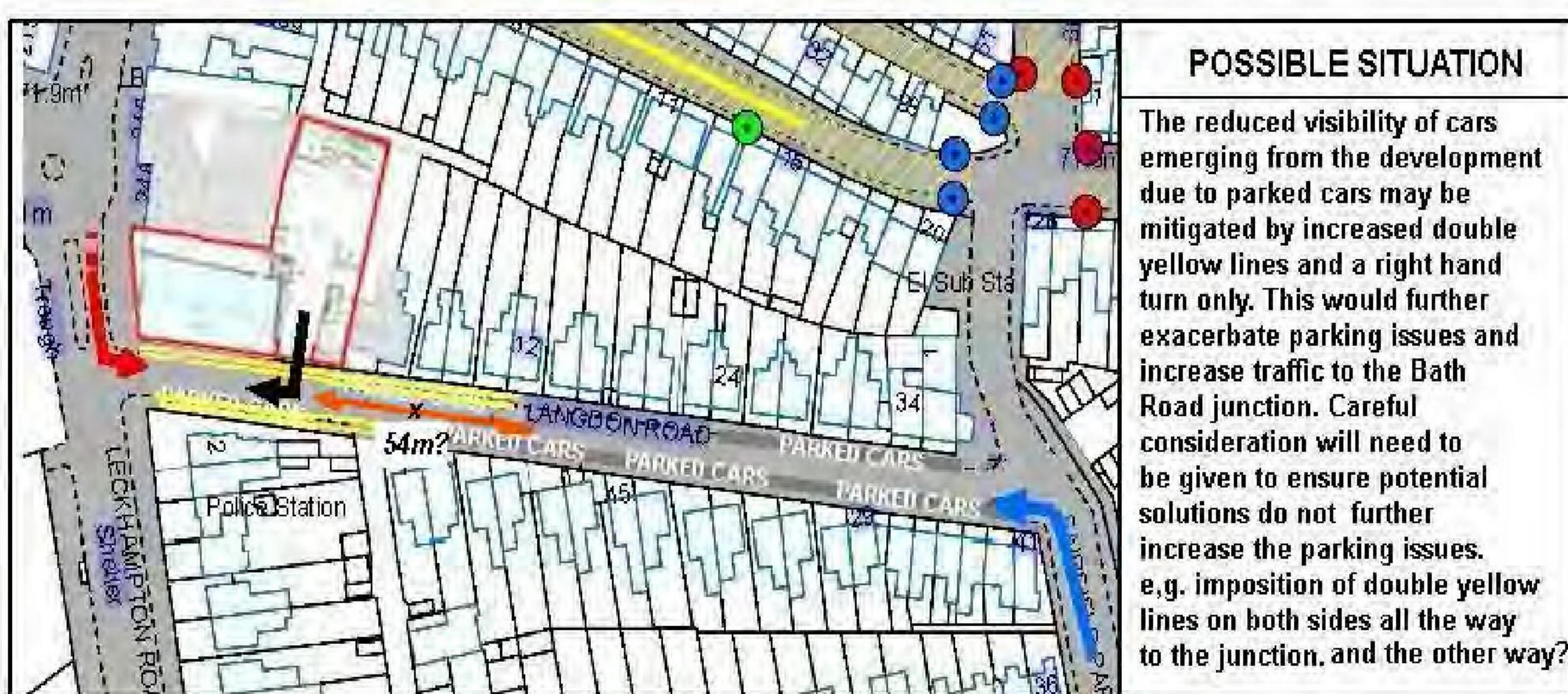
## 252 Bath Road Regeneration comments 29 Langdon Road

- the consequences of introducing a drop kerb and its attendant double yellow lines on Langdon Road, reducing the parking capacity by 3, possibly, 4 spaces
- the increase in traffic flow and demand for car parking by suppliers, employees and customers as a result of enlarging the retail development by the proposed 44% (see Annex 1 & 2)
- the introduction of an entrance on Langdon Road will require yellow lines on both sides of the road as the required turning circle will be limited by cars parked on the south side of Langdon Road See below:



Cotswold Transport planning Ltd state: "The proposed shared use access from Langdon Road will need to demonstrate that the access meets visibility standards for a proposed access from a carriageway subject to 30 mph speed restrictions for this being a default X distance of 2.4m and Y distance of 54m." However, there is no reference to how the visibility standards required for public safety will be met. If it were to be met by the introduction of double yellow lines, there would be further negative implications for parking.

252 Bath Road Regeneration comments 29 Langdon Road



# Personal Injury Accidents

The Transport Plan states “*it can be concluded that there is no highway safety or concerns within the vicinity of the site which need to be considered as part of this assessment, and with the overall low traffic generation anticipated from the site in real terms, this is expected to continue*”

This is incorrect as one of the PIA's resulted directly from traffic being unable to enter Langdon Road as the traffic was backed up to the Leckhampton Road, causing a car leaving the roundabout to collide with the vehicle in front. This backup is becoming more frequent and will be accentuated if a dropped kerb is introduced. The term "overall traffic generation" is also misleading as the traffic generation will be specifically increased at peak times when you are more likely to experience this backing up of traffic into Leckhampton Road. This statement does not consider the effect of the increased traffic resulting from increased retail area. (Annex 2).

The present situation is that approximately 50 cars can park in Langdon Road.

The present situation is that approximately 60 cars can park in Langdon. Approximately 3 spaces will be lost due to the imposition of a drop kerb.

Approximately 8 spaces will be lost due to the imposition of a drop kerb.  
Approximately 10 spaces will be lost due to double yellow line restrictions necessary for vehicular inter-visibility

Net shortfall of onsite parking required for 2 cars per dwelling is approximately 9 spaces.

As a result a minimum of 22 spaces will be required in Langdon Road or adjacent streets as this projection does not include the increase in service, employee and customer traffic which will be generated by the 44% increase in retail capacity (see Annex 2).

The parking and traffic situation in the area is finely balanced, the overspill parking from this development coupled with the difficult entry and egress situation from the new development has potential to impact many for the benefit of a few. The increasing illegal parking in the area is making it more difficult for Ubico to access the area and even the postman, what are the implications for the Emergency Services were they required to access the area in a hurry?

## 252 Bath Road Regeneration comments 29 Langdon Road

### 2.DESIGN

Cheltenham Planning Policy guidelines state that designs in conservation areas should:

1. Create dwellings with amenity
2. Create designs of a size consistent with its surroundings and the human form
3. Create designs of character that pay attention to rhythm, density, scale and granularity of the surroundings
4. Create designs that pay attention to arrangement, volume and shape of the building (massing)
5. Create designs that are suited to their location and have appropriate detailing.

It is difficult to see how these requirements have been met when:

1. There is very little amenity provided for the prospective tenants, this would not be an environment for a family to enjoy.
2. The development towers over 2 Langdon Road and 1,2,3,4 Francis Street.
3. The footprint of the site is used to its maximum, building to all of its boundaries and providing a dense packed site with  
a continuous building providing no granularity and providing no relationship with its surroundings.
4. The proposed building is too high, too long and resembles a “block of flats”, albeit with Juliet windows.
5. A design suited to its location would have a 2 storey building on Bath Road and houses behind in Langdon Road, it would also not have a “Coach House” towering over the backs of Francis Street.

The community plan suggests that the design is subjective; the subjective view of over 100 individual members of the community, who have commented, reject the design as the above requirements have not been met.

The Architects Panel state “the new scheme was not of sufficient quality to be supported “ and ” There should be a better relationship to the two-storey houses along Langdon Road with frontages set back from the pavement”

The Civic Society suggests “As proposed, the Bath Road frontage is subservient to the Langdon Road one - that is the wrong way round”.

Design should be accountable: good design stems from a robust set of requirements against which it can be measured and evaluated. The requirements are clear, they are set out in the Local Plan and the NPPF. These requirements have not been met as contained in the submitted proposal.

The following requirements appear to have been met:

1. Maximise number of residential units.
2. Engage with the media to create a positive perception of the development.
3. Demonstrate positive involvement of the community
4. Reflect views of the community into design as long as number of residential units is not reduced.

## 252 Bath Road Regeneration comments 29 Langdon Road

Point 4 above is based on the premise that a large number of objections have been received during the consultation period, and have not been recognised or acted upon, contrary to NPPF64.

In September 2014 S F Planning met with the CBC Planning team who advised:

“The scheme is better, and starts to deal with, previous concerns. The scale is more appropriate. However, CH still concerned about massing, and relationships to existing buildings .Comments relate specifically to both the Bath Road elevation and the Langdon Road side, but particularly the Langdon Road elevation. Langdon Road feels like it is too solid, without sufficient Transition to the residential street”  
(Extract from meeting 14<sup>th</sup> September, 3.00pm 19 August 2015, Bath Road, at CBC with - Senior Planning Officer”.)

**It would appear a start was made but not finished, the issues have still not been addressed.**

In looking at the supplied drawings there was a lack of submitted drawings showing the elevations of the development, the supplied documents are either technical drawings showing the proposed buildings in isolation or 3D rendered images, none of which show the proposed development in context. The most helpful image was found in a supplied document and is included at Annex 7. No drawing could be found showing the gabled front elevation in context with the street scene.

### 3. COMMUNITY REPORT

The developer has not acted on the many objections lodged concerning the size and arrangement of the development, or the parking issues which have instead been countered with an erroneous report.

The following is an extract from the Developers Community Report suggesting this requirement has been met.

*"Paragraph 66 (65 actually) of the NPPF states that applicants will be expected to work closely with those directly affected by their proposals to evolve designs that take account of the views of the community. This is something that is demonstrated by this statement, and by the changes to the design that are now submitted."*

*"Paragraph 66 of the NPPF goes on to state that proposals which can demonstrate design evolution through consultation should be looked on more favourably. We therefore submit that the applicants' commitment to listen and redesign the proposal in the manner in which it has been fulfils the requirements of the NPPF in this regard"*

The developers have spoken to the community via press releases, letters, brochures and finally a "consultation" and survey, however they have failed to act on the message that came back from the community. :

The message has been that the characteristics of the site are old, past their best, outlived, clad in asbestos, dilapidated with rundown buildings (see Annex 3), when in reality it is enjoyed by many and providing a premises for fledgling businesses (see Annex 4).

