



# CHEL TENHAM

BOROUGH COUNCIL

## Notice of a meeting of Planning Committee

Thursday, 16 July 2020  
2.30 pm

Virtual WEBEX video conference via YouTube -  
<https://www.youtube.com/user/cheltenhamborough>

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

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

### Important Notice

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### Agenda

1. **APOLOGIES**
2. **DECLARATIONS OF INTEREST**
3. **DECLARATIONS OF INDEPENDENT SITE VISITS**
4. **MINUTES OF LAST MEETING** (Pages 5 - 10)  
Minutes of the meeting held on 18 June 2020.
5. **PLANNING/LISTED BUILDING/CONSERVATION AREA CONSENT/ADVERTISEMENT APPLICATIONS, APPLICATIONS FOR LAWFUL DEVELOPMENT**

**CERTIFICATE AND TREE RELATED APPLICATIONS –  
SEE MAIN SCHEDULE**

- |            |  |                 |
|------------|--|-----------------|
| <b>6.</b>  | <b>35 ST STEPHENS ROAD, CHELTENHAM</b><br><a href="#">Planning application documents</a> | (Pages 11 - 20) |
| <b>7.</b>  | <b>TRAVIS PERKINS</b><br><a href="#">Planning application documents</a>                  | (Pages 21 - 36) |
| <b>8.</b>  | <b>20 SOUTHFIELD RISE</b><br><a href="#">Planning application documents</a>              | (Pages 37 - 44) |
| <b>9.</b>  | <b>APPEAL UPDATES</b>  | (Pages 45 - 46) |
| <b>10.</b> | <b>ANY OTHER ITEMS THE CHAIRMAN DETERMINES<br/>URGENT AND REQUIRES A DECISION</b>        |                 |

**Contact Officer:** Democratic Services,  
**Email:** [democraticservices@cheltenham.gov.uk](mailto:democraticservices@cheltenham.gov.uk)



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**Planning Committee**

**Thursday, 18th June, 2020**  
**2.30 - 3.50 pm**

<b>Attendees</b>	
<b>Councillors:</b>	Councillor Paul Baker (Vice-Chair), Councillor Stephen Cooke, Councillor Diggory Seacome, Councillor Bernard Fisher, Councillor Dilys Barrell, Councillor Mike Collins, Councillor Alex Hegenbarth, Councillor Paul McCloskey, Councillor Tony Oliver, Councillor John Payne and Councillor Rowena Hay
<b>Officers in Attendance:</b>	David Oakhill – Head of Planning, Michelle Payne – Senior Planning Officer, Nick Jonathan – Legal Officer

**1. Apologies**

Apologies were received from Councillor Barnes. Members joined Councillor Baker in sending their condolences to him for his recent loss.

Councillor Atherstone was absent. All other members were present.

In Councillor Barnes's absence, Councillor Baker took the Chair, and proposed Councillor McCloskey as temporary Vice-Chair, seconded by Councillor Hay.

**RESOLVED THAT**

Councillor McCloskey be appointed as Vice-Chair on a temporary basis.

**2. Declarations of Interest****Item 5d – 105-107 Winchcombe Street**

Councillor Barrell – this is a CBH application, and her son works for CBH. She has not discussed the case, in unaware whether or not he has had any involvement, and has been advised by the legal officer that this is not a prejudicial interest.

**3. Declarations of independent site visits**

**390 Gloucester Road:** Councillors Oliver, Baker, Cooke and Hay.

**Beaufort Arms:** Councillors Oliver, Baker, Cooke, Hay and McCloskey.

In response to a Member, the Chair confirmed that independent site visits are at the individual's discretion, as long as guidelines and social distancing are being observed.

**4. Minutes of last meeting****RESOLVED THAT**

The minutes of the meeting held on 28 May were approved and signed as a correct record.

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

**6. 20/00487/FUL 390 Gloucester Road****Officer introduction**

The Senior Planning Officer presented the application, at Committee due to an objection from the Architects' Panel. A previous approval, preferred by the Architects' Panel, has now expired.

**Public Speaking**

Mr Michael Lumley, the architect, spoke in support of the application.

**Member questions**

The Chair confirmed that no highways officer was present to answer questions.

In response to Members' questions, the Senior Planning Officer confirmed that:

- the chimney stack is presumably functional, as there is a fireplace on the ground floor;
- the references to the Architects' Panel comments in the report were based on their preference for the previous scheme, rather than their concerns that the proposal represented an over-development of a constrained site. She apologised for this oversight.

**Member debate**

Members raised the following issues:

- local residents are in favour of a scheme – a good reason in itself to support it;
- the road is unmade and unadopted, and appears in better condition in the drawings than it actually is;
- the site has access on and off the A40 at a very busy point – a particular concern during the construction period. An enforceable condition to control contractor vehicles' parking and deliveries to this very tight site should be included;
- the design is interesting and makes good use of the space; inclusion of a study is notable, with a likely increase in home-working going forward;
- a brick finish rather than render would give better balance and diversity in the street scene;
- the Architects' Panel's preference for the previous scheme is hard to understand – the chalet-style dwellings may have matched others in Granley Road, but are difficult to live in and would not make best use of the footprint; this design is more aesthetically pleasing;

The Senior Planning Officer responded as follows:

- suggested Condition 3 requires the applicant to ensure safe parking provision for contractor vehicles, loading and unloading of plant and materials – this could be amended to require a construction method statement showing exactly where facilities will be made available;
- the photos in the presentation were taken this week and show the current state of the road.

**Vote on officer recommendation to permit, with amended Condition 3 to include construction method statement**

12 in support – unanimous

**PERMIT**

**7. 20/00611/FUL Beaufort Arms**  
**Item 5b: Beaufort Arms, London Road**  
**Officer introduction**

The Senior Planning Officer introduced the case, at Committee at the request of Councillor Savage and the Civic Society. There is extant planning permission at this site, it is considered a sustainable location within the PUA, and that while local concerns are noted, officers consider it acceptable and there is no highways objection.

## Public Speaking

Marcus Evans of SFPlanning spoke in support of the application.

## Member questions

In response to questions from Members, the Senior Planning Officer confirmed that:

- the neighbour's concerns about loss of light were taken into consideration, and the scheme was revised accordingly to lose one of the proposed studio apartment; the scheme is now comparable to the extant permission, which was considered acceptable;
- there is no space in the site to turn a car; no parking space is proposed and the assumption must be that cars will not visit the site;
- the applicant did not provide a Design and Access statement setting out the rationale in developing the site – these do not usually form part of local validation requirements;
- the shared driveway to the side is the joint responsibility of all residents with access rights over it; it is not part of the public highway;
- the national recommendation of 50 sq metres for accommodation occupied by two people is for guidance only – not a statutory requirement; Cheltenham has no minimum space standards;
- the scheme of delegation as set out means that if a consultee objects within a certain time period, a committee decision is triggered – it doesn't need the support of a councillor as well. In this case, the Civic Society objected, and Councillor Savage requested a committee decision on behalf of local residents.

## Member debate

Members raised the following issues:

- it is disingenuous to expect anyone moving to these properties to be out-and-out cyclists without a car; car owners are therefore likely to be discriminated against;
- re. traffic, there are already issues with beer delivery trucks and Chinese Take-Away customers. There is often a line of parked cars all along the pavement, even when the pub isn't open. This application won't necessarily make it worse, but people need and will have cars;
- there are no policies regarding the number of car parking spaces, but Gloucestershire Highways insist vehicles should have safe access onto the highway, which will be difficult here; parking will have an adverse effect on neighbouring amenities;
- one-bedroomed apartments are in high demand in Cheltenham, we have no five-year housing supply, and these will be popular, but they are exceptionally small, below 50 square metres – tenants will effectively be living in the kitchen, which could be harmful effect to well-being;
- the bin store seems inadequate to service three new flats, the pub, and the flats over the pub;
- how will the pub's future storage requirements be accommodated?
- the design is innovative but a lighter, reflective render would benefit other properties;
- the approved drawings show a fire escape and access to the side, the proposed drawings don't – if the fire escape has been removed, will the proposal meet building regulations?

In response, the Senior Planning Officer confirmed that:

- bin and cycle storage for the apartment building will be separate to that for the pub and apartments; it is sufficient size for the number of apartments;
- grey render was approved in the extant permission, so it would be unreasonable to ask for a change of materials with this application;

- parking is clearly a big concern, and officers have sympathy for local residents; there are similar situations in many areas of Cheltenham, close to town. However, as set out in the report, this is a sustainable location and in the absence of parking standards or any objection from Highways, it would be difficult to support as a refusal reason at appeal. In addition, the small number of additional units could not be considered to have a severe impact on the current situation;
- the fire escape on the pub building shown on the comparative elevation has been removed during the refurbishment of the pub; the current drawings show what has been approved by building control officers.

Members made the following further points:

- although the apartments are small, Cheltenham needs one-bed accommodation, and the small size should be reflected in the price, making the flats affordable;
- concerns remain as to whether the compact nature of the dwellings but presumably people won't buy them if they don't feel they are big enough;
- the applicant should be congratulated on saving the very popular pub – which probably generated more traffic in its heyday than the current proposal will;
- this is a good, clean, contemporary design;
- as the lane to the side is a private shared drive and the Highways Authority has no jurisdiction over it, parking issues could well arise, but this is the case all over town, and it will be a police matter if any kind of obstruction arises.

#### **Vote on officer recommendation to permit**

11 in support

1 in objection

0 abstention

**PERMIT**

### **8. 20/00690/CONDIT Farmers' Market, Promenade**

#### **Officer introduction**

The Head of Planning introduced the application, to amend the 2006 planning permission to increase the number of days for the Farmers' Market from 21 to 41 a year. Officers consider this will provide economic and social benefit to Cheltenham. The application is at Committee because Marketing Cheltenham is the applicant, and the recommendation is to permit.

#### **Public Speaking**

None

#### **Member questions**

In response to questions from Members, the Head of Planning confirmed that:

- the reason why additional generators may be required to provide power for stalls on the Promenade is because it allows flexibility for the stall-holders – mains power will be utilised as much as possible but their requirements are not known and may be greater
- as Marketing Cheltenham and the Cheltenham BID worked together on the proposal, it can be assumed that local businesses were consulted and supportive.

