

APPLICATION NO: 17/00337/FUL		OFFICER: Miss Michelle Payne
DATE REGISTERED: 17th February 2017		DATE OF EXPIRY: 18th August 2017
WARD: Park		PARISH: n/a
APPLICANT:	CALA Homes (Midlands) Ltd & The Police & Crime Commissioner	
AGENT:	Hunter Page Planning Ltd	
LOCATION:	Central Cheltenham Police Station, Talbot House, Lansdown Road	
PROPOSAL:	Demolition of all existing buildings on site and erection of 67no. new homes, access, landscaping and other associated works at the former Police Headquarters, Lansdown Road	

Update to Officer Report

1. OFFICER COMMENTS

- 1.1. Members will recall that this application was deferred at last month's committee meeting to enable further discussion and negotiation to take place with the applicant in respect of the design of the apartment blocks fronting Lansdown Road – this update should therefore be read in conjunction with the main officer report published in August.
- 1.2. During the Member debate, the elements of the design that were most criticised were the heights of the buildings and the spacing between them, picking up on comments made by the Architects Panel and Historic England.
- 1.3. Following the August meeting, in response to the comments made, officers have met with the applicant on two occasions to secure further revisions to the scheme, namely:
 - A significant reduction in the footprint of apartment block C which sits at the junction of Talbot Road and Lansdown Road, resulting in four of the apartments being reduced from 2 bed units to 1 bed units. This reduced footprint has enabled a 25% increase in the separation between the buildings, from 4 metres to 5 metres, and additional soft landscaping to be introduced.
 - A reduction in the extent of penthouse accommodation to all three blocks to provide for further improved visual separation between the buildings, resulting in the loss of one unit within block A (adjacent Wilton House).
- 1.4. Whilst the overall height of the buildings has not changed, officers consider the additional revisions secured following last month's committee meeting to have positively benefitted the scheme. The significant reduction in the level of penthouse accommodation proposed at fifth floor, particularly that to block C, together with the increased separation between the buildings has considerably reduced the massing of the Lansdown Road frontage and provides for a better transition between the new development and Holland (Wilton) House.
- 1.5. Overall the extent of residential floorspace has been reduced by 315 sq. m, and the number of residential units has been reduced by one. This will also enable the provision of an additional visitor car parking space.
- 1.6. The revised scheme has also been accompanied by additional information to further support the proposals. An extended street scene has been submitted to provide greater context and show the apartment blocks in relation to the neighbouring buildings on either side of the site. It is also anticipated that a materials board will be available at the

committee meeting to illustrate the quality of the external facing materials proposed in the development.

2. RECOMMENDATION

- 2.1. The recommendation remains to grant planning permission subject to the following conditions/informatives:

3. CONDITIONS

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

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

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

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

- 3 Tree protective fencing shall be installed in accordance with the specifications set out within BS 5837:2012. The fencing shall be erected, inspected and approved in writing by the Local Planning Authority prior to the commencement of any works on site (including demolition and site clearance) and shall remain in place until the completion of the construction process.

Reason: In the interests of local amenity, having regard to policies GE5 and GE6 of the Cheltenham Borough Local Plan (adopted 2006).

- 4 Prior to the commencement of development, including any works of demolition, a scheme for the control of noise, dust and dirt from works of construction and demolition at the site shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall also include controls on these nuisances from vehicles operating at, and accessing, the site. The approved scheme shall thereafter be adhered to throughout the demolition and construction period.

Reason: To reduce any potential impact on local residents, having regard to policy CP4 of the Cheltenham Borough Local Plan (adopted 2006). This information is required up front because the amenity of adjoining land users could otherwise be compromised at the beginning of construction.

- 5 Prior to the commencement of development, including any works of demolition, a Construction Method Statement shall be submitted to and approved in writing by the Local Planning Authority. The approved statement shall thereafter be adhered to throughout the construction period. The statement shall:

- i. specify the type and number of vehicles;
- ii. provide for the parking of vehicles of site operatives and visitors;
- iii. provide for the loading and unloading of plant and materials;
- iv. provide for the storage of plant and materials used in constructing the development;
- v. provide for wheel washing facilities; and

vi. specify the intended hours of construction operations.

Reason: To reduce any potential impact on the public highway during construction, and to accommodate the efficient delivery of goods and supplies in accordance with paragraph 35 of the National Planning Policy Framework. This information is required up front because highway safety could otherwise be compromised at the beginning of construction.

- 6 Prior to the commencement of development, a detailed design and timetable of implementation for the surface water drainage strategy presented in the applicant's Flood Risk Assessment document shall be submitted to and approved in writing by the Local Planning Authority. The detail must demonstrate the technical viability of the drainage system to manage the flood risk to the site and elsewhere and the measures taken to manage the water quality for the life time of the development. The scheme for the surface water drainage shall be carried out in accordance with the approved details prior to first occupation of the development.

Reason: To ensure the development is provided with a satisfactory means of drainage and thereby preventing the risk of flooding. It is important that these details are agreed prior to the commencement of development as any works on site could have implications for drainage, flood risk and water quality in the locality.

- 7 Prior to the commencement of development, an exceedance flow routing plan for flows above the 1 in 100 years event with allowance for climate change shall be submitted to and approved in writing by the Local Planning Authority. The proposed scheme shall identify exceedance flow routes through the development based on proposed topography with flows being directed to highways and areas of public open space. Flow routes through gardens and other areas in private ownership will not be permitted. The scheme shall subsequently be completed in accordance with the approved details prior to first occupation of the development.

Reason: To ensure the health and safety of owners/occupiers of the site and to minimise the risk of damage to property. It is important that these details are agreed prior to the commencement of development as any works on site could have implications for the health and safety of owners/occupiers and visitors to the site.