The consultation and survey has not resulted in any meaningful changes to reflect the communities' wishes (see table below).

The results of the survey were interpreted in the manner of a person who is not listening, choosing to group "possibly" with positive comments and seemingly migrate possibly to definitely. This has taken advantage of people's politeness and openness to place a "spin" on their answers by grouping what was meant to be an open minded response with positive ones. I am sure that the Borough Council and its officers are used to seeing such surveys presented in this way and will place their own interpretation on our views. **A great opportunity to engage with the community has been lost here.**

The Community Report details the following changes were made following and in response to the Consultation and the Survey. I have commented where appropriate.

<p><b>Parking</b></p> <p>With regard to parking the application includes a full assessment of necessary parking levels for this size of development. This detailed information can be reviewed by the Council and local residents and further comments provided. We believe that the parking proposed is appropriate based on robust car ownership data, and also taking into account the position of the site in the Bath Road District Centre, and the wider Principal Urban Area. It should be noted that there isn't any parking on site at the moment, either for the market traders or for the multiple-occupancy house at 252a. Given that the proposal meets the demands of the dwellings proposed then there is no reduction in parking on the development site itself.</p>	<p>This statement is predicated on the Transport Plan that is flawed and this is addressed above. Transport Plan</p>
<p><b>Design a.</b> Change of mansard roof to pitched roof with dormers. This reduces the perceived scale</p>	<p>Dormers are alien to the road as is the 3 story building, it has not reduced my perceived scale. Many people in Langdon Road have applied for dormers and been refused.</p>

## 252 Bath Road Regeneration comments 29 Langdon Road

<p>Design change facing materials to all brick, no render. This is a reaction to some of the written comments, but also discussion on the day. The change back to red brick has also been discussed and agreed with officers at Cheltenham Borough Council.</p>	<p>A welcome change from the previous design, however the scale massing and height is still not in keeping with Langdon Road, and now serves to tie the Bath Road and Langdon Road together rather than emphasize their differing positions.</p>
<p>Design c) Removal of first floor projecting bay windows. These features polarised opinion on the day of the consultation event, but only really work well with the rendered scheme.</p>	<p>The introduction of Juliet balconies as amenity space are inappropriate and would not be used. These are an invitation to hang items from the balconies.</p>
<p>Design d) Reduction in projection of gabled wing to coach house. This responds to some of the more localised comments about this building.</p>	<p>The coach house is inappropriately built to the boundary greatly reducing the light levels and enjoyment and amenity of the people of Francis Street. See effect of Shadowing (see Annex 5)</p>
<p>Design The reduction in the use of larger scale openings at first floor, particularly on Bath Road. This responds to comments of officers when discussing whether to submit an altered rendered proposal, or a revised red brick scheme</p>	
<p>Representations were made by nearest neighbours regarding the impact on their amenity in relation to loss of light. We have considered these comments carefully and the scheme has been adjusted to reduce the size of the proposed townhouses to avoid any overshadowing issues with No. 2, Langdon Road. This also further helps with the transition of the development with the lower scale development in Langdon Road. Please refer to Appendix 1 of the Planning Statement for further commentary on this matter</p>	<p>The changes made here are small (see pic below) particularly the retreat of the town house from the boundary which still does not harmonise with the street scene</p>



## 252 Bath Road Regeneration comments 29 Langdon Road

4.RELEVANT APPLICATIONS

## LANGDON ROAD

Application 07/00128/FUL was approved in April 2007 and is relevant to this planning application. No.36 Langdon road was a commercial premises carrying out a business on the corner plot in Langdon Road which was demolished and replaced with residential units.



## LP GP3 &amp; BE12

*The proposed development is prominently sited in the Central Cheltenham Conservation Area the character and appearance of which it is desirable to preserve or enhance. In the light of Cheltenham Adopted Local plan polices GP3, BE12 and national guidance set out at PPG1 & PPG15, it is important that this development is traditionally detailed to ensure that the development is compatible with its surroundings.*

The above comment was made by the planning officer when considering the now completed corner plot 36 Langdon Road (The bookend to 252), and is as relevant now as then to development in Langdon road.

**The above application was rigorously assessed and strict conditions were imposed, including wooden sash windows and polychromatic brickwork. The final result is totally in keeping with the location and marries the red brick of Langdon with the white render of Fairfield in a sympathetic manner, this rigour has resulted in a seamless transition between Langdon and Fairfield and has ensured that "special attention shall be paid in the exercise of planning functions to the desirability of preserving or enhancing the character or appearance of a conservation area", as stipulated by PPG15 (4.14).**

252 Bath Road Regeneration comments 29 Langdon Road

# LECKHAMPTON ROAD

Planning Application 11/01365/FUL was an application to build a coach house on land to rear of 6-8 Leckhampton Road, at the bottom of the garden and right up to the backs.



The application was refused for the following reasons: The proposed dwelling, which is substantial in scale, would front onto a rear service lane which runs parallel to Leckhampton Road and has been designed to have the appearance of a coach house. A coach house style dwelling would not normally be associated with a property such as 6-8 Leckhampton Road, and the proposal would therefore appear as an anachronistic and incongruous addition within the street scene thereby failing to preserve or enhance the character or appearance of conservation area. Accordingly, the proposal is contrary to adopted Local Plan Policies CP3 (sustainable environment), CP7 (design) and BE6 (back lanes in conservations areas), Section 72(1) of the Planning (Listed Buildings and Conservation areas) Act 1990, and national policies set out in PPS5.

The Coach House proposed for 252 Bath is also in the grounds of a residential home (albeit demolished), it is also against the backs. The difference is 252 Bath Road Coach House is larger, casting an even bigger shadow over the residents of Francis Street, it too will be anachronistic and incongruous.

T

## 252 Bath Road Regeneration comments 29 Langdon Road

5. POLICY

NPPF 58 "Planning policies and decisions should aim to ensure that developments: establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit."

**The streetscape is not in keeping with its surroundings and the lack of amenity for the flats coupled with inadequate parking and overspill parking is not a place to visit.**

NPPF 59 "Local planning authorities should consider using design codes where they could help deliver high quality outcomes. However, design policies should avoid unnecessary prescription or detail and should concentrate on guiding the overall scale, density, massing, height, landscape, layout, materials and access of new development in relation to neighbouring buildings and the local area more generally".

**At each stage of the planning process massing has been identified as an issue, however it has not been addressed. The scale of the development is not appropriate to the footprint and its size and design is not appropriate to its surroundings.**

NPPF126 & 131".the desirability of new development making a positive contribution to local character and distinctiveness"

**There appears to be no connection with the local character other than the use of red brick as every other notable feature is alien to this location.**

NPPF61 "Fails to address the connection between people and places and the new development into the natural, built and historic environment.

**The development does not complement or respect the neighbouring development and the character of the locality, so it is difficult to see how it can "connect" with people.**

NPPF 66. "Applicants will be expected to work closely with those directly affected by their proposals to evolve designs that take account of the views of the community".

**The high level of objections to this development suggests that the feedback from residents has not been fed back into the design, particularly with respect to size and overdevelopment.**

NPPF211." For the purposes of decision-taking, the policies in the Local Plan (and the London Plan) should not be considered out-of-date simply because they were adopted prior to the publication of this Framework.

**The developer refer to the Cheltenham Local Plans as "time expired" when in fact conservation areas do not become "time expired". Conservation areas are in our trust for the future..**

Paragraph 64. Of the NPPF also suggests "Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.

**Permission for this development should be refused as it has failed to present a development that improves the character and quality of the area.**



252 Bath Road Regeneration comments 29 Langdon Road

ANNEX 1

Application

Original Floor Area

**SPA** |   
CHARTERED SURVEYORS IN HOC SIGNO VINCES

**TO LET**

**PROMINENT RETAIL PREMISES**  
1,960 SQ. FT. (182.09 SQ. M.)  
**WITH EXTERNAL TRADE FORECOURT AND REAR YARD**  
2,000 SQ. FT. (185.81 SQ. M.)

FRONTING THE NORWOOD ARMS ROUNDABOUT  
IN A BUSY LOCATION AT THE INTERSECTION OF  
THE BATH ROAD (A46) WITH SHURDINGTON AND LECKHAMPTON ROADS  
AND ADJACENT TO THE BATH ROAD SHOPPING CENTRE

- Available on Short Term Lease up to 3 years
- High visibility to the Shurdington Road roundabout
- Trade Forecourt
- Off Road Front Loading Bay



252 BATH ROAD  
CHELTENHAM  
GLOUCESTERSHIRE GL53 7NB

01242 255242

## 252 Bath Road Regeneration comments 29 Langdon Road

## ANNEX 2

Application for Planning Permission and for relevant demolition of an unlisted building in a conservation area, Town and Country Planning Act 1990

**19. All Types of Development: Non-residential Floorspace**

Does your proposal involve the loss, gain or change of use of non-residential floorspace?

Yes  No

Use Class/type of use	Existing gross internal floorspace (square metres)	Gross internal floorspace to be lost by change of use or demolition (square metres)	Total gross new internal floorspace proposed (including changes of use) (square metres)	Net additional gross internal floorspace following development (square metres)
A1 - Shops Net Tradable Area	272	272	327	55
Total	272	272	327	55

For hotels, residential institutions and hostels, please additionally indicate the loss or gain of rooms:

Use Class/types of use	Existing rooms to be lost by change of use or demolition	Total rooms proposed (including changes of use)	Net additional rooms

The stated Shops Net Tradable Area is 272 sq. metres, this conflicts with Internal Tradeable Area advertised when site offered for lease which states 182 (see Annex A).

Net additional floor space is therefore 44% increase (not 17%)

## 252 Bath Road Regeneration comments 29 Langdon Road

## ANNEX 3

Initial Letter to Residents stating buildings are past their best, dilapidated and run down.



The Residents,  
Langdon Road,  
Cheltenham

May 17, 2016

Dear Resident,

**Regeneration of 252 and 252a Bath Road, Cheltenham**

I am contacting you to let you know that proposals are in the pipeline for the regeneration and improvement of 252 and 252a Bath Road.

As you are a neighbour of the site, the project team would like to ensure that you have every opportunity to find out about the proposals and to offer feedback before a planning application is submitted to Cheltenham Borough Council later this year.