#### **Member debate**

- several Members were concerned about the use of potentially large generators powered by carbon fuels, in view Cheltenham's green agenda, and wondered if a condition could be included to ensure that generators are only used when mains power isn't available.



The Head of Planning felt there were a number of considerations here, including distance from the power source and power requirements; an informative and proactive discussions with the market organisers may be more appropriate, as CBC will control the market anyway via licence applications.

**Vote on officer recommendation to permit, with informative**

12 in support – unanimous

**PERMIT**

**9. 20/00035/LBC 105 Winchcombe Street**

**Officer introduction**

The Head of Planning introduced the listed building applications for various repairs, at Committee as the building is owned and managed by CBH. The impact on the listed building will be positive, and the recommendation is to approve

**Public Speaking**

None

**Member questions**

None.

**Member debate**

The Head of Planning confirmed that the roof slate, felt and battens will be removed and replaced.

**Vote on officer recommendation to grant**

12 in support – unanimous

**GRANT**

**10. Appeal Updates**

These were noted in the papers.

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

The Head of Planning will circulate note to members regarding the impact of COVID on planning functions.

Chairman

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<b>APPLICATION NO:</b> 20/00698/FUL	<b>OFFICER:</b> Mrs Emma Pickernell
<b>DATE REGISTERED:</b> 1st May 2020	<b>DATE OF EXPIRY:</b> 26th June 2020
<b>DATE VALIDATED:</b> 1st May 2020	<b>DATE OF SITE VISIT:</b>
<b>WARD:</b> Park	<b>PARISH:</b>
<b>APPLICANT:</b> Mr Mark Edwards	
<b>AGENT:</b> Zesta Planning Ltd	
<b>LOCATION:</b> Ranmoor 35 St Stephens Road Cheltenham	
<b>PROPOSAL:</b> Proposed erection of no. 1 single storey dwelling and associated parking.	

**RECOMMENDATION:** Permit



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## 1. DESCRIPTION OF SITE AND PROPOSAL

- 1.1 The application site comprises part of the garden of 35 St Stephens Road. This is located to the rear of 33 St Stephens Road and would have originally been associated with this property.
- 1.2 The site is within the Principal Urban Area of Cheltenham and is also within the Tivoli Character Area of the Central Conservation Area.
- 1.3 Planning permission is sought for a 3 bedroom single storey dwelling within garden area to the rear of 33 St Stephens Road. The building would be formed around a courtyard garden with parking and turning to the southern part of the site. The part of the building adjacent to the common boundary with 33 St Stephens Road would be monopitched sloping down towards the boundary with the remainder being flat roofed. A green roof is proposed, comprising a combination of sedum and wildflower meadow. The building is set in from the existing wall, for a section along the northern edge where a small courtyard is provided to serve the bedrooms and bathrooms. The southern section of the building has a curved outer wall and would provide the entrance into the dwelling as well as a garden store and utility room.
- 1.4 Access to the site would be via an existing access point off St Stephens Road, and via the driveway to the side of 33 where there is an existing gate into the application site. The only proposed change to the access arrangements are to push the gate a car-length back into the site.
- 1.5 Due to the COVID 19 outbreak the site has not been visited during the course of the application however it was visited in February as part of a pre-application enquiry.
- 1.6 The application is at committee at the request of Cllr Harman who has concerns about the access arrangements.

## 2. CONSTRAINTS AND RELEVANT PLANNING HISTORY

### Constraints:

Airport Safeguarding over 45m  
Conservation Area  
Principal Urban Area  
Residents Associations

### Relevant Planning History:

**01/00723/FUL 29th June 2001 PER**

Single storey extension to front to increase garage and provide a covered entrance area

**03/00511/CACN 30th April 2003 NOOBJ**

Yew tree in rear garden: 1. Crown reduce by 20%. 2. Crown thin by 10%.

**12/01195/CACN 6th September 2012 NOOBJ**

Yew in rear garden - crown reduce all round by 60% and removal of shoots from trunk

## 3. POLICIES AND GUIDANCE

### National Planning Policy Framework

Section 5 Delivering a sufficient supply of homes

Section 8 Promoting healthy and safe communities

Section 9 Promoting sustainable transport  
Section 12 Achieving well-designed places  
Section 16 Conserving and enhancing the historic environment

### Saved Local Plan Policies

CP 3 Sustainable environment  
CP 4 Safe and sustainable living  
CP 7 Design

### Adopted Joint Core Strategy Policies

SD3 Sustainable Design and Construction  
SD4 Design Requirements  
SD8 Historic Environment  
SD10 Residential Development  
SD11 Housing Mix and Standards  
SD12 Affordable Housing  
SD14 Health and Environmental Quality  
INF1 Transport Network

### Supplementary Planning Guidance/Documents

Development on garden land and infill sites in Cheltenham (2009)  
Central conservation area: Dean Close & Hatherley Park Character Area and Management Plan (July 2008)  
Central conservation area: Tivoli Character Area and Management Plan (July 2008)

## 4. CONSULTATIONS

### **Ward Member Comments**

*Cllr Harman*

Having visited myself my main concern is the access via 33 St Stephens Road.

### **Other Member Comments**

None

### **Gloucestershire Centre For Environmental Records**

*22nd May 2020*

Biodiversity report available to view on line.

### **Building Control**

*4th May 2020*

The application will require Building Regulations approval. Please contact Cheltenham and Tewkesbury Building Control on 01242 264321 for further information.

### **GCC Highways Planning Liaison Officer**

*7th May 2020*

Gloucestershire County Council as the highway authority has assessed and scrutinised the submitted application for Planning Permission. Town and Country Planning Act 1990.

The applicant proposes the construction of no. 1 single storey dwelling and associated parking within the applicant's control which is currently the residential garden.

The applicant proposes to utilise the existing access arrangements to the site which are accessed from St Stephen's Rd. Existing access arrangements are considered acceptable in its current form to facilitate the proposed development as appropriate levels of emerging visibility and driver/pedestrian splays are achievable. The parking and turning area has been designed for two cars to park and turn. A highways plan detailing swept path analysis has been provided, refer to SP01, this is considered acceptable.

I recommend that no highway objection be raised subject to the following conditions being attached to any permission granted:-

1. The development hereby permitted shall not be first occupied until the proposed dwelling has been fitted with an electric vehicle charging point. The charging points shall comply with BS EN 62196 Mode 3 or 4 charging and BS EN 61851. The electric vehicle charging points shall be retained for the lifetime of the development unless they need to be replaced in which case the replacement charging point shall be of the same specification or a higher specification in terms of charging performance.

Reason: To promote sustainable travel and healthy communities.

## 5. PUBLICITY AND REPRESENTATIONS

Number of letters sent	28
Total comments received	6
Number of objections	5
Number of supporting	0
General comment	1

5.1 The application was publicised by way of letters to 28 neighbouring properties, a site notice and a notice in the Local Paper. 6 representations have been received in response which relate to the following issues.

- Concerns over access arrangements and that changes are proposed to access and boundary for existing flats at 33 St Stephens Road.
- Impact on bin storage and amenity area for 33 St Stephens Road
- Queries about ownership & management of access
- Increase in traffic on driveway
- Disruption during construction
- Impact on windows facing driveway
- Concerns about safety of access onto St Stephens Road
- Impact on outlook from 33 St Stephens Road
- Impact on conservation area
- Loss of garden/green space
- Loss of boundary wall

## 6. OFFICER COMMENTS

### 6.1 Determining Issues

6.2 The key issues in determining this application are considered to be (i) principle, (ii) impact on conservation area, (iii) design and layout, (iv) impact on neighbouring properties, (v) access and highways issues.

### **6.3 Principle/Policy Context**

**6.4** The relevant policy documents for consideration are the saved policies of the adopted Cheltenham Borough Local Plan (2006), the NPPF (2019) and the adopted Joint Core Strategy (2017) (JCS). The Council's adopted Supplementary Planning Document 'Residential Development on Garden land and Infill Sites: Cheltenham' (2009) is also relevant to the proposals.

**6.5** Local Plan Policies CP7 (design requirements) CP4 (local amenity), CP3 (sustainable environment) and JCS Policies SD3 (sustainable design and construction), SD4 (design requirements), SD8 (historic environment), SD10 (residential development), SD14 (health and environmental quality) and INF1 (Transport Network). The Draft Cheltenham Plan is at an advanced stage of preparation and as such significant weight can be attached to it. The relevant policies are D1 (Design) and SL1 (Safe and Sustainable Living)

**6.6** The site lies within the Principal Urban Area (PUA) and in a sustainable location where the principle of infill development is supported by Policy SD10 of the JCS, unless otherwise restricted by policies within District Plans.

**6.7** Footnote 7 of paragraph 11 of the NPPF explains that for applications involving the provision of housing, relevant policies must be considered out of date in situations where the local planning authority cannot demonstrate a five year supply of deliverable housing.

**6.8** At the time of writing Cheltenham Borough Council cannot demonstrate a five-year supply of housing land. The proposal would provide 1 additional dwelling which would make a small contribution towards alleviating the shortfall. Paragraph 11 (d) of the NPPF (the tilted balance) would therefore be engaged.

### **6.9 Design and layout**

**6.10** Policy CP7 of the Adopted Local Plan states that development will only be permitted where it is of a high standard of architectural design and complements and respects neighbouring development and the character of the locality. Policy SD4 of the JCS reflects the principles of good design embodied in the NPPF and reiterates that development should respond positively to, and respect the character of, the site and its surroundings, enhancing local distinctiveness and addressing the urban structure and grain of the locality. The Council's adopted Supplementary Planning Document 'Residential Development in Garden land and Infill Sites: Cheltenham' (2009) is also of relevance in considering this application. This sets out a methodology for considering infill sites which essentially involves establishing and understanding the character of the area and then seeking to achieve development which seeks to enhance rather than detract from that character, minimising negative impacts and harm to character and amenity.

