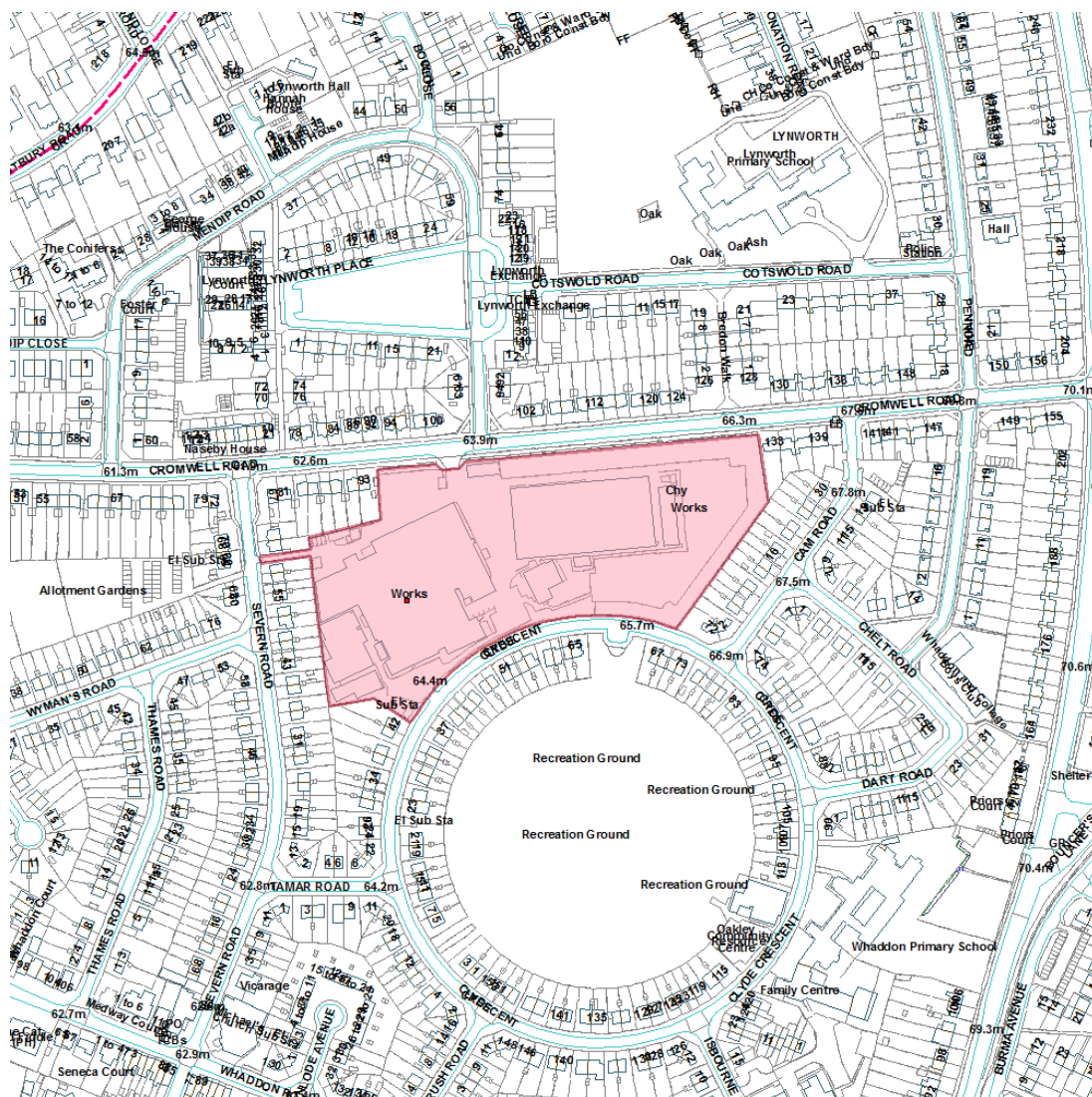


APPLICATION NO: 16/01812/FUL	OFFICER: Miss Michelle Payne
DATE REGISTERED: 7th October 2016	DATE OF EXPIRY: 6th January 2017
WARD: Oakley Ward	PARISH: N/A
APPLICANT:	Kohler Mira
AGENT:	Roberts Limbrick Ltd
LOCATION:	Kohler Mira Ltd, Cromwell Road, Cheltenham
PROPOSAL:	Provision of secondary vehicular access onto Cromwell Road, extension to existing cycle shed to provide 40no. additional cycle spaces, alterations to car parking layout, and new pedestrian path, security fencing and landscaping