You are no doubt aware that the old wooden greenhouses at 252 have been in temporary use as a market and pop-up shop since 2009. There is also a house, number 252a, behind the greenhouses and adjoining the yard.

Unfortunately, all the buildings are past their best. The greenhouses in particular have outlived their original purpose and are no longer fit for use. Some of the wooden structures are clad in asbestos. Number 252a is in a dilapidated state.

The regeneration scheme would involve demolishing all the existing buildings on the L-shaped site. In their place would be a mixed-use development providing homes and some retail space.

On the ground floor, facing Bath Road, would be a retail unit for one or two shops or restaurants. Above and behind the retail units would be seven two-bedroom apartments, a small three-bedroom house and a coach house. Access would be via an entrance from Langdon Road, leading into a car park for nine cars.

The overall aim is to remove a collection of rundown buildings and enhance the neighbourhood with a smart mix of residential and retail, more in keeping with Bath Road, Leckhampton Road and Langdon Road.

Characterisation of Premises as, old, past their best, outlived, clad in asbestos, dilapidated rundown buildings is not helpful.

Only certain types of asbestos are hazardous, and these are perfectly acceptable, provided the situation is monitored and managed. Problems only arise when asbestos is disturbed, such as in the demolition of asbestos clad buildings.

## 252 Bath Road Regeneration comments 29 Langdon Road

### Annex 4

Bath Road traders disagree with the developers summation and thinks it is “eclectic”.

Bath Road Traders : <http://bathroadtraders.co.uk/directory/listing/cheltenham-market>

The Bath Road Traders logo features the words "The", "BATH ROAD", and "TRADEERS" stacked vertically. The "BATH ROAD" part is in a larger, bold font. To the right of the logo is a horizontal navigation bar with links: "Home", "About", "News", and "Directory". The "Directory" link is highlighted with a dark blue background. To the far right of the navigation bar are icons for Facebook and Twitter.

### Cheltenham Market



**A totally unique local market serving the community and visitors alike.**

Cheltenham Market has an eclectic mix of collectables, clothes, accessories (both new and vintage), antique and up-cycled furniture, rugs, children's clothes and toys, gifts and home ware. On Saturdays the Yard offers a range of foods, including fish, street eats, cheeses, soups and Lara's Coffee Bar with home-made cakes. Plus Padstow Fish are here every Thursday, Friday and Saturday. Next door to the market is a spacious Pop-Up shop, which is rented by different traders every week or so, meaning that there's always a fabulous array of products available.

If you haven't visited us yet, come along and see for yourself what Cheltenham's only market has to offer! You'll find us by the roundabout, opposite The Norwood Arms.

#### Opening Hours

- Monday - Saturday 9am - 6pm
- Sunday 10am - 4pm



✉ <http://www.cheltenhammarket..>

✉ [cheltenhammarket@gmail.com](mailto:cheltenhammarket@gmail.com)

☎ +44 (0) 1242 317369

📍 252 Bath Road, Cheltenham, GL53 7NB

🏷️ Antiques & Vintage Home & Gift



[News](#) [Photos \(9\)](#) [Map](#)

#### Latest news from Cheltenham Market

[Cheltenham Market 1st Birthday, 12th September](#)

[Open Air Cinema comes to the Bath Road](#)

## 252 Bath Road Regeneration comments 29 Langdon Road

### Annex 5

Snapshots taken from animation showing sweep of Coach House shadow over properties in Francis Street in September. Back Gardens of house Numbers 1-5 are entirely shadowed mid- afternoon and the sun will set earlier for the majority of rest of gardens. Time constraints have precluded a similar plot of the main building and its effect on Langdon Road back gardens, and increasing the size of the coach house which is actually longer than shown



### Annex 6

## 252 Bath Road Regeneration comments 29 Langdon Road



Ask For: Cleansing Department  
Number: 01242 264244  
Email: Enquires@ubico.co.uk

Dear Car Owners,

We are finding it extremely difficult to collect the refuse/recycling from this area due to your car obstructing access by parking in this position on this road. I would like to request your co-operation in refraining from parking in this place every collection day so that we can provide a service to the residents.

If you require any further information please do not hesitate to contact the cleansing office on the above number

Thank you for your co-operation,

Kind Regards

Ubico Ltd

*As of 1st April 2012, a number of the council's functions are being undertaken for the Council by a new company called Ubico Limited. This includes waste and recycling services. Ubico Limited is a local authority company owned jointly by Cheltenham Borough Council and Cotswold District Council.*

There is already a difficult parking situation in Langdon Road personified in Councillor Sudbury's recent traffic survey. Residents and visitors are parking closer and closer to junctions to the extent they are illegal and dangerous, creating trying conditions for services (see above) and leading to parking on double yellow lines.



## 252 Bath Road Regeneration comments 29 Langdon Road

### Annex 7

There is a lack of submitted drawings showing the elevations of the development, the supplied documents are either technical drawings showing the proposed buildings in isolation or 3D rendered images, none of which show the proposed development in context. The picture below is perhaps more helpful than any of the CAD drawings supplied as its collision with the tree can be seen and the incongruity of the design with respect to Langdon Road is more apparent. It can clearly be seen that the development has no relevance to the existing street scene which is more open, has detailed buildings, frontage and charm.



In this view it can be clearly seen that the development is pushed forward into the tree and dwarfs the surrounding bay fronted semis. It is difficult to see how this design relates to its surroundings.

## 252 Bath Road Regeneration comments 29 Langdon Road

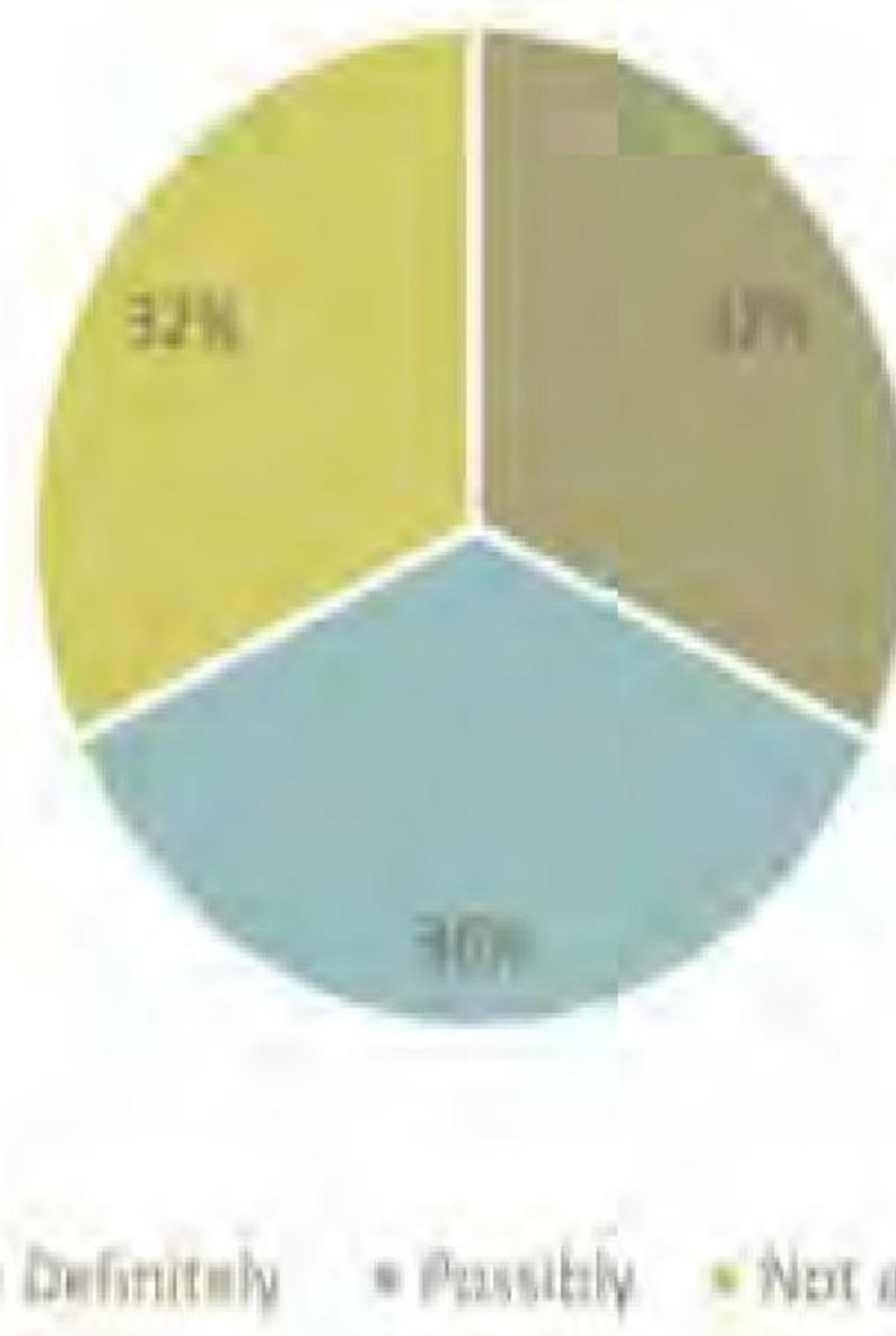
## Annex 8

The community report appears to be a public relations exercise that has engaged with the community but has not taken the opportunity to “listen” to the community.

This is apparent in the developers’ analysis of the comments from respondents to their survey, exemplified in question 8 reproduced here

**Statement of community involvement | August 2016**

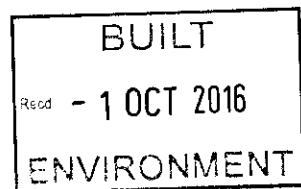
**8. Do you think the proposals are an improvement on the current former greenhouses and number 252a ?**



- 3.14 The final ‘closed’ question relates to question 8, asking if they thought the proposals marked an improvement to the existing site at 252 Bath Road. 68% of the respondents stated that they considered the proposals were either ‘definitely’, or ‘possibly’ an improvement; with ‘not at all’ receiving 32% of the responses. These figures prove the common feeling of residents within the locality of the application site in that they, for the most part, perceive the proposed development as positive and an opportunity to improve the site. However, it is also recognised that, in relation to the specific proposal, there were some strong views either way particularly with regard to the design approach.