**6.11** The application site is surrounded by residential development which is mixed in layout and character. 33 St Stephens Road is a traditional villa, of which there are a number of St Stephens Road, however these are interspersed with less grand, yet still spacious 2 storey dwellings. 35 St Stephens Road is one such dwelling. These buildings form a relatively consistent building line fronting St Stephens Road, although some such as 35 are pushed further back into the plot. However to the south the pattern of development changes as the road turns the corner onto Hatherley Court Road to dwellings with smaller curtilages which sit more closely to the road. To the west are the properties of Westal Park which are more organically arranged around a cul de sac. As such the character of the area is mixed, as is the layout of plots. It is not considered that a dwelling on the application site would be at odds with the existing pattern of development in the vicinity. Similarly the character of dwellings in the area is also relatively mixed and as such it is considered that a more imaginative and modern approach is appropriate in this location.

**6.12** The proposed dwelling has been thoughtfully designed to sit comfortably on this back-land plot. It is considered to be a good design and to provide a dwelling which would be a good place to live. The materials including the sedum roof are considered to be appropriate for this garden plot and a small but useful courtyard garden is proposed.

**6.13** The application site is in the conservation area and therefore the impact upon the character and appearance of the area must be understood. The proposed dwelling would not be widely visible from the public realm within the conservation area. Glimpses may be possible between 35 & 33 St Stephens Road, however this is not considered to have a significant impact. The size and scale of the building is recessive to 33 St Stephens Road and does not detract from its contribution to the conservation area.

**6.14** For these reasons the design and layout of the proposal is considered to be acceptable.

### **6.15 Impact on neighbouring property**

**6.16** Policy SD14 of the JCS and saved Local Plan policy CP4 require development not to cause unacceptable harm to the amenity of adjoining land users and the locality.

**6.17** The main neighbours whose amenity may be affected by the development are 31, 33 and 35 St Stephens Road, 18 Hatherley Court Road and 4 Westal Park

### **6.18 31 St Stephens Road**

The northern elevation of the proposed dwelling faces the rear garden of this property. It is set 1 – 2 m off the boundary. The maximum height of the proposed dwelling is 3.4 at the apex of the roof. There are two bathroom and one bedroom windows on the northern elevation. These would be mostly be concealed by the boundary wall and are not facing towards the dwelling itself. At the nearest point the proposed dwelling is 13.2m from 31 St Stephens Road. The proposed dwelling would undoubtedly be visible from both within this property and from within the garden it is not considered that it would result in unacceptable overlooking or loss of light or to have an unacceptably overbearing impact on the garden. As such the impact on this property is considered to be acceptable.

### **6.19 33 St Stephens Road (flats)**

The proposed dwelling would be directly to the rear of this property and at the closest point there would be 12.8m between them. This is sufficient to ensure that there would be no unacceptable loss of light to this property. The boundary wall would be rebuilt and the height raised by up to 50cm to account for the change in levels. The monopitched roof of the dwelling rises above this wall with a maximum height of 3.3m at the apex, which is 7.8m away from the boundary. There are no windows on this elevation.

As such whilst the dwelling would be visible it is not considered to result in unacceptable loss of light or privacy.

The area to the rear of 33 St Stephens Road provides parking spaces, bin storage and amenity space for the residents, accessed via the driveway leading between 33 & 35 St Stephens Road. The dwelling may be visible from this area, however it is not considered it would result in an overbearing impact upon this space.

There are a small number of windows on the side elevation of this property. These may experience a slight increase in disturbance as a result of additional cars using this access, however the access is already in use, providing access to 4 parking spaces at the rear and it is not considered that this is so harmful to warrant the refusal of the application.

### **6.20 35 St Stephens Road**



A new fence would be formed between the two plots. There are kitchen and utility room windows proposed facing this boundary however these would be 5.5m from the fence and are ground floor rooms. As such it is not considered that any overlooking would occur and the dwelling is sufficient distance to ensure no loss of light or overbearing impact.

### **6.21 18 Hatherley Court Road**

The garden of the proposed dwelling and the garden of 18 Hatherley Court Road would join, however the proposed dwelling is over 5m from the boundary and there is over 19m between the two dwellings. As such it is not considered that there would be any adverse impact on this property.

### **6.22 4 Westal Park**

This property adjoins the site to the west. The proposed dwelling is set 1m in from the boundary at the nearest point and is 12m from this property with the section of building adjoining the boundary being 3m high. The only windows which face towards this property are those of the living/dining room which are set a further 10.5m back into the site. Whilst the proposed dwelling would be partially visible from within the curtilage of 4 Westal Park it is not considered that it would have an adverse impact upon it by way of loss of light, privacy or overbearing impact.

**6.23** Given the above mentioned analysis of neighbour impact it is considered that the impact of the proposed dwelling is minimal. It is acknowledged that the proposal would have a degree of impact upon the residents of 33 St Stephens Road, primarily through additional vehicular movements along the driveway. However this is an access which is already in use by residents of flats within this building and as secondary, garden access for 35 St Stephens Road. As such it is not considered that a recommendation for refusal could be sustained on these grounds.

### **6.24 Access and highway issues**

**6.25** Policy JCS INF1, reflects the national policy position set out in Section 9 of the NPPF which is that planning permission will only be granted where the impact of development is not considered to be severe. The policy also states that developers should provide safe and efficient access to the highway, connections are made to existing walking, cycling and passenger transport networks and should be designed to encourage maximum usage.

**6.26** The proposed dwelling would be accessed via an existing access point off St Stephens Road and a driveway which runs alongside 33 St Stephens Road. It is understood that rights of access exist over this site and indeed a gate already exists providing access into the application site. This driveway also leads to the area to the rear of 33 St Stephens Road which provides 4 residents parking spaces, an amenity area and bin storage area. The access to this area and to the boundary treatment alongside the driveway would be unchanged. The only change to the access arrangements are that the existing gates would be pushed a cars length back into the site so that no car stopping to open the gates would block the entrance to the car park.

**6.27** Some representations which have been received make reference to boundaries being moved etc, however this is not proposed. Others make reference to the legalities around the proposed access. This is ultimately not a matter for the planning process and would be for the applicant to resolve.

**6.28** The Highways Officer has confirmed that the use of the access is acceptable as is the parking and turning arrangements proposed within the site. A condition is proposed which would require a vehicle charging point to be provided and this is considered appropriate. It is also proposed that a construction method statement be required to ensure the residents of 33 St Stephens Road are not unduly impacted upon during the course of construction.

**6.29** Subject to these conditions the proposal is considered to be acceptable in terms of highways and access issues.

## **7. CONCLUSION AND RECOMMENDATION**

**7.1** This application gives the opportunity to provide 1 well designed dwelling in a sustainable location. The proposal has an acceptable impact upon the conservation area and neighbour amenity. The access arrangements are acceptable. For these reasons the application is recommended for approval.

## **8. CONDITIONS**

1 The planning permission hereby granted shall be begun not later than the expiration of three years from the date of this decision.

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 planning permission hereby granted shall be carried out in accordance with the approved plans listed in Schedule 1 of this decision notice.

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

3 The development hereby permitted shall not be first occupied until the proposed dwelling has been fitted with an electric vehicle charging point. The charging points shall comply with BS EN 62196 Mode 3 or 4 charging and BS EN 61851. The electric vehicle charging points shall be retained for the lifetime of the development unless they need to be replaced in which case the replacement charging point shall be of the same specification or a higher specification in terms of charging performance.

Reason: To promote sustainable travel and healthy communities in accordance with policy INF1 of the Joint Core Strategy.

4 Prior to first occupation of the development, parking and turning facilities shall be provided in accordance with the approved plans. Such areas shall not be used for any purpose other than the parking and turning of vehicles and shall remain free of obstruction for such use at all times.

Reason: To ensure the adequate provision of car parking within the site in the interests of highway safety, having regard to adopted policy INF1 of the Joint Core Strategy (2017).

5 Prior to the commencement of development, including any works of demolition or site clearance, a Construction Method Statement shall be submitted to and approved in writing by the Local Planning Authority.

The approved method statement shall be adhered to throughout the development process and shall, where necessary:

- i) specify the type and number of vehicles expected during the construction of the development;
- ii) allocate space for the parking of vehicles for site operatives and visitors;
- iii) allocate space for the loading and unloading of plant and materials;

- iv) allocate space for the storage of plant and materials used in constructing the development;
- v) specify the intended hours of construction;
- vi) specify measures to control the emission of noise, dust and dirt during construction;
- vii) provide for wheel washing facilities; and
- viii) specify the access points to be used and maintained during the construction phase.

Reason: To minimise disruption on the public highway and to adjacent land users, and accommodate the efficient delivery of goods and supplies during the course of the construction works, having regard to adopted policy INF1 of the Joint Core Strategy (2017). Approval is required upfront because without proper mitigation the works could have an unacceptable highway impact during construction.

- 6 All landscaping works including sedum and wildflower roofs shall be carried out in accordance with the approved details. The works shall be carried out prior to first occupation of any part of the development unless otherwise agreed in writing by the Local Planning Authority.

Any trees or plants indicated on the approved scheme which, within a period of five years from the date of planting, die, are removed or become seriously damaged, diseased or dying shall be replaced during the next planting season with other trees or plants of a location, species and size which shall be first agreed in writing by the Local Planning Authority.

Reason: In the interests of the character and appearance of the area, having regard to saved policies CP7, GE5 and GE6 of the Cheltenham Borough Local Plan (2006), and adopted policies SD4 and INF3 of the Joint Core Strategy (2017).

- 7 Prior to the implementation of any new boundary treatments, including boundary walls, fences or other means of enclosure, details shall be submitted to and approved in writing by the Local Planning Authority. The boundary treatments shall thereafter be implemented in accordance with the approved details prior to first occupation of the development hereby permitted.

Reason: In the interests of the character and appearance of the area and residential amenity, having regard to saved policies CP4 and CP7 of the Cheltenham Borough Local Plan (2006) and adopted policies SD4 and SD14 of the Joint Core Strategy (2017).