RECOMMENDATION: Permit



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1. DESCRIPTION OF SITE AND PROPOSAL

- 1.1 The application site is located on the southern side of Cromwell Road, and extends through to Clyde Crescent to the south. The site is irregular in shape, some 2.88 hectares, and has been in a long established manufacturing use since 1937. The site is bounded by a number of residential properties in Cromwell Road, Clyde Crescent, Severn Road to the west, and Cam Road to the east.
- 1.2 The site is occupied by Kohler Mira Ltd, a key local employer currently employing approximately 700 staff, many of which are understood to live locally.
- 1.3 The application has been submitted following pre-application discussions and is seeking planning permission for the provision of a secondary vehicular access from Cromwell Road, an extension to the existing cycle shed to provide 40no. additional cycle spaces, alterations to the car parking layout, and a new pedestrian path, security fencing and landscaping.
- 1.4 The application is before the planning committee at the request of Cllr Rowena Hay due to the level of concern raised by local residents.

2. CONSTRAINTS AND RELEVANT PLANNING HISTORY

Constraints:

None

Relevant Planning History:

There is an extensive planning history on the site but none that is of any particular relevance to this application

3. POLICIES AND GUIDANCE

Adopted Local Plan Policies

CP 1 Sustainable development

CP 3 Sustainable environment

CP 4 Safe and sustainable living

CP 7 Design

GE 5 Protection and replacement of trees

GE 6 Trees and development

UI 2 Development and flooding

TP 1 Development and highway safety

National Guidance

National Planning Policy Framework

4. CONSULTATION RESPONSES

Gloucester County Council Trees

27th October 2016

As Trees Officer for Amey (Gloucestershire Highways) I am not in favour of the current plan to remove a healthy Sorbus and replace with a single Alnus. In plan SP01 it says relocate or replace existing tree. Relocation is not practical so with removal and replacement being the only option I would like to see a minimum of 3 Sorbus or Acer type trees planted in the grass verge along Cromwell Road to replace the mature one to be lost. This is rather than

the Alnus proposed in the planting Scheme which I do not believe to be a suitable species for this site.

Environmental Health

18th November 2016

Having briefly considered the proposals, I can't see anything there that we would want to object to or recommend conditions for.

GCC Highways Planning Liaison Officer

17th January 2017

I refer to the above planning application received on 11th October 2016, submitted with application form, design and access statement, site location plan ref; 7599, PL20, site details, existing vehicle entrance plan ref; 7599, PL24A, existing site plan ref; 7599, PL24A, existing site layout ref; 7599, PL02, proposed car park access-swept path analysis of fire appliances & a 16.5m articulated vehicles ref; 7599, PL23C, SK01, proposed car park access & cycle/pedestrian access arrangement.

Location

Kohler Mira is an existing manufacturing company located to the south of Class 4 Cromwell Road towards the north east of Cheltenham. The site is relatively accessible to public transport with services available on Whaddon Road to the south. Cromwell Road is a residential street with footways, street lighting and a mix of on and off street parking. The carriageway fronting the development site is subject to parking restrictions by way of double yellow lines.

Personal injury Collisions

An initial examination of the local personal Injury Collision (PIC) data suggests that there have been 2 PIC's within the last 3 years in the approximate location of the new access. There have been previous applications with regards this application, however no refusals on a highway basis.