It is difficult to see how respondents “for the most part, perceive the development as positive”, when only 32% stated they “were definitely an improvement<sup>2</sup>, the vast majority said they weren’t or would not be drawn. This spin is apparent in many of the apparent conclusions and takes advantage of peoples open mindedness and good faith.

Planning Department  
Municipal Offices  
Cheltenham  
Glos.  
GL50 9SA



32 Ewlyn Road  
Cheltenham  
GL53 7PB

29/9/2016

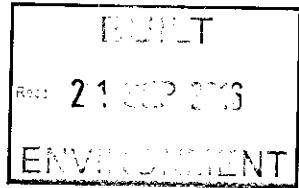
Reference: PLANNING APPLICATION 16/01515/FUL 252 Bath Road Regeneration

Dear Sir / Madam

I wish to register an objection to the above application.

1. There is insufficient provision for parking in what is already a problem area, a problem which will be greatly exacerbated by this development as proposed. The pattern of use for parking changes through the day / evening /weekend so there is no one 'peak' time which can be used as a common measure; rather a selection of 'peak-times'. Further the growth in the tendency for two cars per household does not seem to have been taken into account.
2. The proposed roof line in Langdon Road is unnecessary and detrimental to the aesthetic of the area, disrupting the sight-lines along the road. There is no reason why the current roof line cannot be maintained to the corner (as it has been at the other end of the road, same side).

Yours faithfully



57 Nanton Way  
Cheltenham.

GL53 7BQ

20/09/16

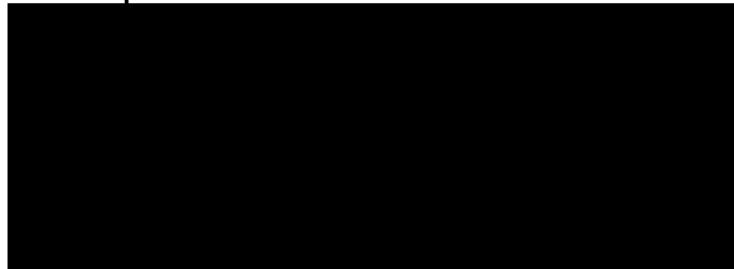
Dear Sirs -

Re: 16/01515/CACN

We consider this proposed development  
of 252 Bath Road to be out-of-scale,  
inappropriate in design, and totally out of  
character for the position

There are serious parking concerns in all  
the surrounding residential streets and the  
provision of 9 parking spaces for a 20 bedroom  
development is insufficient, without the  
additional considerations of the inevitable loss  
of a few spaces from Langdon Rd and the  
cars of customers.

We therefore object to this proposal  
in its current form.



\_\_\_\_\_

Page 173 30 Evelyn Road,  
Leckhampton,  
Cheltenham.

22.  
ENVIRONMENT

GL53 7PB

20<sup>th</sup> September 2016

Re: planning 252 Bath Road  
16/01515/<sup>FUL</sup>GAEA

Dear Sir,

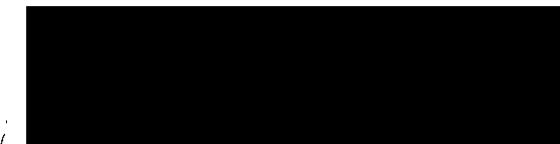
Whichever way you look at the proposed development, from Langdon Road, Bath Road or Shurdington Road, it is out of keeping with the present buildings. This is because it is definitely too high and too big a block of a building.

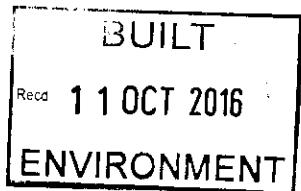
I am concerned that making an entrance for cars on Langdon Road will be dangerous. Cars will have to cross the line of the pavement which will be dangerous, particularly for children coming from school. Also, as I am registered blind and need the assistance of a "walker", I am concerned about my own safety as I frequently use this route to reach the shops on the Bath Road. Moving the building to the edge of the boundary would make it difficult for pedestrians to see around the corner and this worries me as I am not able to see them coming clearly.

I take exception to the claim that there

is no parking congestion. When someone comes  
Page 174 to collect me, they often have to stop in the  
middle of the road as there is nowhere close to  
my house for them to park. If there is more  
congestion on Langdon Road, this will make the  
situation in Ewlyn Road worse.

Yours faithfully,





Ref. Planning application 252  
16/01515/FUL

after seeing the plans for 252 Bath Rd. I feel this development architecturally dwarfs the other houses in Langdon Rd. & Leckhampton Rd. It comes out to the perimeter wall making the entire corner overbearing and crowded.

It also takes away from the quirky atmosphere and mix of shops and restaurants that already exist in the Bath Rd. area.

Plus the number of allocated parking spaces for the new residents is not nearly enough for them and their guests. This would also increase the parking that currently exists in Langdon Rd. more spaces should be allocated within this development or reduce the number of dwellings & lower the overall height of the building so that it is kept within the Edwardian character of the surrounding area.

Sincerely yours

Page 176  
ENVIRONMENT  
Recd - 2 MAY 2018

4, Francis Street,  
Cheltenham,  
Gh53 7NY.

1st May 2018.

Dear Sir/Madam,

Reference 252 Bath Rd. 16/01515/FUL

Once again I write regarding the above proposed development.

It seems to me that nothing has been done that will actually reduce the impact of the proposed Coach house on both my and my neighbours properties.

The coach house remains too big and too close to our gardens and would severely effect light levels and cause shadowing on our patios and deck areas.

Despite the architects "tweaking" the roof line of the building the "new" design would have exactly the same effect as the previous two designs. The building is simply too big and too close.

Furthermore nothing has been done to improve the impact on parking that this development would cause. This is of particular concern to my elderly neighbours.

yours sincerely

[REDACTED]

<b>APPLICATION NO:</b> 16/01515/FUL	<b>OFFICER:</b> Mrs Emma Pickernell
<b>DATE REGISTERED:</b> 1st September 2016	<b>DATE OF EXPIRY:</b> 27th October 2016
<b>WARD:</b> College	<b>PARISH:</b>
<b>APPLICANT:</b>	Mr & Mrs Paul Artus
<b>AGENT:</b>	Mr Mark Godson
<b>LOCATION:</b>	252 Bath Road, Cheltenham
<b>PROPOSAL:</b>	Regeneration of site to provide replacement retail at ground floor (flexible A1/A3 use), 7no. apartments over, 1no. end terrace house and a detached dwelling to the rear (revised scheme)

## Update to Officer Report

### 1. CONDITIONS/INFORMATIVE

- 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 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 54m to the left and 29m to the right (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.

- 4 The buildings hereby permitted shall not be occupied until the vehicular parking and turning facilities have been provided in accordance with the submitted plan drawing no. 841,81-112F, 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.

- 5 The development hereby permitted shall not be occupied until details of secure and covered cycle storage facilities for a minimum of 10 bicycles 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.

- 6 The development hereby permitted shall not be occupied until details of the tactile pedestrian crossing from either side of the vehicular access has been made available in accordance with details to be submitted to and approved in writing by the LPA.

Reason: - To ensure that the development is designed to give priority to pedestrian and cycle movements and provide access to high quality public transport facilities in accordance with paragraph 35 of the National Planning Policy Framework.

- 7 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 4.0m back along each edge of the access, measured from the carriageway edge, extending at an angle of 45 degrees to the footway, and the area between those splays and the footway shall be reduced in level and thereafter maintained so as to provide clear visibility at a height of 600mm above the adjacent footway level.

Reason: - To reduce potential highway impact by ensuring that adequate pedestrian 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.

- 8 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.

- 9 The development hereby permitted shall not be occupied until the refuse storage area has been made available for use in accordance with drawing no. 841,81-112F and those facilities shall be maintained for the duration of the development.

Reason: - To ensure that the development creates safe and secure layouts which minimise conflicts between traffic and cyclists and pedestrians, avoiding street clutter in accordance with paragraph 35 of the National Planning Policy Framework.

- 10 The development shall be carried out in strict accordance with the recommendations of the Tree King Report of 7/5/18, unless otherwise agreed in writing by the Local Planning Authority.

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.

- 11 The development shall not be occupied until a sound insulation scheme has been implemented in accordance with details which shall first have been submitted to and approved in writing by the Local Planning authority. This shall indicate how habitable rooms will be protected from road traffic and commercial noise, this may need to include non-opening windows. All measures put in place in compliance with this condition shall be retained thereafter.

Reason: To protect the amenity of the occupiers proposed residential units.

- 12 Prior to the commencement of any A3 use, details of the means of ventilation for the extraction and dispersal of cooking smells/fumes, including details of its method of construction, odour control measures, noise levels, its appearance and finish shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be installed before the use hereby permitted commences and maintained in strict accordance with the manufacturer's and installer's instructions thereafter.

Reason: These details need careful consideration and formal approval to safeguard the amenity of adjoining properties and to protect the general environment in accordance with Local Plan Policy CP4 relating to safe and sustainable living.

- 13 A scheme for the effective control of all noise, dust and other nuisances associated with construction shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development hereby permitted.

Reason: To safeguard the amenity of adjoining properties and to protect the locality in accordance with Local Plan Policy CP4 relating to safe and sustainable living.

- 14 No piling activities shall be carried out at this site unless previously approved in writing by the Local Planning Authority.

Reason: To prevent nuisance being caused to residents of neighbouring property due to noise and vibration.

- 15 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).

- 16 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 windows on the rear elevation of the coach house shall at all times be non-opening and 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).

- 17 No customers shall be served or remain in the building outside the following hours 08:00 - 23:00

Reason: To safeguard the amenities of and the area, having regard to Policy 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) Order 2015 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 to overcome the concerns which had been raised.

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

- 2 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 The councils recommended hours of work for construction and demolition are:
  - Monday - Friday 7:30AM - 6:00PM
  - Saturday 8:00AM - 1:00PM
  - no noise producing work on Sundays or Bank Holidays.

Work outside these hours may be approved subject to an application for consent under Section 61 of The Control of Pollution Act 1974.