### **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.

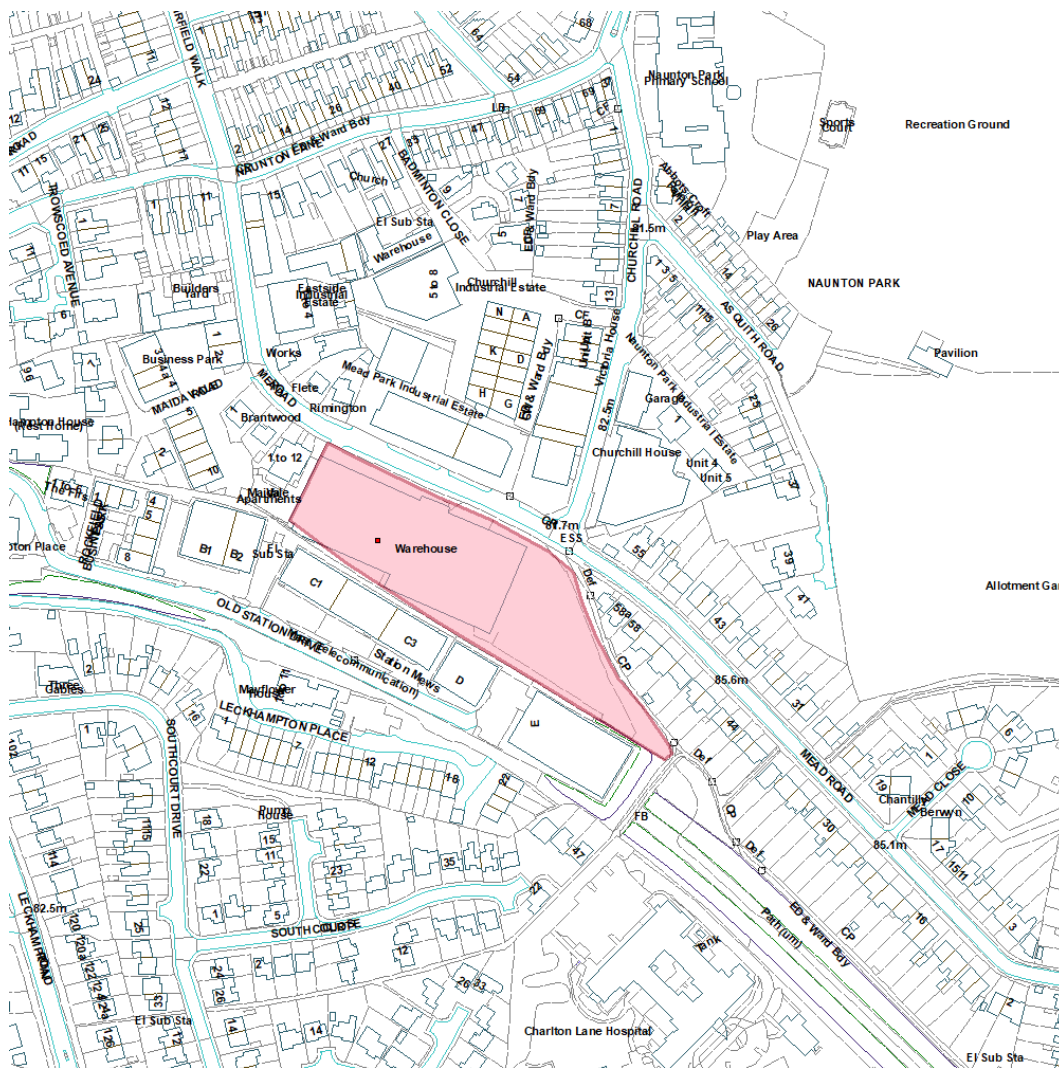
At the heart of this positive and proactive approach is the authority's pre-application advice service for all types of development. Further to this however, the authority publishes guidance on the Council's website on how to submit planning applications and provides full and up-to-date information in 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.

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<b>APPLICATION NO:</b> 20/00704/FUL	<b>OFFICER:</b> Michelle Payne
<b>DATE REGISTERED:</b> 2nd May 2020	<b>DATE OF EXPIRY:</b> 1st August 2020
<b>DATE VALIDATED:</b> 2nd May 2020	<b>DATE OF SITE VISIT:</b>
<b>WARD:</b> Leckhampton	<b>PARISH:</b> Leckhampton With Warden Hill
<b>APPLICANT:</b>	Travis Perkins (Properties) Limited
<b>AGENT:</b>	Quod
<b>LOCATION:</b>	Travis Perkins Trading Ltd, Mead Road, Cheltenham
<b>PROPOSAL:</b>	Comprehensive redevelopment of existing builders merchant (sui generis) comprising: demolition of existing buildings; erection of 2no. commercial buildings for use as a builders' merchant (sui generis) for display, sale and storage of building, timber and plumbing supplies, plant and tool hire, including outside display and storage including storage racking, widening of existing Mead Road access, servicing arrangements, car parking and associated works

**RECOMMENDATION:** Permit



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## 1. DESCRIPTION OF PROPOSAL

- 1.1 The application is seeking planning permission for the comprehensive, phased, redevelopment of the existing Travis Perkins site on Mead Road to include the demolition of all existing buildings; the erection of 2no. new commercial buildings for display, sale and storage of building, timber and plumbing supplies, plant and tool hire, including outside display and storage including storage racking; the widening of the existing Mead Road access; and new servicing arrangements, car parking, and associated works. Travis Perkins would continue to occupy the site.
- 1.2 The application is before planning committee at the request of Cllr Horwood and Cllr Cooke for the following reasons:
- Scale of application
  - Proximity to houses in Mead Road
  - Increased visual impact
  - Highway impact during demolition and construction
  - Ongoing access by HGV's
- 1.3 The parish council support the above request due to the scale of the proposed development.
- 1.4 Additionally, the application is not supported by the Architect's Panel who suggest that the proposal "*makes no attempt to enhance the visual qualities of the site*"; the panel's comments can be read in full at Section 4 below.

## 2. CONSTRAINTS AND PLANNING HISTORY

### Constraints:

Airport Safeguarding over 45m  
Landfill Site boundary  
Principal Urban Area  
Residents Association  
Smoke Control Order

### Planning History:

**CB9573/04**

**PERMIT**

**12th April 1978**

Change of use of premises to builders merchants and formation of new showroom

**CB18358/00**

**PERMIT**

**26th November 1987**

Construction of extension to existing building and change of use from existing shed to mill

**CB18358/01**

**PERMIT**

**17th February 1994**

Removal of unstable blockwork masonry retaining wall and replacement with a cutting slope (retrospective)

## 3. POLICIES AND GUIDANCE

### National Planning Policy Framework (NPPF)

Section 4 Decision-making

Section 6 Building a strong, competitive economy

Section 9 Promoting sustainable transport

Section 12 Achieving well-designed places

Section 14 Meeting the challenge of climate change, flooding and coastal change

Saved Local Plan (LP) Policies

CP 3 Sustainable environment  
CP 4 Safe and sustainable living  
CP 7 Design

Adopted Joint Core Strategy (JCS) Policies

SD1 Employment - Except Retail Development  
SD3 Sustainable Design and Construction  
SD4 Design Requirements  
SD14 Health and Environmental Quality  
INF1 Transport Network  
INF2 Flood Risk Management

## 4. CONSULTATION RESPONSES

### **GCC Highways Development Management**

*25th June 2020*

No objection (subject to conditions).

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

#### PCC2 Construction Management Plan

Prior to commencement of the development hereby permitted details of a construction management plan or construction method statement shall be submitted to and approved in writing by the Local Planning Authority. The approved plan/statement shall be adhered to throughout the demolition/construction period. The plan/statement shall include but not be restricted to:

- Parking of vehicle of site operatives and visitors (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction);
- Routes for construction traffic;
- Any temporary access to the site;
- Locations for loading/unloading and storage of plant, waste and construction materials;
- Method of preventing mud and dust being carried onto the highway;
- Arrangements for turning vehicles;
- Arrangements to receive abnormal loads or unusually large vehicles; and
- Methods of communicating the Construction Management Plan to staff, visitors and neighbouring residents and businesses.

Reason: In the interests of safe operation of the adopted highway in the lead into development both during the demolition and construction phase of the development.

#### POC1 Completion of Vehicular Accesses - Shown on the approved plans

No building or use hereby permitted shall be occupied or use commenced until the means of access for vehicles, pedestrians (including dropped kerb tactile paving) and/or cyclists have been constructed and completed in accordance with the approved plans.

Reason: In the interest of highway safety.

#### POC3 Reinstatement of Redundant Accessways

## Page 24

The vehicular access hereby permitted shall not be brought into use until all existing vehicular accesses to the site (other than that intended to serve the development) have been permanently closed in accordance with details to be submitted to and agreed in writing beforehand by the Local Planning Authority.

Reason: In the interests of highway safety.

### POC4 Facilities for service vehicles

No building or use hereby permitted shall be occupied or use commenced until the loading, unloading, circulation and manoeuvring facilities for servicing vehicles have been completed in accordance with the approved plans. Thereafter, these areas shall be retained for the lifetime of the development.

Reason: To ensure that there are adequate servicing facilities within the site in the interests of highway safety.

### POC5 Completion and Maintenance of Car/Vehicle Parking - Shown on approved plans

No building or use hereby permitted shall be occupied or use commenced until the car/vehicle parking area (and turning space) shown on the approved plan 100 Revision: 07 has been completed and thereafter the area shall be kept free of obstruction and available for the parking of vehicles associated with the development.

Reason: To ensure that there are adequate parking facilities to serve the development constructed to an acceptable standard.

### POC6 Completion and Maintenance of Cycle Provision - Shown on approved plans

The development hereby permitted shall not be occupied until the cycle storage facilities have been made available for use in accordance with the submitted plan 100 Revision: 07 and those facilities shall be maintained for the duration of the development.

Reason: To ensure the provision and availability of adequate cycle parking.

### POC8 Accessible Parking Provision

The development hereby approved shall not be brought into use until a minimum of 1 accessible car parking space has been provided and thereafter shall be kept available for disabled users as approved.

Reason: To provide safe and suitable access for all users.

### POC11 Access Entry/Exit Only

No building or use hereby permitted shall be occupied or use commenced signing and lining scheme restricting the use of the access to "Entry Only"/"Exit Only" has been provided in accordance with submitted plan SK01 and the signing and lining shall be maintained for the duration of the development.