Access

The development is proposed to be accessed from Cromwell Road. The proposed access drawing number SP01/SK01 demonstrates vehicular movements (swept path analysis) are achievable to enter and leave the site without any highway conflict, the access is suitability adequate in width to accommodate the use of fire appliances and the use of articulated vehicles and a large saloon car. Secure Vehicular access is currently provided from an existing access off the Cromwell Road, to on site car parking areas. A new vehicular access is proposed in order to separate public access from the private access. The parking has been provided to include a number of Disabled spaces located close to the building entrances designed in accordance with Building regulations. The car park areas will be hard surfaced, with minimal gradients. Footpaths are provided from the boundary of the site, and are routed to provide suitable access for pedestrians from car parking to the principal entrances of the building. Footpaths will be hard surfaced with minimal gradients, provided with drop kerbs and tactile paving. Existing External lighting will be sufficient to facilitate safe access/ egress and way finding, into, and around the car park, and the building. Emergency vehicles can access the site off the new access road, vehicular access is currently from Cromwell Road and remains unchanged to the centre of the site except for a proposed cycle entrance. A new proposed vehicular entrance from Cromwell Road is proposed to the east of the site. A new paved vehicular access accommodates linking into the back of the site from the proposed entrance adjacent to Building 19. Pedestrian access into the site currently exists off Cromwell Road at the main entrance.

A new proposed pedestrian access is located adjacent to the proposed vehicular entrance. New areas painted with lines protect pedestrians throughout the car park existing security

gates for vehicles and pedestrians are incorporated to divide public from private areas. New automatic barriers and lockable gates are proposed for the new vehicular and pedestrian entrances. I consider that this is a safe and suitable access.

A stage 1 Road Safety Audit was carried out on 9th December 2016, to assess the proposed new car park access off Cromwell Road, An existing pedestrian crossing point / build-out is to be re-located as part of the scheme. Whilst it is acknowledged that this will be necessary to accommodate the new car park access, it appears to be on an existing pedestrian desire line. Once this crossing is removed and full height kerbs provided, pedestrians may still wish to cross at this point, which could lead to pedestrians tripping on full height kerbs.

Auditors Recommendation

The existing crossing point should be retained with drop kerbs and tactile paving, albeit that the build-out will be removed.

Designers Response

As part of the proposed works, the build-out will be relocated further east with dropped kerbs. The existing build-out will be removed and new tactile paving will be provided on the southern footway. A revised arrangement is shown on TPA drawing no. 1608-22-SK01-B.

Visibility

Cromwell Road which is subject to a 30mph speed limit, the minimum required emerging visibility, in the absence of a speed survey, would be 2.4m set back from the carriageway edge along the centre line of the access to a point on the nearside carriageway edge 54m distant in either direction, I can confirm this can be achieved.

Parking & Turning

Car parking numbers have remained the same. Currently overflow parking is accommodated by a leasing agreement with the Cheltenham Town FC nearby, where there is an oversupply of spaces. New cycle spaces are proposed (40 additional proposed) in order to accommodate the high demand for the facility. The new car parking layout will allow for appropriate spacing of car parking with adequate aisle widths and the proposed cycle parking Spaces. I can confirm that there is sufficient space within the site to accommodate the requirements of the parking and turning of cars.

Recommendation

I refer to the above planning application received on I refer to the above planning application received on 11th October 2016, submitted with application form design and access statement, site location plan ref; 7599, PL20, site details, existing vehicle entrance plan ref; 7599, PL24A, existing site plan ref; 7599, PL24A, existing site layout ref; 7599, PL02, proposed car park access-swept path analysis of fire appliances & a 16.5m articulated vehicles ref;7599, PL23C, SK01, proposed car park access & cycle/pedestrian access arrangement.

I recommend that no highway objection be raised subject to the following condition(s) being attached to any permission granted:-

The development hereby permitted shall be served by an access road laid out and constructed in accordance with TPA drawing no. 1608-22-SK01-B.

As part of the proposed works, the build-out will be relocated further east with dropped kerbs. The existing build-out will be removed and new tactile paving will be provided on the southern footway.

REASON: To minimize hazards and inconvenience for users of the development by ensuring that there is a satisfactory means of access

NOTE:

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

Statement of Due Regard

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

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

Tree Officer

26th October 2016

In principle the Tree Section has no objections with this application. However, there are a few modifications needed prior to determination of this application.