<b>APPLICATION NO:</b> 16/01515/FUL	<b>OFFICER:</b> Mrs Emma Pickernell
<b>DATE REGISTERED:</b> 1st September 2016	<b>DATE OF EXPIRY :</b> 27th October 2016
<b>WARD:</b> College	<b>PARISH:</b>
<b>APPLICANT:</b> Mr & Mrs Paul Artus	
<b>LOCATION:</b>	252 Bath Road, Cheltenham
<b>PROPOSAL:</b>	Regeneration of site to provide replacement retail at ground floor (flexible A1/A3 use), 7no. apartments over, 1no. end terrace house and a detached dwelling to the rear (Revised scheme)

#### **ADDITIONAL REPRESENTATIONS**

50 Leckhampton Road  
Cheltenham  
Gloucestershire  
GL53 0BE

**Comments: 18th May 2018**

The plans remain overdeveloped for the site. Plans remain at 3 storeys which is out of keeping with the rest of Langdon Road (most of the housing is visible from and affects Langdon Road predominantly). The whole development fails to preserve or enhance the conservation area and is contrary to the adopted local plan policies. A smaller coach house 6-8 Leckhampton Road was refused, so the coach house in the plans should also be. It flats do not reflect the general housing need in the area and while have a drastic impact on parking on Langdon Rd and nearby streets.

The plans do nothing to create dwellings with amenity (no gardens, no playarea, not suitable for families); the design is too large and not consistent with its surroundings; Langdon Road is a road with bay windows, pitched slate roofs and small front gardens, none of which the design reflects. It doesn't meet the council's own guidelines for building in a conservation area.

57 Naunton Lane  
Cheltenham  
Gloucestershire  
GL53 7BJ

**Comments: 21st May 2018**

The changes to the original proposal make little difference to the impact the latest proposal would have on the surrounding area. Parking is already difficult in Langdon Road and this would add to the problems for residents. The proposed development is of a size and density inconsistent with the area. There are no 3 storey buildings in Langdon Rd. There need to be fewer residential units on this site.

3 Als Court  
Fairfield Parade  
Cheltenham  
Gloucestershire  
GL53 7PJ

**Comments: 21st May 2018**

Despite the changes I still have concerns about this application. I understand that the proposed building is in a conservation area, and that the Council has Planning Policy guidelines for conservation areas. I am concerned that these plans do not meet these guidelines.

I believe that dwellings should have amenities, for example the properties in Langdon Road all have little gardens, these have none.

Although the property is officially Bath Road, a big part of the development is on Langdon Road, and it is the effect of this property on the adjacent area which concerns me. I understand that the design should be of a consistent size with its surroundings, this is clearly not the case, it is three storey, and is totally different from the adjacent period houses.

I believe that the designs should be suited to their location and have appropriate detailing. The adjacent buildings have bay windows, pitched slate roofs and small front gardens. The proposed building does not meet this criteria.

It is fine to have homes on this site, but let them be in sympathy with adjacent properties.

24 Naunton Lane  
Cheltenham  
Gloucestershire  
GL53 7BH

**Comments: 20th May 2018**

Proposed dwellings represent overdevelopment and are not in keeping with the other houses in Langdon Road. 3 story buildings are not appropriate. No provision for enough off street parking. No meaningful outside space for gardens as in the rest of the street. Parking is already a nightmare for existing residents and shoppers - parking IS an issue no matter what Gloucestershire Highways say.

113 Naunton Crescent  
Cheltenham  
Gloucestershire  
GL53 7BE

**Comments: 21st May 2018**

The latest design is ugly. The Langdon Road aspect is not in keeping with the conservation area.

There doesn't seem to be any change from the first draft design. Although the apartment adjacent to the London Road houses look of a similar height they are certainly not in keeping with what already exists i.e. the sloping roof of the new apartment is non-existent but it doesn't look anything like those houses

The Borough Council planning committee don't seem to be consistent in their planning for conservation areas, when planning permission was granted for 32a Langdon Road it had to be within keeping of the conservation area ( which it does).

There is no way this design is in keeping with the conservation area. The shape of the apartments, the bricks and roof are all incongruous with the rest of the area ( there are no sloping roofs)

They haven't created any amenities for the apartments.

Whoever decided that the parking was okay obviously has not looked at the site properly at right times because he has missed how congested in the area always parked vehicles at all times of the day and the increased parking this development would cause .

The Coachouse seems to be the same as the first draft which was far too large. Borough Council have not been consistent again a nearby property application was denied on the grounds of it being an 'anachronistic' and incongruous with the local conservation area

1 Ewlyn Terrace  
Fairfield Road  
Cheltenham  
Gloucestershire  
GL53 7PD

**Comments: 16th May 2018**

I think the plans look awful and do not fit in well at all with the surrounding area as the building looks much too modern.

1 Hermitage Street  
Cheltenham  
Gloucestershire  
GL53 7NX

**Comments: 19th May 2018**

This proposal should be rejected for a number of reasons.

The site is overdeveloped in terms of the number of buildings proposed and the height of these (3 storeys) and not in keeping with the area. Whilst there may be 3 storey buildings in the Bath Road, there are none in Langdon Road and this is where the site will have the most impact.

The overdevelopment means no allowance has been made for amenities such as gardens and parking. The latter is a significant problem in this road and the surrounding ones (where we live) and this development will add to this. Gloucestershire Highways statement regarding parking suggests they have no idea of the area at all.

The design of the building is not in keeping with the surroundings and neither is the detailing so again not in keeping with the area.

The proposed coach house will have a significant impact on the residents in Francis Street and the space would be better used to allow for parking. This would reduce the overdevelopment. Cheltenham Planning Policy has clear guidelines about designs in Conservation areas and this proposal does not meet them.

90 Naunton Crescent  
Cheltenham  
Gloucestershire  
GL53 7BE

**Comments: 20th May 2018**

Cheltenham has kept its charm and grace because it has been careful to conserve its character. 252 Bath Road is in a conservation area and the proposed development will not be in keeping with the existing houses and being 3 storeys it will also overlook gardens of properties already here. Please don't let this development go ahead. Surely the architects could design more appropriate houses. Please rethink.

Naunton Area Residents' Association  
29 Langdon Road  
Cheltenham  
Gloucestershire  
GL53 7NZ

**Comments: 21st May 2018**

The Naunton Area Residents Association does not support this application, we consider it to be a an over-development of the site that does not respect the rhythm, scale or granularity of Langdon Road. The monolithic design is at variance with the surrounding semi-detached houses with pitched roofs and bay windows. We are also concerned at the loss of amenity for the residents of Francis Street over which the proposed "Coach House" towers. We suggest that the Coach House and Town House are removed from the design to create more amenity for residents, and as the Architects Panel have commented "give the development more space to breathe".

<b>APPLICATION NO:</b> 16/01515/FUL	<b>OFFICER:</b> Mrs Emma Pickernell
<b>DATE REGISTERED:</b> 1st September 2016	<b>DATE OF EXPIRY:</b> 27th October 2016
<b>WARD:</b> College	<b>PARISH:</b>
<b>APPLICANT:</b>	Mr & Mrs Paul Artus
<b>AGENT:</b>	Mr Mark Godson
<b>LOCATION:</b>	252 Bath Road Cheltenham Gloucestershire
<b>PROPOSAL:</b>	Regeneration of site to provide replacement retail at ground floor (flexible A1/A3 use), 7no. apartments over, 1no. end terrace house and a detached dwelling to the rear (Revised scheme)

## Update to Officer Report

### 1. OFFICER COMMENTS

#### i. Levels

The applicant has provided a cross section through part of the site which demonstrates in greater detail the relationship between the proposed coach house and the properties of Francis Street. This is useful in confirming that the relationship between these buildings is acceptable. However it is considered prudent to impose a Levels condition to ensure that the change in levels is properly understood at detailed design stage.

#### ii. Balconies

The submitted drawings are ambiguous as to whether the upper floor parapet is to house a usable balcony. Having discussed this with the agent it is considered to be most prudent to attach a condition which ensures that these areas cannot be accessed, except for maintenance. There are implications in terms of potential overlooking and the visual impact of clutter on balconies at this high level which would need to be fully explored were these areas to be used as balconies and therefore this condition would allow that opportunity should this become the intention.

#### iii. Details

Given the prominence of the site it is considered prudent to attach additional conditions in relation to further detailed drawings of key architectural features of the building such as the canopy, windows and doors, parapet etc. Similarly details of proposed boundary treatment will also be required by condition.

### 2. CONCLUSION AND RECOMMENDATION

The recommendation remains to permit the application subject to conditions below. The new conditions as mentioned above are conditions **18, 19, 20** and **21**.

### 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 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 54m to the left and 29m to the right (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.

- 4 The buildings hereby permitted shall not be occupied until the vehicular parking and turning facilities have been provided in accordance with the submitted plan drawing no. 841,81-112F, 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.

- 5 The development hereby permitted shall not be occupied until details of secure and covered cycle storage facilities for a minimum of 10 bicycles 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.

- 6 The development hereby permitted shall not be occupied until details of the tactile pedestrian crossing from either side of the vehicular access has been made available in accordance with details to be submitted to and approved in writing by the LPA.

Reason: - To ensure that the development is designed to give priority to pedestrian and cycle movements and provide access to high quality public transport facilities in accordance with paragraph 35 of the National Planning Policy Framework.

- 7 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 4.0m back along each edge of the access, measured from the carriageway edge, extending at an angle of 45 degrees to the footway, and the area between those splays and the footway shall be reduced in level and thereafter maintained so as to provide clear visibility at a height of 600mm above the adjacent footway level.

Reason: - To reduce potential highway impact by ensuring that adequate pedestrian 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.

- 8 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.

- 9 The development hereby permitted shall not be occupied until the refuse storage area has been made available for use in accordance with drawing no. 841,81-112F and those facilities shall be maintained for the duration of the development.

Reason: - To ensure that the development creates safe and secure layouts which minimise conflicts between traffic and cyclists and pedestrians, avoiding street clutter in accordance with paragraph 35 of the National Planning Policy Framework.

- 10 The development shall be carried out in strict accordance with the recommendations of the Tree King Report of 7/5/18, unless otherwise agreed in writing by the Local Planning Authority.

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.