Reason: In the interests of highway safety.

### POC13 Provision of Vehicular Visibility Splays

Development shall not begin until visibility splays are provided from a point 0.6m above carriageway level at the centre of the access to the application site and 2.4 metres back from the near side edge of the adjoining carriageway, (measured perpendicularly), for a distance of 54 metres in each direction measured along the nearside edge of the adjoining carriageway. Nothing shall be planted, erected and/or allowed to grow on the triangular area of the land so formed which would obstruct the visibility described above.

Reason: In the interests of highway safety.



### POC16 Electric Vehicle Charging Points (Commercial Development)

The development hereby approved shall not be brought into use until a minimum of 1 electric vehicle charging space has been provided and thereafter such space and power point shall be kept available and maintained for the use of electric vehicles.

#### Advice & Notes:

##### A4 Works on the Public Highway

The development hereby approved includes the carrying out of work on the adopted highway. You are advised that before undertaking work on the adopted highway you must enter into a highway agreement under Section 278 of the Highways Act 1980 with the County Council, which would specify the works and the terms and conditions under which they are to be carried out.

Contact the Highway Authority's Legal Agreements Development Management Team at [highwaylegalagreements@gloucestershire.gov.uk](mailto:highwaylegalagreements@gloucestershire.gov.uk) allowing sufficient time for the preparation and signing of the Agreement. You will be required to pay fees to cover the Council's costs in undertaking the following actions:

- i. Drafting the Agreement
- ii. A Monitoring Fee
- iii. Approving the highway details
- iv. Inspecting the highway works

Planning permission is not permission to work in the highway. A Highway Agreement under Section 278 of the Highways Act 1980 must be completed, the bond secured and the Highway Authority's technical approval and inspection fees paid before any drawings will be considered and approved.

##### A5 Traffic Regulation Order (TRO)

You are advised that a Traffic Regulation Order (TRO) is required. You must submit a plan to scale of an indicative scheme for a TRO, along with timescales for commencement and completion of the development. Please be aware that the statutory TRO process is not straightforward; involving advertisement and consultation of the proposal(s).

You should expect a minimum of six months to elapse between the Highway Authority's TRO Team confirming that it has all the information necessary to enable it to proceed and the TRO being advertised. You will not be permitted to implement the TRO measures until the TRO has been sealed, and we cannot always guarantee the outcome of the process.

We cannot begin the TRO process until the appropriate fee has been received. To arrange for a TRO to be processed contact the Highway Authority's Legal Agreements Development Management Team at [highwaylegalagreements@gloucestershire.gov.uk](mailto:highwaylegalagreements@gloucestershire.gov.uk)

The cost of implementing any lining, signing or resurfacing required by the TRO is separate to the TRO fees, which solely cover the administration required to prepare, consult, amend and seal the TRO.

##### A8 Impact on the highway network during construction

The development hereby approved and any associated highway works required, is likely to impact on the operation of the highway network during its construction (and any demolition required). You are advised to contact the Highway Authorities Network Management Team at [Network&TrafficManagement@gloucestershire.gov.uk](mailto:Network&TrafficManagement@gloucestershire.gov.uk) before undertaking any work, to discuss any temporary traffic management measures required, such as footway, Public Right of Way, carriageway closures or temporary parking restrictions a minimum of eight weeks prior to any activity on site to enable Temporary Traffic Regulation Orders to be prepared and a programme of Temporary Traffic Management measures to be agreed.

##### A17 Construction Environmental Management Plan (CEMP)

## Page 26

It is expected that contractors are registered with the Considerate Constructors scheme and comply with the code of conduct in full, but particularly reference is made to "respecting the community" this says:

Constructors should give utmost consideration to their impact on neighbours and the public

- Informing, respecting and showing courtesy to those affected by the work;
- Minimising the impact of deliveries, parking and work on the public highway;
- Contributing to and supporting the local community and economy; and
- Working to create a positive and enduring impression, and promoting the Code.

The CEMP should clearly identify how the principle contractor will engage with the local community; this should be tailored to local circumstances. Contractors should also confirm how they will manage any local concerns and complaints and provide an agreed Service Level Agreement for responding to said issues.

Contractors should ensure that courtesy boards are provided and information shared with the local community relating to the timing of operations and contact details for the site coordinator in the event of any difficulties. This does not offer any relief to obligations under existing Legislation.

CEMP can include but is not limited to:

- A construction programme including phasing of works;
- 24 hour emergency contact number;
- Hours of operation;
- Expected number and type of vehicles accessing the site:
  - Deliveries, waste, cranes, equipment, plant, works, visitors;
  - Size of construction vehicles;
  - The use of a consolidation operation or scheme for the delivery of materials and goods;
  - Phasing of works;
- Means by which a reduction in the number of movements and parking on nearby streets can be achieved (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction):
  - Programming;
  - Waste management;
  - Construction methodology;
  - Shared deliveries;
  - Car sharing;
  - Travel planning;
  - Local workforce;
  - Parking facilities for staff and visitors;
  - On-site facilities;
  - A scheme to encourage the use of public transport and cycling;
- Routes for construction traffic, avoiding weight and size restrictions to reduce unsuitable traffic on residual roads;
- Locations for loading/unloading, waiting/holding areas and means of communication for delivery vehicles if space is unavailable within or near the site;
- Location for storage of plant/waste/construction materials;
- Arrangements for the turning of vehicles, to be within the site unless completely unavoidable;
- Arrangements to receive abnormal loads or unusually large vehicles;
- Swept paths showing access for the largest vehicles regularly accessing the site and measures to ensure adequate space is available;
- Any necessary temporary traffic management measures;

- Measures to protect vulnerable road users (cyclists and pedestrians);
- Arrangements for temporary facilities for any bus stops or routes;
- Highway Condition survey;
- Method of preventing mud being carried onto the highway; and
- Methods of communicating the Construction Management Plan to staff, visitors and neighbouring residents and businesses.

### **GCC Local Flood Authority (LLFA)**

*13th May 2020*

The drainage strategy submitted with this application defines a strategy that will manage discharges from the site to acceptable rates however it fails to address water quality. The Severn Trent sewer that the system discharges carries the surface water to discharge into the Hatherley Brook at Bournside Road.

From available information the site could be described an area used for handling and storage of chemicals and fuels, handling and storage of waste and as such the level of hazard for a site should be considered to be high under the descriptions offered in the National Standards for sustainable drainage systems published by Defra. The guidance states that there should be consultation with the EA about the treatment requirements for such a discharge. The drainage strategy offers no evidence that such consultation has taken place or of what treatment measures are to be adopted as a result.

It may be considered that the site will be a medium hazard in which case the drainage strategy needs to include a minimum of two, ideally three treatment stages prior to discharge from the site.

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

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

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

*27th May 2020 – revised comments*

Information received through the email you forwarded on 26th May confirms the pollution risk that the developed site will form to be considered as a medium hazard. The content of the email is shown below:

"Many thanks for sending us the LLFA's comments. The proposals are for a sui generis builders' merchant which is consistent with the current operation at the Site already occupied by Travis Perkins.

Details of TP's operation which includes the storage of building materials can be found under the proposed occupier section of the planning statement. Their operation is classed as a commercial yard/delivery area which is categorised as 'medium' within the SUDS Manual. It is believed the LLPA have misinterpreted the site proposals and operation to instead include the "handling and storage of chemicals and fuels, handling and storage of waste" which is not the case as it is not reflective of the use. This incorrect categorisation triggers a higher pollution hazard than necessary given it is considered 'high' within the SUDS Manual which has in turn led to the below comments and requirements.

In line with previous TP proposals, a Class 1 Bypass Separator is incorporated within the drainage design. This is not shown on the strategy drawing enclosed within the FRA report,

but would be included as part of the detailed drainage design in due course. Due to site constraints, our strategy does not include SUDS features such as swales or a detention basin. We also excluded permeable paving from the drainage strategy as it is not considered compatible with the proposals.

We trust this is understandable and can be passed onto the LLFA for comment."

The email states the intention to utilise a class 1 bypass separator to manage pollutant runoff from the site which is not referenced in the application documentation but will be shown in the detailed drainage design.

In order to ensure this is the case any consent granted against this application will need to be conditioned as follows:

No building works hereby permitted shall be commenced until detailed plans for surface water drainage works have been submitted to and approved in writing by the local planning authority. The information submitted shall be in accordance with the principles set out in the approved drainage strategy. The submitted details shall:

- i. provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
- ii. include a timetable for its implementation.

Reason: To ensure that the development is provided with a satisfactory means of drainage as well as to reduce the risk of creating or exacerbating a flooding problem and to minimise the risk of pollution for the lifetime of the development.

### **Building Control**

*7th May 2020*

The application will require Building Regulations approval. Please contact Cheltenham and Tewkesbury Building Control on 01242 264321 for further information.

### **Parish Council**

*12th May 2020*

The Parish Council, which includes Borough Cllr Martin Horwood has asked for this application to go to committee. It is a very large development which has raised several concerns.

### **Minerals and Waste Policy Gloucestershire**

*21st May 2020*

Please accept this correspondence as an initial view from officers acting on behalf of the Minerals and Waste Planning Authority (MWPA) for Gloucestershire. It is concerned with ensuring that due consideration is being given to resource efficiency measures. Attention is particularly focused upon two local development plan policies - Gloucestershire Waste Core Strategy Core Policy 2 | Waste Reduction and Minerals Local Plan for Gloucestershire Policy SR01 | Maximising the use of secondary and recycled aggregates. It is applicable to all major development proposals throughout Gloucestershire that require planning permission.

Supporting evidence on resource efficiency may be included within a wider Environment Statement where this has also been required, or as part of a Planning Statement that sets out how a proposal will accord with the local development plan. The preparation of a standalone Waste Minimisation Statement (WMS) or a dedicated waste reduction section

or chapter within supporting evidence of an application are the best means of effectively complying with the requisite local policy requirements.