The proposed new access will result in the removal of a street tree, a mature Whitebeam (*Sorbus aria*), which is disappointing. However this route does result in the retention of the better TPO'd trees on site. On the Planting Plan the street tree is to be replaced with one Italian Alder (*Alnus cordata*). The Italian Alder is not within keeping of the street scene. The replacement tree should be a Whitebeam, Norway Maple (*Acer platanoides*), Field Maple (*Acer campestre*) or an English Oak (*Quercus robur*). The Tree Section would like to see 2-3 street trees planted to mitigate the loss of the mature Whitebeam. It is recommended that the Trees Officer for Gloucestershire Highways is consulted on the proposed tree species selection for the street trees.

The Tree Section would like there to be a no-dig construction method submitted for where new parking spaces are to be made within the root protection zone of the retained trees. This information can be conditioned if application is granted.

Wales and West Utilities

19th October 2016

Letter and plan available to view on line.

5. PUBLICITY AND REPRESENTATIONS

5.1 Letters of notification were sent out to 49 neighbouring properties, and a site notice was posted adjacent to the site. In response to the publicity, 12 representations have been received in objection to the proposals. All of the comments received have been circulated to Members in full but the main concerns relate to:

- Traffic and highway safety
- Proximity to Junior School
- Loss of mature trees
- Noise and disturbance
- Employees smoking outside of the site

6. OFFICER COMMENTS

6.1 Determining Issues

6.1.1 The main considerations when determining this application relate to design and layout, impact on neighbouring amenity, trees and landscaping, and access and highway safety matters.

6.2 The site and its context

6.2.1 As previously stated, the application site is located on the southern side of Cromwell Road, extends through to Clyde Crescent to the south, and is bounded by residential properties.

6.2.2 The primary access to the site is located on Cromwell Road, with loading access located straight ahead of the entrance, between two distinct masses of buildings. Small pockets of car parking are located throughout the site; however, the main car park is located to the east of the site. A large cycle shelter is also located just inside the main entrance.

6.2.3 The site currently provides for 249 car parking spaces, 12 motorcycle spaces, and 131 cycle parking spaces.

6.2.4 The eastern half of the site is well screened by mature trees and planting which acts as an important buffer between the site, and neighbouring residential properties. Some of the trees are covered by a Tree Protection Order (TPO).

6.3 Design and layout

6.3.1 The new access proposed would be located to the eastern edge of the site, again from Cromwell Road. The Design and Access Statement sets out that the new vehicular and pedestrian access would provide for a revised circulation system within the site, which along with security fence provisions, would help to separate visitors and guests from staff and loading; "The intention is to enhance the site by making it more user friendly with a view to making further improvements to the buildings and facilities in the future".

6.3.2 The new entrance would be security controlled by way of a rolling locking gate and new automatic barriers. All new colour coated steel fencing and gates will match existing.

6.3.2 The number of car parking spaces provided within the site will not increase; however, the new layout will "allow for appropriate spacing of car parking with adequate aisle widths and improved landscaping". A small section of new paved access road will be created to the rear of the site.

6.3.3 A new cycle entrance is also proposed alongside the existing entrance to improve access to the cycle parking facilities. The existing facility is to be extended to provide an additional 40 cycle parking spaces; planning permission for a similar extension was granted in 2008 but not implemented.

6.4 Impact on neighbouring property

6.4.1 Local plan policy CP4 states that development will only be permitted where it would not cause unacceptable harm to the amenity of adjoining land users or the locality.

6.4.2 Given the nature of the proposed development, it is not considered that the proposals would result in any unacceptable harm to neighbouring residential properties. As previously stated, the number of car parking spaces within the site is not being increased; the parking layout is simply being reconfigured.

6.4.3 Additionally, the limited extent of existing landscaping that is to be removed from the Cromwell Road frontage will not result in the two large silos becoming significantly more prominent in the street scene.

6.4.4 The Environmental Health team have briefly considered the proposals but have not raised any objection or recommended conditions.