- 11 The development shall not be occupied until a sound insulation scheme has been implemented in accordance with details which shall first have been submitted to and approved in writing by the Local Planning authority. This shall indicate how habitable rooms will be protected from road traffic and commercial noise, this may need to include non-opening windows. All measures put in place in compliance with this condition shall be retained thereafter.

Reason: To protect the amenity of the occupiers proposed residential units.

- 12 Prior to the commencement of any A3 use, details of the means of ventilation for the extraction and dispersal of cooking smells/fumes, including details of its method of construction, odour control measures, noise levels, its appearance and finish shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be installed before the use hereby permitted commences and maintained in strict accordance with the manufacturer's and installer's instructions thereafter.

Reason: These details need careful consideration and formal approval to safeguard the amenity of adjoining properties and to protect the general environment in accordance with Local Plan Policy CP4 relating to safe and sustainable living.

- 13 A scheme for the effective control of all noise, dust and other nuisances associated with construction shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development hereby permitted.

Reason: To safeguard the amenity of adjoining properties and to protect the locality in accordance with Local Plan Policy CP4 relating to safe and sustainable living.

- 14 No piling activities shall be carried out at this site unless previously approved in writing by the Local Planning Authority.

Reason: To prevent nuisance being caused to residents of neighbouring property due to noise and vibration.

- 15 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).

- 16 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 windows on the rear elevation of the coach house shall at all times be non-opening and 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).

- 17 No customers shall be served or remain in the building outside the following hours 08:00 - 23:00

Reason: To safeguard the amenities of and the area, having regard to Policy CP4 of the Cheltenham Borough Local Plan (adopted 2006).

- 18 Notwithstanding what is shown on plan 841,81-117 and prior to commencement of the development hereby approved the following information shall be submitted to and approved in writing by the Local Planning Authority:

(i) a full site survey showing:

- a) the datum used to calibrate the site levels
- b) levels along all site boundaries at regular intervals
- c) levels across the site at regular intervals
- d) finished floor levels or other datum of adjacent buildings
- e) cross section drawings clearly showing existing ground levels in relationship with the finished floor and eaves levels at adjacent buildings

(ii) full details showing:

- a) the proposed finished floor level of all buildings and ground levels including hard surfaces
- b) cross section drawings showing the proposed finished floor and eaves levels of all buildings and ground levels including hard surfaces

The development shall be implemented in strict accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

Reason: It is important to clarify the height of the development in relation to existing levels and structures both on and off site. The information is necessary to allow the impact of the development to be accurately assessed.

- 19 The parapet areas and sections of flat roof of the development hereby permitted shall not be used as balconies, roof gardens or amenity areas and shall be made inaccessible apart from for maintenance. A scheme indicating measures to limit access shall be submitted to and approved in writing prior to the first occupation of any of the development hereby approved.

Reason: To safeguard the amenities of the adjacent property, having regard to Policy CP4 of the Cheltenham Borough Local Plan (adopted 2006).

- 20 Notwithstanding the submitted details, the following elements of the scheme shall not be installed, implemented or carried out unless in accordance with details which shall have been submitted to and approved in writing by the Local Planning Authority:

- Canopy
- Windows
- Doors
- Railings
- Parapet
- Balustrades

The works shall not be carried out unless in accordance with the details so approved.

Reason: In the interests of the character and appearance of the conservation area, having regard to the Planning (Listed Buildings and Conservation Areas) Act 1990.

- 21 The development shall not be occupied until details of boundary walls, fences or other means of enclosure have been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied unless the boundaries have been implemented in accordance with the approved details and shall be permanently retained as such thereafter.

Reason: In the interests of the character and appearance of the area and residential amenity, having regard to Policies CP 4 and CP 7 of the Cheltenham Borough Local Plan (adopted 2006).

### INFORMATIVES :-

- 1 In accordance with the requirements of The Town and Country Planning (Development Management Procedure) (England) Order 2015 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 to overcome the concerns which had been raised.

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

- 2 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 The councils recommended hours of work for construction and demolition are:
  - Monday - Friday 7:30AM - 6:00PM
  - Saturday 8:00AM - 1:00PM
  - No noise producing work on Sundays or Bank HolidaysWork outside these hours may be approved subject to an application for consent under Section 61 of The Control of Pollution Act 1974.

<b>APPLICATION NO:</b> 16/01515/FUL	<b>OFFICER:</b> Mrs Emma Pickernell
<b>DATE REGISTERED:</b> 1st September 2016	<b>DATE OF EXPIRY :</b> 27th October 2016
<b>WARD:</b> College	<b>PARISH:</b>
<b>APPLICANT:</b> Mr & Mrs Paul Artus	
<b>LOCATION:</b>	252 Bath Road, Cheltenham
<b>PROPOSAL:</b>	Regeneration of site to provide replacement retail at ground floor (flexible A1/A3 use), 7no. apartments over, 1no. end terrace house and a detached dwelling to the rear (Revised scheme)

### ADDITIONAL REPRESENTATIONS

20 Langdon Road  
Cheltenham  
Gloucestershire  
GL53 7NZ

**Comments:** 23rd May 2018

- Over development of site making it too dense
- Proposed design virtually the same as original plans
- Town house not needed in this development
- Coach house for nearby property was refused so it should also be declined for this development
- 3 storey buildings not compatible in relationship to character of Langdon Road as they are all 2 storeys high
- Not enough consideration given to detail in plans e.g. bay windows, no front gardens
- Block of flats do not sit well in this location
- Parking is an issue here so development will make it worse
- Where will retail unit staff park?
- We don't need another restaurant in Bath Road as it already has enough pubs, cafes etc
- Please listen to the residents concerns, thank you.

8 Leckhampton Road  
Cheltenham  
Gloucestershire  
GL53 0AY

**Comments:** 23rd May 2018

These designs are not in keeping with the other houses on Langdon Road and do not meet the Cheltenham Planning Policy guidelines of developments in conservation areas:

There are no amenities for families within the dwellings.

The size is out of place with the surrounding dwellings on Langdon Road and is far too dense.

The style does not suit its setting and the flow of existing houses on Langdon Road and shares none of their characteristics.

Overall this will have a very negative impact on the surrounding area and exacerbate existing parking issues.

5 Leckhampton Road  
Cheltenham  
Gloucestershire  
GL53 0AX

**Comments: 23rd May 2018**

We object to this proposal, including the changes, on the following grounds;

1/ As a local resident within eyeshot of this site, I had an application turned down in the past, to raise the roof height of my rear wing by three feet (to align with the gutter of the front wing, while still being two story) because this is a conservation area and the side of my house is the first thing you see after the old school when driving up Leckhampton Road. Using the same logic, this proposal is way out of proportion when looking down Landon Road and should be limited to two stories and fit in with the heights of the other houses in Langdon Road. If the Planning Officer is now 'minded' to allow this application then I will expect them to also be 'minded' to reconsider other, more appropriate applications in the surrounding area. That said, I am happy to comply, just as long as the restrictions applied to me are applied equally to others in the immediate vicinity.

2/ The proposed style is not in keeping with the other houses in the area. I have gone to great pains to maintain my house with the correct colour walls, the correct roof tiles and sash style windows. As others have noted, this design looks like a mix between a 1930 cinema and the awful, modern flats built in the west of the town, for example Gloucester Road. The style of this proposal is not appropriate for this area. Building right up to the wall line also clashes of the style of the other houses in Langdon Road, all with small front gardens. This is certainly not in keeping with the style of Langdon Road.

3/ While I admire the council for not turning lower Leckhampton Road into another money making, residents parking area, we already have a high volume of parked cars. Monday to Friday, there are even cars parked along the pavement outside I2I Recruitment, as they overflow from Langdon and Ewlyn Roads. This will become a real problem if 2 or 3 spaces are lost in Langdon Road.

The proposal should be rejected and only proposals which fit within the style of Langdon Road and the surrounding conservation area should be seriously considered.

18 Ewlyn Road  
Cheltenham  
Gloucestershire  
GL53 7PB

**Comments: 22nd May 2018**

I wish to object to the proposed development on the grounds that the style and size of the proposed buildings does not fit in with the surrounding properties and would look completely out

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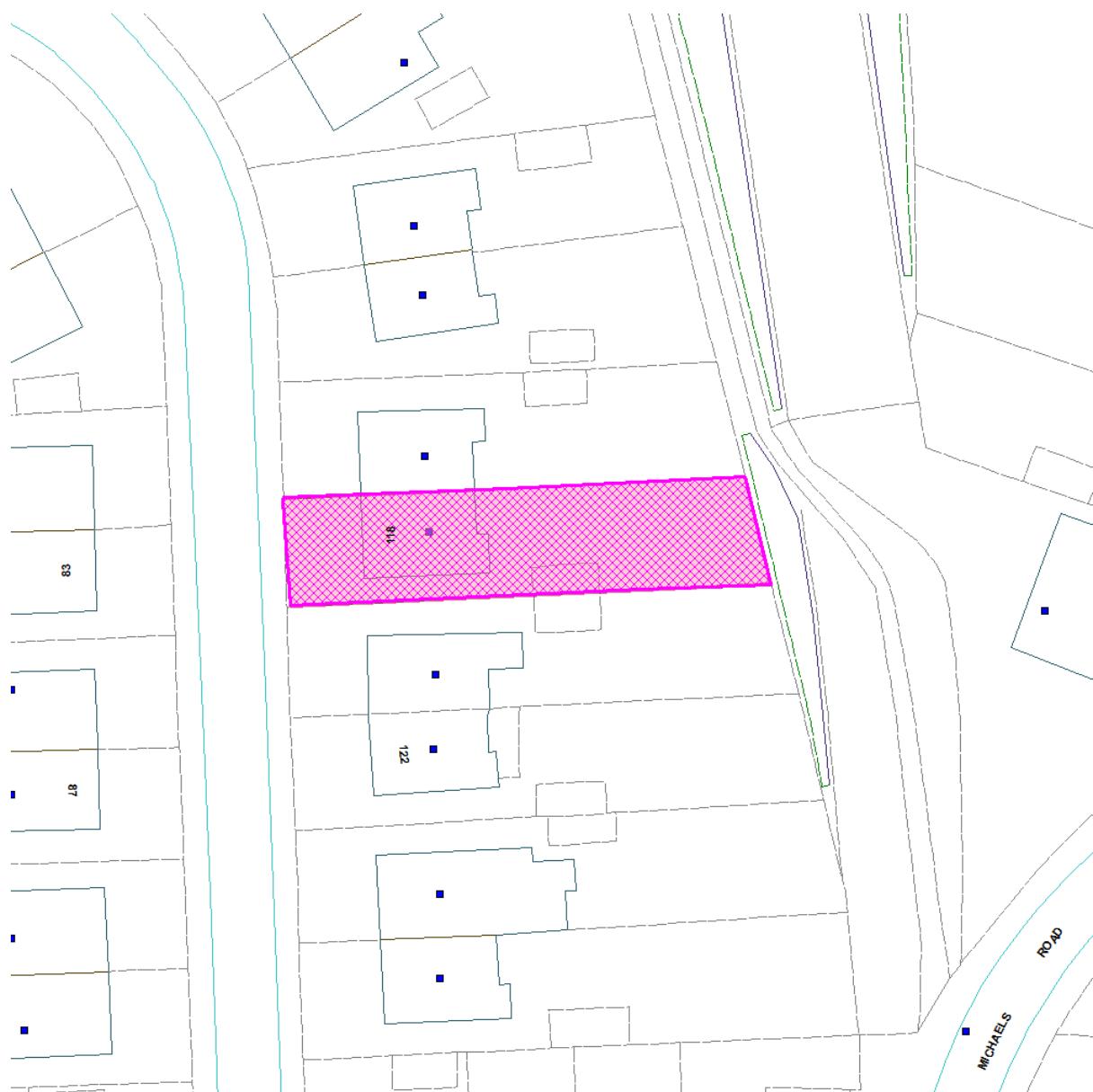
of place. The proposed development shares none of the visual characteristics of the surrounding properties on Langdon Road (traditional red brick houses with pitched roofs and small front gardens) and would have a negative impact on the look and character of the street.