A Waste Minimisation Statement (WMS) should contain enough information for decision-makers to make a valued judgement on whether achievable resource efficiency measures can be accommodated into a proposal. Details of how different types of waste will be reduced and managed efficiently and effectively will be crucial. The full lifecycle of a proposed development needs to be considered. This usually involves the three phases of: - site preparation (including any demolition); construction; and occupation. Whilst appreciating that for many proposals it is unknown who the future occupants will be, the ability to support their re-use and recycling practice should not be hindered. Provision for safe and efficient resource management infrastructure aiming at reducing waste and making recycling easier to engage with should be set out. This includes for commercial as well as residential schemes.

The increasing use in both volume and proportion of recycled materials in development is actively encouraged within local policy. It is therefore reasonable to seek evidence of this. This could include details of procurement practice / protocols able to demonstrate that the sourcing of materials will achieve a substantial level of recycled content. Collation of this type of Information may also prove beneficial where sustainable construction technical standards / ratings are to be sought. Requirements for high levels of recycled material use are present within the Building Research Establishment Environment Assessment Method (BREEAM) and Leadership in Energy and Environmental Design (LEED) certification.

To assist decision makers and applicants in their consideration of resource efficiency, local guidance has been prepared - Gloucestershire Supplementary Planning Document: Waste Minimisation in Development Projects (WM-SPD).

The minerals and waste policy team is also able to offer some further advice and commentary on how compliance can be achieved and maintained. This could include the use of conditions for applications recommended for approval. Please do not hesitate to contact the team via: [mwplans@gloucestershire.gov.uk](mailto:mwplans@gloucestershire.gov.uk) quoting the application reference and / or GCC reference of interest.

### **Architects Panel**

*4th June 2020*

Design Concept

The panel had no objection to the principle of replacing the existing buildings with new commercial buildings on this site. Nevertheless, the panel could not support this application simply because it makes no attempt to enhance the visual qualities of the site.

Although the existing buildings are of limited architectural merit, they do have a presence on the street which the new scheme will not have. Tall fencing and goods storage areas and truck parking at the front of the site will look unattractive. If the layout cannot be reconfigured then at least consider some landscape enhancements!

Recommendation

Not supported.

### **Environmental Health**

*28th May 2020*

After reviewing both the noise assessment and contaminated land reports I have no adverse comments to make regarding this application. I would recommend approval subject to the following conditions being attached to any approved permission.

## Noise

- Please can we condition the proposed hours of operation to coincide with the current noise report
- As above for the hours of delivery
- An updated noise assessment will need to be submitted when plant has been chosen
- Two acoustic barriers are proposed as part of the management of noise. Please can we add a condition requiring at least yearly maintenance of the barriers to ensure they are still providing optimal performance.
- I would recommend we ask for the submission of a site specific noise management plan for deliveries following the guidance laid out in the noise assessment.

## Contaminated Land

The report outlines some potential issue with contamination, nothing that will impact on whether the development can take place but the type of foundations and methods of construction etc. need to be carefully considered. As per the recommendations of the report by Soiltechnics I would request conditions be attached in regards to the following:

- Submission of a detailed remedial strategy
- Details of C02 protection measures
- Confirmation of whether barrier pipe installation is required and proof of liaison with Severn Trent.

## Tree Officer

*27th May 2020*

In principal the Trees Section does not object to this application pending submission of further information. Please could the following additional information be submitted and agreed before determination:

- Method statement for any construction / the replacement of hardstanding within the RPA of retained trees.
- Details of any pruning works needed to facilitate the development.
- Landscaping Plan to mitigate for the proposed removal of trees.

## 5. PUBLICITY AND REPRESENTATIONS

5.1 Letters of notification were sent out to 73 neighbouring properties. In addition, a site notice was posted and an advert published in the Gloucestershire Echo.

5.2 Four representations have been received in response to the publicity; three of which are in objection. The comments have been circulated in full to Members but the main concerns are summarised below:

- The road surface in Mead Road is already bad and an increase in HGV movements is likely to make the situation worse
- Sufficient access for HGV's?
- Increase in noise levels from HGV's and loading/unloading
- Construction vehicles should not be allowed past Naunton Park Schools
- Existing problems with overhanging branches of trees

## 6. OFFICER COMMENTS

### 6.1 Determining issues

6.1.1 The main considerations in determining this application relate to the principle of redevelopment; design and layout; access, parking and highway safety; drainage and flooding; and neighbouring amenity.

### 6.2 Principle

6.2.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. This is reiterated in paragraph 47 of the National Planning Policy Framework (NPPF) which also highlights that decisions on applications should be made as quickly as possible.

6.2.2 Moreover, paragraph 11 of the NPPF sets out a “*presumption in favour of sustainable development*” which in decision making means “*approving development proposals that accord with an up-to-date development plan without delay*”.

6.2.3 The development plan comprises saved policies of the Cheltenham Borough Local Plan Second Review 2006 (LP) wherein those policies are consistent with the NPPF; and adopted policies of the Gloucester, Cheltenham and Tewkesbury Joint Core Strategy 2011-2031 (JCS).

6.2.4 Material considerations include the National Planning Policy Framework (NPPF), Planning Practice Guidance (PPG), and the emerging Cheltenham Plan (CP) which is now at advanced stage.

6.2.5 Saved LP policy EM2 seeks to safeguard land and buildings in an existing employment use (use classes B1, B2 and B8 inclusive); and emerging CP policy EM2 similarly seeks to safeguard employment land. Additionally, adopted JCS policy SD1 supports employment-related development on land already in employment use.

6.2.6 The presumption in favour of sustainable development runs throughout the NPPF, and at paragraph 80, the NPPF places significant weight “*on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development*”.

6.2.7 The supporting Planning Statement sets out that the proposed redevelopment of the site would represent a £4.3 million investment; and has the potential to increase employment opportunities at the site.

6.2.8 Although it is acknowledged that the proposed redevelopment of the site will result in a loss of approximately 2000m<sup>2</sup> of gross internal floor space; officers are satisfied that this loss of floor space will be outweighed by the benefits of providing a high quality, modern facility.

6.2.9 As such, the general principle of re-developing the site for continued employment use must be acceptable; subject to accordance with other relevant development plan policies discussed below.

### 6.3 The site and its context

6.3.1 The application site is located on the southwestern side of Mead Road and forms part of a wider, long-established industrial estate. The site is irregular in shape and approximately 1 hectare in size. Travis Perkins has occupied the site since 1989.

6.3.2 Mead Park Industrial Estate is located directly opposite the site on Mead Road, with Liddington Industrial Estate to the rear, accessed from Old Station Drive. Residential properties in Mead Road are located to the southeast and northwest of the site. A public footpath runs along the eastern site boundary.

6.3.3 The existing buildings on site are single storey and comprise some 4808 sqm of internal floorspace; however the buildings now appear tired and dated, and the site layout creates challenges for HGV's and Travis Perkins delivery vehicles to safely enter and circulate around the site.

6.3.4 The external areas are almost entirely hardsurfaced with only limited landscaping along the eastern and rear site boundaries.

6.3.5 Part of the site frontage to Mead Road is secured by 2.1 m high palisade fencing.

### 6.4 Design and layout

6.4.1 Saved local plan policy CP7 requires all new development to be of a high standard of architectural design; to adequately reflect principles of urban design; and to complement and respect neighbouring development and the character of the locality. The policy is generally consistent with adopted JCS policy SD4 and advice set out within Section 12 of the NPPF.

6.4.2 The application proposes the phased redevelopment of the site to allow for the branch to safely continue trading during the proposed works. Initially, the eastern part of the site will be re-developed.

6.4.3 The new buildings will be located further back within the site, in proximity to the southern boundary; this will provide for a larger external area for the storage of materials, and for improved vehicular movements.

6.4.4 As can reasonably be expected, the proposed buildings are utilitarian in their appearance; however, sufficient detail has been submitted with the application to demonstrate that the buildings will have a quality finish, and that a suitable palette of materials are proposed. As such, it is not considered necessary to secure additional design details by way of condition. The utilitarian design is considered to be wholly appropriate in this established industrial location; and, notwithstanding the Architects Panel's suggestion otherwise, officers are satisfied that, overall, the works will result in an enhancement.

6.4.5 To provide some distinction between the two operators, the main Travis Perkins warehouse will be clad in green vertical profile steel wall cladding with yellow trims, door and windows; whilst the Benchmarx kitchen element will be clad in grey vertical profile steel wall cladding, with dark red doors and frames.

6.4.6 The Architects Panel's comments comment in relation to the fencing and external storage areas have been duly noted. Indeed, the height of the storage racking, at 5.5m, was queried with the applicant's agent who has confirmed that external storage of up to 5.5m is a prerequisite for Travis Perkins, and is vital to their operation as a builders' merchant; they do however highlight that this is unlikely to be utilised across the entire site but that Travis Perkins require the flexibility to be able to rearrange their storage layout to respond to market/industry demands.

6.4.7 The Planning Statement sets out that the site layout has been carefully considered to *"ensure that the entire site is used as effectively and efficiently as possible. This includes creating enough space for an external storage area, which is key to Travis Perkins operation"*. It is important to remember that external storage areas, visible from the public realm, are already in existence on site; and are not an uncommon feature in industrial areas.



6.4.8 That said, a landscaped buffer in front of the HGV servicing zone, to include tree planting, has been incorporated into the layout during the course of the application in response to the Architects Panel comments, and this welcomed by officers; details of the landscaping can be suitably secured by condition.

### 6.5 Access, parking and highway safety

6.5.1 JCS policy INF1 advises that planning permission will be granted only where the impacts of the development are not severe, and seeks to ensure that all new development proposals provide safe and efficient access to the highway network, and provide connections to existing walking, cycling and passenger transport networks, where appropriate; the policy reflects the advice set out within Section 9 of the NPPF. JCS policy SD4 also highlights the need to prioritise movement by sustainable travel modes.

6.5.2 The application has been thoroughly reviewed by the County's Highways Development Management team who, following the submission of additional/revised information, raise no Highway objection subject to a number of conditions.

6.5.3 The proposed layout provides for a new dedicated HGV servicing area accessed through a HGV-only entrance to reduce potential conflicts with customers. A one-way system will be introduced for customers and staff.