6.5 Trees and landscaping

6.5.1 Local plan policy GE6 advises that development which would cause permanent damage to a tree of high value will not be permitted. Note 1 to the policy sets out that 'high value' means "a sound and healthy tree with at least 5 years of life remaining which makes a significant contribution to the character or appearance of a site or locality".

6.5.2 The proposed new access would result in the loss of some existing planting within the site, and the removal of a healthy, mature Whitebeam street tree. The Trees Officer, whilst acknowledging that the loss of this healthy tree is disappointing, does accept that the location of the access would allow for the retention of some better TPO'd trees within the site, and therefore raises no objection in principle subject to an enhanced replanting scheme to mitigate the loss of the tree.

6.5.3 Additionally, the Highways Trees Officer whilst not in favour of the plan to remove the tree raises no objection, in principle, subject to a minimum of 3 Sorbus or Acer type trees being planted in the grass verge along Cromwell Road to replace the mature one to be lost. The species originally proposed was not considered suitable.

6.5.4 In response to the Trees Officers' comments, revised landscaping proposals have been submitted to show 3 new Whitebeams to be planted within the grass verge. In addition, details of the proposed no dig construction method have been submitted. A response from the Trees Officers' is still awaited; however, it is anticipated that the revised planting proposals will be acceptable. Members will be updated on receipt of the comments.

6.6 Access and highway issues

6.6.1 Local plan policy TP1 states that development will not be permitted where it would endanger highway safety.

6.6.2 The proposed new vehicular access would require the relocation of an existing pedestrian crossing point/ build-out which forms part of a traffic calming scheme; the build-out prioritises westbound traffic.

6.6.3 During the course of this application additional information was requested by the Highways Officer; namely a stage 1 Road Safety Audit (RSA), and justification for the relocation of the build-out.

6.6.4 The RSA, which was carried out in December 2016, identified that whilst the build-out will need to be relocated to accommodate the new access, it appears to be on an existing pedestrian desire line. The Auditor's recommendation was therefore to retain drop kerbs and tactile paving at the existing crossing point after the relocation of the build-out, and a revised plan has subsequently been submitted to address this recommendation.

6.6.5 The Highways Officer in considering the proposal has also confirmed that adequate visibility can be achieved, and that there is sufficient space within the site to accommodate the requirements of the parking and turning of cars.

6.6.6 Therefore, whilst the concerns of the local residents have been duly noted, the proposal is acceptable in highway terms.

6.7 Other matters

6.7.1 Many local residents have raised concerns over the number of employees leaving the site to smoke on the footpath outside of residential properties. Whilst this is not a consideration when determining this application, the agent has raised this concern with their client, who, in response, have confirmed that they are looking into improving the 'management' of an existing smoking shelter on site to encourage its use rather than employees leaving the site; "They appreciate that it is in their interests to improve this from both an employment and public image point of view".

6.8 Recommendation

6.8.1 With all of the above in mind, the recommendation is to grant planning permission subject to the following conditions:

7. CONDITIONS

- 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To accord with the provisions of Section 91 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

- 2 The development hereby permitted shall be carried out in accordance with the approved plans listed in Schedule 1 of this decision notice.

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

- 3 The development hereby permitted shall be served by an access road laid out and constructed in accordance with TPA drawing no. 1608-22-SKO1-B. As part of the proposed works, the build-out will be relocated further to the east with dropped kerbs. The existing build-out will be removed and new tactile paving will be provided on the southern footway.

Reason: To minimize hazards and inconvenience for users of the development by ensuring that there is a satisfactory means of access, having regard to Policy TP1 of the Cheltenham Borough Local Plan (adopted 2006).

INFORMATIVES

- 1 In accordance with the requirements of The Town and Country Planning (Development Management Procedure) (England) (Amendment No. 2) Order 2012 and the provisions of the NPPF, the Local Planning Authority adopts a positive and proactive approach to dealing with planning applications and where possible, will seek solutions to any problems that arise when dealing with a planning application with the aim of fostering the delivery of sustainable development.

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

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

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

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