The height and density of the proposed buildings is also of concern, both from a visual perspective and the likely impact on the already problematic parking on Langdon road and in the immediate vicinity, which would be exacerbated by this development.

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<b>APPLICATION NO:</b> 18/00350/FUL	<b>OFFICER:</b> Mr Gary Dickens
<b>DATE REGISTERED:</b> 21st March 2018	<b>DATE OF EXPIRY:</b> 16th May 2018
<b>WARD:</b> Warden Hill	<b>PARISH:</b> Leckhampton With Warden Hill
<b>APPLICANT:</b>	Mr Simon Kimberley
<b>AGENT:</b>	The Agent
<b>LOCATION:</b>	118 Canterbury Walk, Cheltenham
<b>PROPOSAL:</b>	Demolition of existing garage and erection of new outbuilding to operate as holistic beauty treatment business (sui generis use)

**RECOMMENDATION:** Permit



## 1. DESCRIPTION OF SITE AND PROPOSAL

- 1.1 The application relates to 118 Canterbury Walk. The site is a single storey dwelling located on a residential road in Warden Hill.
- 1.2 The proposal is for the demolition of an existing garage and a replacement outbuilding to be erected which will be used to operate the applicant's holistic beauty treatment business from.
- 1.3 The application is before the planning committee following a Parish Council objection and also at the request of Cllr Tony Oliver on behalf of adjoining neighbours. Members will visit the site on planning view.

## 2. CONSTRAINTS AND RELEVANT PLANNING HISTORY

### Constraints:

None

### Relevant Planning History:

**18/00301/PREAPP 15th February 2018 CLO**  
Rebuild garage to side for use use a beauty salon

**17/02424/FUL 16th January 2018 PER**  
Single storey flat roof extension to rear of property

## 3. POLICIES AND GUIDANCE

### Joint Core Strategy

SD 4 Design Requirements  
SD 14 Health and Environmental Quality  
INF 1 Transport Network

### Adopted Local Plan Policies

CP 4 Safe and sustainable living  
CP 7 Design

### Supplementary Planning Guidance/Documents

Residential Alterations and Extensions (February 2008)

### National Guidance

National Planning Policy Framework

## 4. CONSULTATIONS

### **Environmental Health**

*26th March 2018*

No objections or recommendations for conditions.

**Parish Council**  
9th April 2018

The Council objects to the application, for the reasons noted below.

**Reasons**

After consultations requested by nearby residents the following objections are given.

1. Excess traffic on a very narrow road with extra parking by clients etc. Causing possible road congestion and danger to area. Policy JCS INF 1
2. The security of unknown clientele passing continually the side entrance front door of neighbouring premises until 8pm at night.

The following requests to be noted;

If this application is deemed an approval by the planning officer I request this should become a planning committee decision with a site visit by the committee.

That the hours of business should be reduced, to take into consideration the security of the neighbour.

That any extension of days/hours in the future should become a matter for a planning officer or licensing decision.

That soundproofing is added to the application as music and conversation from a wooden construction could be overheard in neighbouring garden.

## **5. PUBLICITY AND REPRESENTATIONS**

Number of letters sent	<b>8</b>
Total comments received	<b>3</b>
Number of objections	<b>2</b>
Number of supporting	<b>0</b>
General comment	<b>1</b>

**5.1** Eight letters were sent to neighbouring properties and three responses have been received, of which two objected to the proposal.

**5.2** All representations have been circulated in full to Members but, in brief, the main objections relate to:

- Parking provision and impact on the highway
- Loss of privacy
- Potential noise and disturbance

## 6. OFFICER COMMENTS

### 6.1 Determining Issues

6.2 The main considerations for this application relate to the acceptability of a business in this location, the proposed design of the outbuilding, and potential impact on neighbouring amenity. Subsequent impact on traffic and parking also needs to be considered.

### 6.3 The site and its context

6.4 Canterbury Walk is located within the Warden Hill area of the borough and is characterised by one and two storey residential dwellings dating from the 1950s. A small number of retail and commercial units, forming a local neighbourhood centre, are located approximately 290m from the application site.

### 6.5 Principle of proposed use

6.6 The principle of a business of this nature operating in this location is considered to be acceptable. Although predominantly residential in character, it is not considered that this small scale business will be detrimental to the character of this and surrounding properties. The business will not result in the loss of any residential accommodation and will be ancillary to the main house. A condition is recommended which will ensure the use is restricted to the applicant.

6.7 The Environmental Health Officer has been consulted on the application and no objection was raised. The application proposes opening hours of 09:30 to 17:30 on Tuesdays, Wednesdays, Fridays and Saturdays, and 14:00 to 20:00 on Thursdays. The business will be closed on Mondays and Sundays and will operate on an appointment only basis. The proposed opening hours are considered acceptable and an appropriate condition has been added accordingly.

### 6.8 Design and layout

6.9 Policy SD4 of the JCS and Local Plan Policy CP7 require development to be of a high level of design which respects the character of the area.

6.10 The proposed outbuilding would measure 2.4m in width and 8.4m in length, with a height of approximately 2.6m. The outbuilding will be timber constructed with a flat, single ply roof. The design and materials are typical for this form of development.

6.11 The outbuilding will not dominate or detract from the existing property nor impact the character of the area. The proposed outbuilding is considered to be a subservient addition to the site.

### 6.12 Impact on neighbouring property

6.13 Policy SD14 of the JCS and Local Plan Policy CP4 require development to not cause unacceptable harm to neighbouring properties. Whilst maintaining privacy is one of the five basic design principles within the SPD.

6.14 Two letters of objection have been received and the concerns raised are noted in section 5.2 above.

### 6.15 Traffic and Parking Implications

6.16 Comments were received regarding the impact on parking as a result of a business operating in this location. The application form states that four off-road parking spaces will be provided which in officer's opinion is unrealistic due to the limited space between the

property and the boundary fence. However, two off-road spaces will comfortably be provided and it is evident that unrestricted on-road parking is available along Canterbury Walk and adjacent roads. It is not considered therefore that the proposal for a small scale business such as this will have an unacceptable impact on parking in the area.

**6.17 Impact on Privacy and Noise**

- 6.18** Concerns were also raised regarding the impact the proposal would have on the privacy of the owners / occupiers at 120 Canterbury Walk. The main entrance to the single storey dwellings along Canterbury Walk are located on the side elevations and accessed along the driveway. The application site and neighbouring property are separated by a timber fence which is approximately 1m high. The location of the outbuilding would result in visitors to the proposed business passing, in relatively close proximity, the entrance of 120 Canterbury Walk.
- 6.19** At Officer's request, the applicant has provided additional information regarding the business which is currently located within the town centre and operates on a similar basis to what is proposed. Treatments are to be by appointment only, taking an average time of 90 minutes with 15 minutes between appointments. The current average number of appointments per day is four. The treatments provided are natural with no electrical equipment used therefore the noise emitted is minimal.
- 6.20** Whilst there will clearly be additional visitors to the site, it is Officer's opinion that this will not be to an unacceptable level. The hours of opening will be controlled by way of condition and are predominantly within day light hours aside from one evening.
- 6.21** There are no concerns with regards to loss of light and the outbuilding will not have an overbearing impact on neighbouring properties.

## **7. CONCLUSION AND RECOMMENDATION**

- 7.1** In conclusion, the proposal is considered to be in accordance with the policy requirements of the JCS, the Cheltenham Local Plan and advice contained within the Supplementary Planning Document. The recommendation is therefore to permit this application subject to the conditions below.

## **8. 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 use hereby permitted shall not be open to customers outside the hours of 09:30 to 17:30 Tuesdays, Wednesdays, Friday and Saturday, and 14:00 to 20:00 on Thursdays.

Reason: To safeguard the amenities of adjoining properties and the locality in accordance with Joint Core Strategy Policy SD14 and Local Plan Policy CP4.

- 4 This permission shall be exercised only by the applicant for the purposes set out in the business plan.

Reason: The Local Planning Authority wishes to have the opportunity of exercising control over any subsequent use in the event of the existing user ceasing to operate, in the interests of neighbouring amenity and in accordance with Joint Core Strategy Policy SD14 and Local Plan Policy CP4.

## INFORMATIVES

- 1 In accordance with the requirements of The Town and Country Planning (Development Management Procedure) (England) Order 2015 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.