6.5.4 The Transport Statement which accompanies the application advises that no increase in deliveries is forecast as a result of the redevelopment and therefore the existing HGV access road is considered suitable to continue serving the development.

6.5.5 The existing 16 parking bays are used by both staff and customers; however, the redevelopment will see the provision of separate parking areas; 7 parking bays for customers and 15 bays for staff. This level of car parking provision is considered to be acceptable; however, conditions are suggested requiring the provision of 1no. disabled space and 1no. electric charging point. Secure, covered cycle parking is also proposed.

6.5.6 The Planning Statement sets out that Travis Perkins predominantly supplies products and services to trade professionals, who form the main customer base. Additionally, Benchmarx (BMX) is a 'trade only' business and, as such, purchases can only be made where a customer has a trade account. This branch of Travis Perkins has therefore been assessed as having an existing customer base and, as such, the number of trips and traffic levels locally are not expected to be significantly altered.

6.5.7 At present, parking on Mead Road, which has a 30mph speed limit in the vicinity of the site, is largely unrestricted with cars observed to park on both sides of the road, and this can cause an obstruction to HGV deliveries. Indeed, one local objector has commented that they "*already have problems with lorries regularly parking over our drive waiting to go into TP*". To address this, parking restrictions are proposed via a Traffic Regulation Order.

6.5.8 Overall, it is considered that the redevelopment of the site will result in an improved situation from a highways perspective.

### 6.6 Neighbouring amenity

6.6.1 Saved LP policy CP4 advises that development will only be permitted where it will not cause unacceptable harm to the amenity of adjoining land owners or the locality; these requirements are reiterated in adopted JCS policy SD14. In addition, NPPF paragraph 127 highlights the need to secure a high standard of amenity for existing and future users.

6.6.2 Given the long standing use of the site, and that no change of use is proposed, it is not anticipated that the redevelopment would result in any noticeable impact on

neighbouring residential occupiers; albeit, the erection of acoustic fencing in two areas should provide for an improvement.

6.6.3 The application has been accompanied by a Noise Impact Assessment, and has been reviewed by Environmental Health who raise no objection subject to conditions.

6.6.4 It is noteworthy that despite an extensive consultation exercise, objections have only been received from the owner/occupiers of three nearby residential properties. Where applicable, those objections are addressed within the report.

### 6.7 Other matters

#### *Drainage and flooding*

6.7.1 The application site is wholly located in Flood Zone 1 but, given the site area, the application has been accompanied by a Flood Risk Assessment which includes a Drainage Strategy for the new buildings and wider site.

6.7.2 The application has been reviewed by the Lead Local Flood Authority (LLFA) who raise no objection to the proposals, in principle, subject to additional detail being secured by condition.

#### *Sustainability*

6.7.3 The application has been accompanied by a Sustainability and Energy Report which concludes that the building has been designed in accordance with good passive design principles to reduce the energy requirements for heating, hot water, ventilation and lighting; that the energy and carbon emissions for the building will exceed the minimum Building Regulations Part L targets; and that heat pumps are the best low carbon technology to be applied to the building to reduce energy and carbon emissions.

#### *Waste minimisation*

6.7.4 A condition is suggested requiring the submission of a Waste Minimisation Statement to ensure that the principles of waste minimisation are incorporated into the development.

## 7. CONCLUSION AND RECOMMENDATION

7.1 Saved Local Plan policy EM2 seeks to safeguard employment land, and adopted Joint Core Strategy policy SD1 supports employment-related development on land already in employment use. Moreover, at paragraph 80, the NPPF places significant weight “*on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development*”. As such, the general principle of re-developing the site for continued employment use must be acceptable.

7.2 The proposed buildings and site in general will be justifiably utilitarian in their appearance, are considered to be wholly appropriate in this established industrial location. Notwithstanding the Architects Panel’s suggestion otherwise, officers are satisfied that, overall, the works will result in an enhancement.

7.3 The amended site layout will provide for a significant improvement in highway terms to reduce potential conflicts between HGV’s and customers; with a one-way system introduced for customers and staff. No Highway objection has been raised by the County subject to a number of conditions.

7.4 No increase in deliveries is forecast as a result of the redevelopment and, as this branch of Travis Perkins has been assessed as having an existing customer base, the

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number of trips and traffic levels locally are not expected to be significantly altered. Parking restrictions on Mead Road are proposed via a Traffic Regulation Order to remove obstructions to HGV deliveries.

7.5 The proposals have been reviewed by the Environmental Health Team who raise no objection subject to conditions. Given the long standing use of the site, and that no change of use is proposed, it is not anticipated that the redevelopment would result in any noticeable impact on neighbouring residential occupiers; albeit, the erection of acoustic fencing in two areas should provide for an improvement.

7.6 In addition, the application has been reviewed by the Lead Local Flood Authority (LLFA) who also raise no objection, in principle, subject to additional detail being secured by condition.

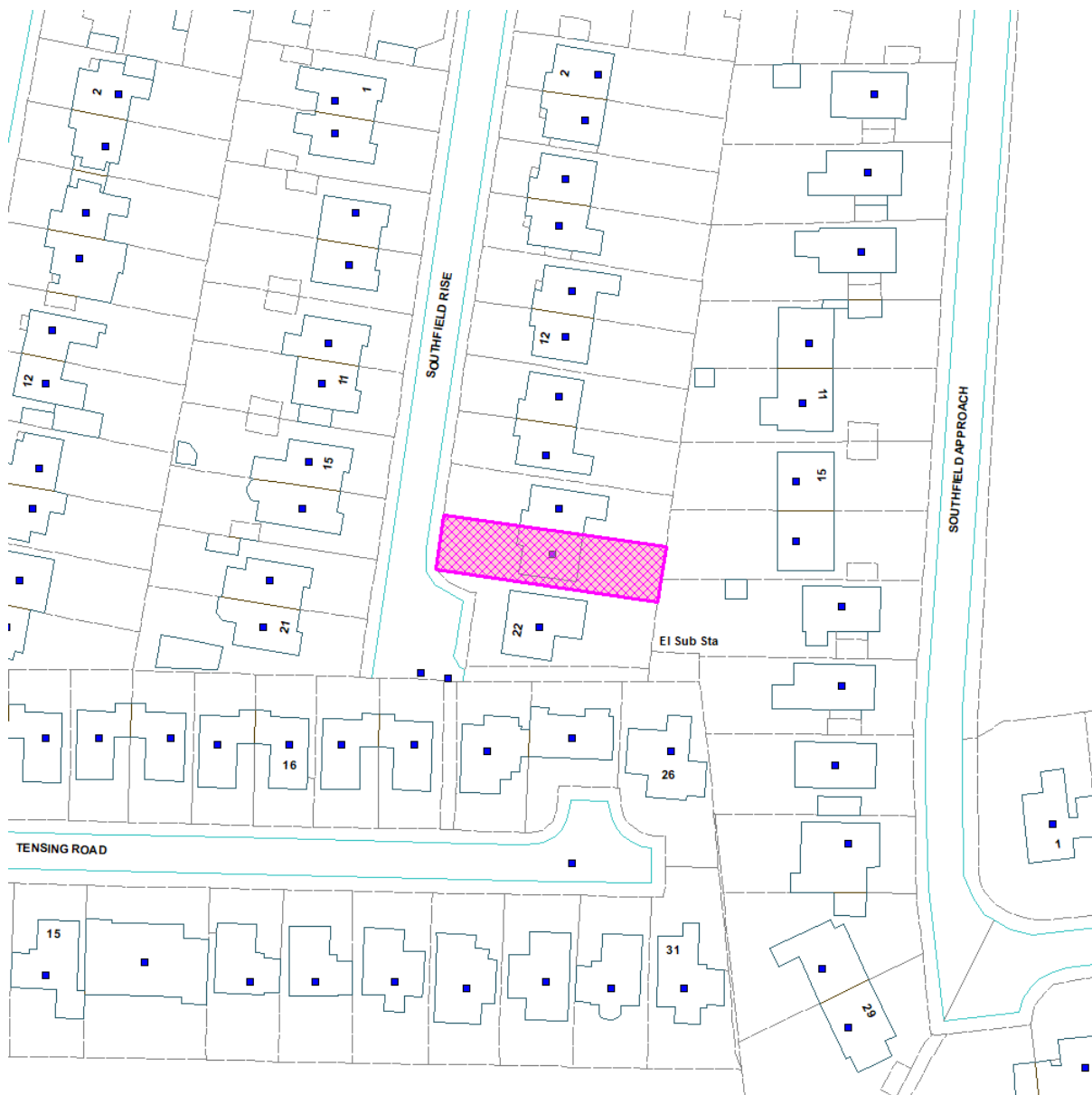
7.6 With all of the above in mind, the recommendation is to grant planning permission subject to a schedule of conditions based on those proposed within the consultation responses at Section 4 above:

7.7 The conditions and informatives will follow in an update.

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<b>APPLICATION NO:</b> 20/00798/FUL		<b>OFFICER:</b> Mr Gary Dickens	
<b>DATE REGISTERED:</b> 21st May 2020		<b>DATE OF EXPIRY:</b> 16th July 2020	
<b>DATE VALIDATED:</b> 21st May 2020		<b>DATE OF SITE VISIT:</b>	
<b>WARD:</b> Charlton Park		<b>PARISH:</b>	
<b>APPLICANT:</b>	Ms J Dodds		
<b>AGENT:</b>	Ian Johnstone Associates		
<b>LOCATION:</b>	20 Southfield Rise, Cheltenham		
<b>PROPOSAL:</b>	Erection of an entrance porch, two storey rear extension and the formation of an underground room in rear garden		

**RECOMMENDATION:** Permit



## 1. DESCRIPTION OF SITE AND PROPOSAL

- 1.1 The application relates to 20 Southfield Rise. The site is a semi-detached chalet bungalow located to the end of a residential cul-de-sac in the Charlton Park ward.
- 1.2 The application proposes a part two storey rear extension with underground room and erection of a new front entrance porch.
- 1.3 The application is before Committee at the request of Cllr Baker due to neighbouring concerns.

## 2. CONSTRAINTS AND RELEVANT PLANNING HISTORY

### **Constraints:**

Airport Safeguarding over 45m  
Principal Urban Area  
Smoke Control Order

### **Relevant Planning History:**

None

## 3. POLICIES AND GUIDANCE

### **National Planning Policy Framework**

Section 2 Achieving sustainable development  
Section 4 Decision-making  
Section 8 Promoting healthy and safe communities  
Section 12 Achieving well-designed places

### **Saved Local Plan Policies**

CP 3 Sustainable environment  
CP 4 Safe and sustainable living  
CP 7 Design

### **Adopted Joint Core Strategy Policies**

SD4 Design Requirements  
SD14 Health and Environmental Quality

### **Supplementary Planning Guidance/Documents**

Residential Alterations and Extensions (2008)

## 4. CONSULTATIONS

### **Gloucestershire Centre For Environmental Records**

*16th June 2020*

Biodiversity report available to view on line.

### **Building Control**

*11th June*

The application will require Building Regulations approval. Please contact Cheltenham and Tewkesbury borough council on 01242 264321 for further information.

## 5. PUBLICITY AND REPRESENTATIONS

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

- 5.1** Six letters were sent to neighbouring properties and two objections have been received in response.
- 5.2** Representations have been circulated in full to Members but, in brief, the main objections relate to:
- The design and scale of the rear extension;
  - Potential loss of privacy, light and outlook; and,
  - Potential damage to property as a result of construction works.

## 6. OFFICER COMMENTS

### 6.1 Determining Issues

- 6.2** The considerations for this particular application are the impact of the proposed works on the character of the site and surrounding area, together with any potential impact on neighbouring amenity.

### 6.3 Design and layout

- 6.4** The Joint Core Strategy for Gloucester, Cheltenham and Tewkesbury (JCS) highlights in Policy SD4 how development should positively respond to and respect the character of the site and its surroundings. Furthermore, this should be of a scale, type, density and materials that are appropriate to the site. This is supported through Local Plan Policy CP7 which also seeks to avoid the unacceptable erosion of open space around the existing building.

- 6.5** The National Planning Policy Framework (NPPF) states in paragraph 130 that *“where the design of a development accords with clear expectations in plan policies, design should not be used by the decision-maker as a valid reason to object to development”*.

- 6.6** The proposed rear extension takes the form of a traditional two storey rear wing with a single storey ‘infill’. This would extend beyond the rear elevation of the existing building by approximately 3.2m and at ground floor span the full width of the property. The first floor element will have a width of approximately 5.1m which enables a section of the original rear elevation and eaves detail to be exposed.

- 6.7** The form, size and scale of the proposed rear extension is considered to be in proportion with the original dwelling and its design in terms of the window details and proposed materials is also considered to be appropriate. The extension will sit comfortably within the site and retain a sufficient level of outdoor amenity space for current and future occupiers.

- 6.8** An underground room, accessed from within the new rear extension is also proposed which will sit below a patio floor level. This will generally be hidden from view other than for a sky light at ground level and will little impact on the character of the existing dwelling.

**6.9** The application also proposes a small porch to the front elevation which is relatively lightweight in its appearance with a pitched roof and contemporary, glazed design. This is not considered to unduly disrupt the street scene particularly considering what could be constructed without the need for planning permission.

### **6.10 Impact on neighbouring property**

**6.11** Policy SD14 of the JCS and Local Plan Policy CP4 both require development to not harm the amenity of adjoining neighbours. The potential loss of light, loss of outlook and loss of privacy is taken into account when assessing the impact on amenity.

**6.12** Two letters of objection have been received from the owners / occupiers of the adjoining property no.18 Southfield Rise and the owners / occupiers of the property to the rear no.19 Southfield Approach. The main concerns raised are noted in section 5.2 above and relate primarily to the proposed rear extension and not the entrance porch. The concerns relating to design of the proposed development have been discussed as part of the Design and Layout section above.

#### *Potential loss of privacy*

**6.13** When considering a potential loss of privacy on neighbouring properties Local Plan Policy CP4 states the following minimum distance should be applied “*21m between dwellings which face each other where both have windows with clear glazing*”. This distance is also recommended within the adopted SPD for residential alterations and extensions to be an acceptable rear-to-rear distance in order to retain mutual privacy for neighbouring properties that back onto each other.

**6.14** The proposed rear extension achieves a distance of approximately 29m window to window with no.19 Southfield Approach and therefore is in accordance with the stipulated distance stated in Local Plan Policy CP4. The SPD also recommends that there should be a minimum 10.5m distance from the window to the boundary. This is based on the premise that each dwelling would have a rear garden at least 10.5m in length meaning a total separation distance of 21m would be created. However, houses and their garden sizes differ and it is rarely practical to maintain this equal ratio.

**6.15** In this instance, the proposed first floor rear windows would achieve a distance of 9m to the rear boundary. The fact that one window-to-boundary distance is less than 10.5 metres and the other is more than 10.5m does not automatically constitute an unacceptable relationship. The overall 21m separation distance is more important and this proposal would exceed this distance. In an urban environment the ability to see a neighbour’s garden is to be expected and this in itself does not constitute unacceptable privacy loss.

**6.16** The owners / occupiers of the adjoining property (no.18 Southfield Rise) also raised some concern over a potential loss of privacy due to a clear glazed first floor window replacing the existing obscurely glazed window. The application site and this neighbouring property sit parallel to each other and the boundary. This results in a common arrangement where the windows face down the garden rather than directly towards the adjacent neighbours. Although the existing arrangement will clearly be altered it is not considered the proposal will result in any substantial overlooking to no.18.

#### *Loss of light and outlook*

**6.17** The adjoining property (no.18 Southfield Rise) has an existing single storey extension which benefits from a set of patio doors to the rear elevation and an additional window to the side elevation (facing towards the application site). Both the 45 degree and 25 degree light tests, as detailed in the Building Research Establishments ‘Site Layout Planning for



Daylight and Sunlight', were conducted to assess the potential impact on this habitable room.

- 6.18** The application passes the 45 degree light test to the rear patio doors and no impact on this light source will result. The application does not pass the 25 degree light to the secondary side window however as this room is served by two alternative light sources on differing elevations and that the principal light source is not affected, officers are satisfied the impact will be acceptable.
- 6.19** The 45 degree light test has also been conducted with regards to the ground floor window to the rear elevation of no.18 Southfield Rise nearest to the adjoining boundary and the proposal passes the light test.
- 6.20** Although the outlook from the side window in the extension of no.18 will be affected as a result of these works, it is not considered this would be wholly unacceptable. The outlook from this window is relatively limited towards the shared boundary fence whereas the patio doors offer a wider outlook over the rear garden. This outlook is unaffected by the proposed development. The presence of two alternative light sources also removes any concern that the rear extension would have any overbearing impact.

### *Potential damage to third party land*

- 6.21** Some concern was also raised within the objections received over potential damage to neighbouring property due to the level of excavation required. The Local Authority views this as a civil matter and not a planning consideration, and whilst the works, particularly with regards to the underground room, could potentially affect adjoining properties and land, it is not appropriate to control this by way of a condition. An informative has been added for the applicant's attention however to advise them to take appropriate measures prior to any works being undertaken.
- 6.22** In summary, the proposed rear extension will be visible from neighbouring properties and will have an impact on no.18 Southfield Rise specifically. However, in officer's opinion this is not to such an extent which would warrant refusal and is on balance considered to be acceptable and in accordance with the requirements of Local Plan Policy CP4 and JCS Policy SD14.

### **6.23 Other considerations**

#### *Trees*

- 6.24** There are a small number of non-protected trees along the rear boundary that sit within the curtilage of no.19 Southfield Approach. The application has been discussed with the Trees Officer due to the potential impact the proposed extension and associated excavation works could have on these trees. No objection has been raised subject to the submission of a tree protection plan and method statement and an appropriate condition is therefore recommended.

#### *Environmental Impact*

- 6.25** Whilst records show that important species or habitats have been sighted on or near the application site in the past, it is not considered that the proposed small scale development will have any impact on these species.

## 7. CONCLUSION AND RECOMMENDATION

- 7.1 In conclusion, the application is considered to be in accordance with the policy requirements of the JCS, Cheltenham Local Plan and advice contained within the NPPF. The recommendation to Members is to permit planning permission subject to the conditions below.

## 8. CONDITIONS

- 1 The planning permission hereby granted shall be begun not later than the expiration of three years from the date of this decision.

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 planning permission hereby granted shall be carried out in accordance with the approved plans listed in Schedule 1 of this decision notice.

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

- 3 Prior to the commencement of development (including demolition and site clearance), a Tree Protection Plan (TPP) to BS5837:2012 (or any standard that reproduces or replaces this standard) shall be submitted to and approved in writing by the Local Planning Authority. The TPP shall include the methods of tree and /or hedge protection, the position and specifications for the erection of tree protective fencing, and a programme for its implementation. The works shall not be carried out unless in accordance with the approved details, and the protective measures specified within the TPP shall remain in place until the completion of the construction process.

Reason: To safeguard the existing tree(s) in the interests of visual amenity, having regard to saved 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.

- 4 Any works taking place in the root protection area shall be carried out by hand and no roots over 25mm to be severed without the advice of a qualified arboriculturalist or without written permission from the Local Planning Authority's Tree Officer.

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

## 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

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and provides full and up-to-date information in relation to planning applications to enable the applicant, and other interested parties, to track progress.

In this instance, having had regard to all material considerations, the application constitutes sustainable development and has therefore been approved in a timely manner.

- 2 The applicant's attention is drawn to the comments received from the adjoining neighbours at no.18 Southfield Rise and they are advised to take the appropriate party wall advice as necessary to avoid any issues.

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**Appeals Lodged June/July 2020**

Nothing to report.

**Appeals Determined**

<b>Address</b>	<b>Proposal</b>	<b>Delegated/Committee Decision</b>	<b>Appeal Type</b>	<b>Outcome</b>	<b>Reference</b>
Summerfield Hse, 21 Royal Parade	Coping (roof) repairs	Delegated	Written	Dismissed	Appeal ref: 20/00004/LISTB1 Planning Ref: 19/01781/LBC

Authorised By: David Oakhill

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