<b>APPLICATION NO:</b> 18/00350/FUL	<b>OFFICER:</b> Mr Gary Dickens
<b>DATE REGISTERED:</b> 21st March 2018	<b>DATE OF EXPIRY :</b> 16th May 2018
<b>WARD:</b> Warden Hill	<b>PARISH:</b> LECKH
<b>APPLICANT:</b>	Mr Simon Kimberley
<b>LOCATION:</b>	118 Canterbury Walk, Cheltenham
<b>PROPOSAL:</b>	Demolition of existing garage and erection of new outbuilding to operate as holistic beauty treatment business (sui generis use)

## REPRESENTATIONS

Number of contributors	3
Number of objections	2
Number of representations	1
Number of supporting	0

Ward Councillor  
1 Hawkswood Road  
Cheltenham  
Gloucestershire  
GL51 3DT

**Comments:** 20th April 2018

Planning application to replace existing garage with a new single storey timber framed structure from where an appointment only massage business can be run from at 118 Canterbury Walk, Warden Hill, Cheltenham.

As one of the Borough ward councillors for Warden Hill Ward, I was contacted by the immediate neighbour at no. 120 Canterbury Walk and I would appreciate the following observations to be taken into consideration when under officer delegated power you make your decision on the matter.

It has been suggested that up to four vehicles could be sited at anyone time on the premise, 2 on the front along with two more down the side of the bungalow where the front & back doors are in situ facing neighbouring property and their door access too. I believe that vehicles down the side would be very snug, not allowing a clear pathway for clients to gain easy access to the reception area.

Canterbury Walk is not a very wide road and is often a cause for concern when residents park either side, with clients manouevring in and out of this business regularly, and extra parking on the road, this may cause further nuisance to through traffic and to neighbours.

To assist with the neighbours Privacy it would be prudent if the fencing could remain and ideally raised to maximum height allowed, clientele maybe passing by the front & back door continually, another reason why the late evening times are re-looked at. If there were to be a Security light going on and off in the winter months late into the evening, this may be cause for concern to neighbours.

83 Canterbury Walk  
Cheltenham  
Gloucestershire  
GL51 3HN

**Comments:** 9th April 2018  
Letter attached.

120 Canterbury Walk  
Cheltenham  
Gloucestershire  
GL51 3HF

**Comments:** 9th April 2018  
Letter attached.



83 Canterbury Walk  
Cheltenham GL51 3HN  
6<sup>th</sup> April 2018

Mr Gary Dickens  
Planning Officer  
Cheltenham Borough Council

Reference: - 18/00350/FUL

Dear Sir

We write with reference to the above planning application for a Massage Business. We live directly opposite and wish to make objections for the following reasons:

1. The published plans are for 4 parking spaces on site. We would submit that this is impossible due to lack of space and difficulties with manoeuvrability.
2. The average client will not take the time and effort to manoeuvre into a difficult parking space and will park on the road. The applicants already own two cars which currently occupy the onsite space.
3. For up to 8 hours per day there will be an increased volume of traffic with clients coming and going. (At any one time, 1 receiving treatment and 1 waiting = 2 cars).
4. Canterbury Walk is a relatively narrow road and there are already difficulties for large Refuse Collection and other Service Vehicles. In addition, at certain times of the day, there is increased parking at this end of Canterbury Walk – e.g. School Mums. There is no room for parking on both sides of the road.
5. This is a Residential Area comprised of small 2 bed semi-detached bungalows, mainly occupied by Retirees. We question if this is a suitable area for a business with so much traffic coming and going.

Yours faithfully

[REDACTED]

For the Attention of the Planning Officer re The Proposal to run a massage business in a new structure at 118 Canterbury Walk Cheltenham Gloucestershire.

Reference number18/00350/FUL

**Objections and concerns**

This is a residential area of small semi-detached bungalows many of which are occupied by retirees. The road is quite narrow and it is often difficult to accommodate delivery, maintenance and refuse vehicles to service the properties. Also visitor cars.

**Traffic**

As I live in the neighbouring property I am unable to park a car at the side of the bungalow and the same applies to Number 118. [REDACTED] each own a car one of which is a large convertible. These take up the whole of the remaining space in front of the bungalow. The only alternative for customers and any staff employed is to park on the road. The additional cars coming and going every 30 – 60 minutes will cause noise disturbance and congestion for up to 8 hours a day. On the plans it states that there is parking for 4 cars. This would not be possible even if the wall was removed. There is also a lamp post adjacent to the drive near the centre of the front space of the property.

**Privacy**

My front door and kitchen window face on to their property within 6-8 feet so there will be a loss of privacy, not only for me but also for those living opposite. [REDACTED] feel that my security would be compromised by the number of strangers passing my door (particularly on the late evening and in the winter)

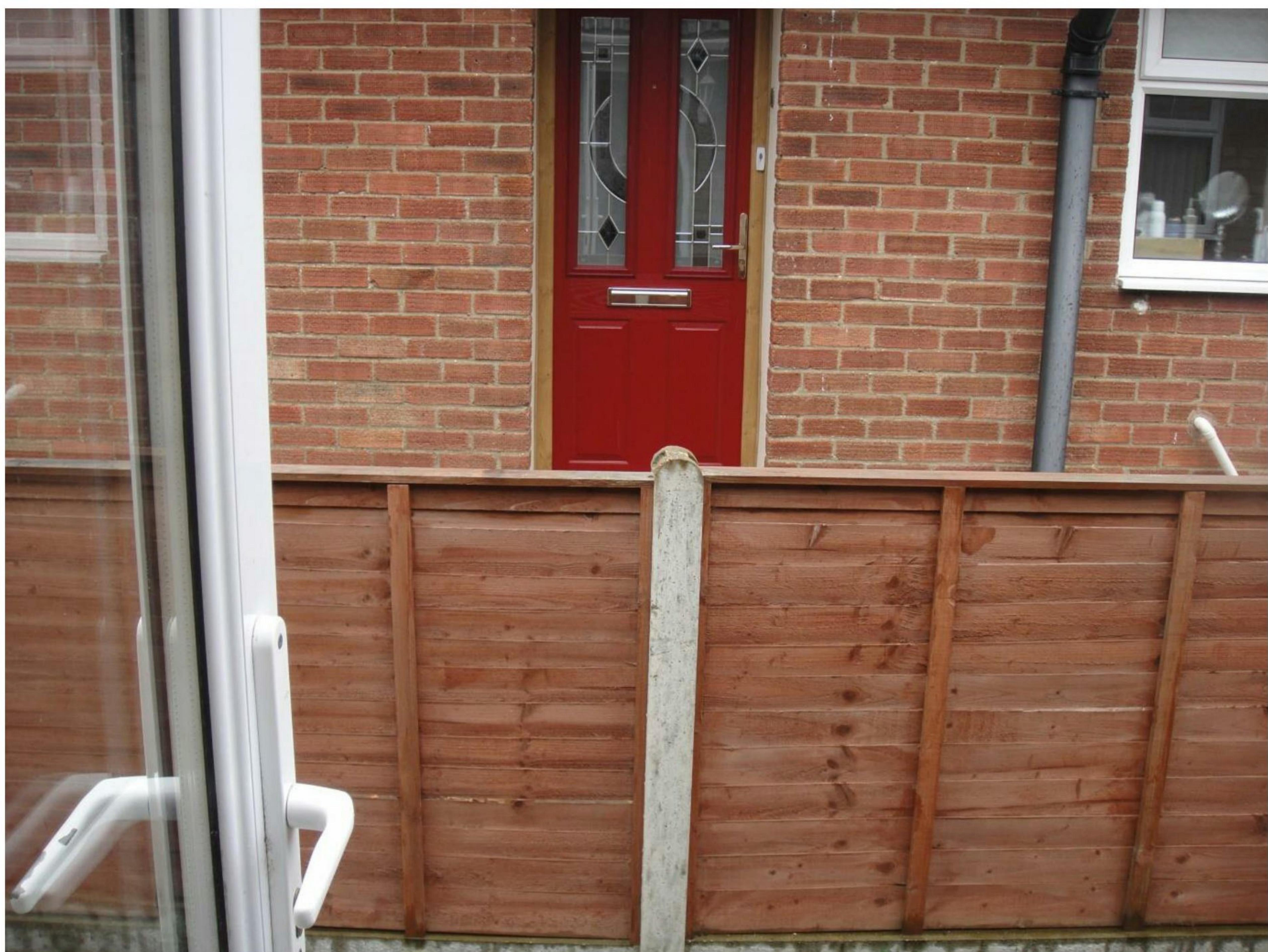
As someone who enjoys spending time in the garden I am concerned about noise from music, equipment or private conversations. If the application goes through, it is important that the building has sound proofing in the wall adjoining my garden. Also I am concerned about the fencing coming down at the back and front of the properties. I wish to ensure that the fencing stays in place as stated on the application.

If sometime in the future they wish to increase the operating hours would this need further application to the Licensing Committee?

I would also like to ask if there are plans for external signage?

The whole project will considerably reduce the value of my property.

Should this application go to full Committee I would request that my letter is shown to Members.





<b>APPLICATION NO:</b> 18/00350/FUL	<b>OFFICER:</b> Mr Gary Dickens
<b>DATE REGISTERED:</b> 21st March 2018	<b>DATE OF EXPIRY:</b> 16th May 2018
<b>WARD:</b> Warden Hill	<b>PARISH:</b> Leckhampton With Warden Hill
<b>APPLICANT:</b>	Mr Simon Kimberley
<b>AGENT:</b>	Mr Peter Marchment
<b>LOCATION:</b>	118 Canterbury Walk, Cheltenham
<b>PROPOSAL:</b>	Demolition of existing garage and erection of new outbuilding to operate as holistic beauty treatment business (sui generis use)

## Update to Officer Report

### 1. OFFICER COMMENTS

- 1.1. This update is to amend condition 4 in the original report. All other conditions remain the same as per the original report.

### 2. CONDITIONS

- 4 This permission shall be exercised only by the applicant for the purposes set out in the application form and supporting information.

Reason: The Local Planning Authority wishes to have the opportunity of exercising control over any subsequent use in the event of the existing user ceasing to operate, in the interests of neighbouring amenity and in accordance with Joint Core Strategy Policy SD14 and Local Plan Policy CP4.

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