- 8 Prior to their installation, a scheme for the provision of fire hydrants (served by mains water supply) shall be submitted to and agreed in writing by the Local Planning Authority. No dwelling shall be occupied until the fire hydrant serving that property has been provided in accordance with the agreed scheme.

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

- 9 No external facing or roofing materials shall be applied unless in accordance with physical samples of the materials, which shall have first been submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of the character and appearance of the area, having regard to Policies CP3 and CP7 of the Cheltenham Borough Local Plan (adopted 2006).

- 10 The following elements of the scheme shall not be installed, implemented or carried out unless in accordance with details which shall have first been submitted to and approved in writing by the Local Planning Authority:

- a. All windows and external doors (including heads, cills and reveals);
- b. Roof lights;

- c. All balconies (including balustrades and canopies);
- d. Flat roof to apartment blocks;
- e. Parapet detail to houses; and
- f. Rainwater goods.

Reason: In the interests of the character and appearance of the area, having regard to Policies CP3 and CP7 of the Cheltenham Borough Local Plan (adopted 2006).

- 11 The vehicular accesses hereby permitted shall not be brought into use until the existing roadside frontage boundaries have been set back to provide visibility splays extending from a point 2.4m back along the centre of the access measured from the public road carriageway edge (the X point) to a point on the nearer carriageway edge of the public road 43m distance in both directions (the Y points). The area between those splays and the carriageway shall be reduced in level and thereafter maintained so as to provide clear visibility between 1.05m and 2.0m at the X point and between 0.26m and 2.0m at the Y point above the adjacent carriageway level.

Reason: To reduce potential highway impact by ensuring that adequate visibility is provided and maintained, and to ensure that a safe, suitable and secure means of access for all people that minimises the conflict between traffic and cyclists and pedestrians is provided in accordance with paragraphs 32 and 35 of the National Planning Policy Framework.

- 12 Prior to first occupation of the development hereby permitted, the vehicular accesses shall be laid out and constructed in accordance with approved drawing no. 22095_00-010_01 K, with the area of the access roads within at least 10.0m of the carriageway edge of the public road surfaced in bound material. The vehicular accesses shall be maintained as such thereafter until and unless adopted as highway maintainable at public expense.

Reason: To reduce potential highway impact by ensuring that a safe, suitable and secure means of access for all people that minimises the conflict between traffic and cyclists and pedestrians is provided in accordance with paragraphs 32 and 35 of the National Planning Policy Framework.

- 13 Prior to first occupation of the development hereby permitted, pedestrian improvements shall be made along Talbot Road to improve walking journeys in accordance with details to be first submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that the priority is given to pedestrian and cycle movements and that a safe and secure layout that minimises conflict can be created in accordance with paragraph 35 of the National Planning Policy Framework.

- 14 Prior to first occupation of the development hereby permitted, details of the proposed arrangements for future management and maintenance of the proposed streets within the development shall be submitted to and approved in writing by the Local Planning Authority. The streets shall thereafter be maintained in accordance with the approved management and maintenance details until such time as either a dedication agreement has been entered into or a private management and maintenance company has been established.

Reason: To ensure that safe, suitable and secure access is achieved and maintained for all people that minimises the conflict between traffic and cyclists and pedestrians, and to establish and maintain a strong sense of place to create attractive and comfortable places to live, work and visit in accordance with the National Planning Policy Framework.

- 15 Prior to first occupation of the dwellings hereby permitted, the carriageways (including surface water drainage/disposal, vehicular turning heads and street lighting) providing access from the nearest public highway to that dwelling shall be completed to at least binder course level and the footways to surface course level.

Reason: To minimise hazards and inconvenience for users of the development by ensuring that there is a safe, suitable and secure means of access for all people that minimises the conflict between traffic and cyclists and pedestrians in accordance with paragraphs 32 and 35 of the National Planning Policy Framework.

- 16 Prior to first occupation of the development hereby permitted, vehicular parking and turning facilities shall be provided in full accordance with approved drawing no. 22095_00_010_01 K, and the facilities shall be maintained available for those purposes thereafter.

Reason: To ensure that a safe, suitable and secure means of access for all people that minimises the conflict between traffic and cyclists and pedestrians is provided in accordance with paragraphs 32 and 35 of the National Planning Policy Framework.

- 17 Prior to first occupation of the development hereby permitted, secure and covered cycle storage facilities for the apartment blocks for a minimum of 43no. cycles shall be made available in accordance with details which shall have first been submitted to and approved in writing by the Local Planning Authority. The cycle storage shall thereafter be retained in accordance with the approved details.

Reason: To ensure the adequate provision and availability of cycle parking so as to promote cycle use and to ensure that the opportunities for sustainable transport modes have been taken up in accordance with Paragraph 32 of the National Planning Policy Framework.

- 18 Prior to first occupation of the development hereby permitted, the existing vehicular access onto Lansdown Road shall be fully closed up with the adjacent footway reinstated to full height and with full height kerbing at the carriageway edge.

Reason: To ensure that a safe, suitable and secure means of access for all people that minimises the conflict between traffic and cyclists and pedestrians is provided in accordance with paragraphs 32 and 35 of the National Planning Policy Framework.

- 19 Prior to first occupation of the development hereby permitted, signage displaying entrance and exit only routes, directing vehicles to access the site via access 2 (in) and to egress the site via access 1 (out) shall be erected in accordance with details which shall have first been submitted to and approved in writing by the Local Planning Authority. The signs shall be retained for those purposes thereafter.

Reason: To reduce potential highway impact by ensuring that a safe and secure access for all people is laid out that minimises the conflict between traffic and cyclists and pedestrians in accordance with paragraphs 32 and 35 of the National Planning Policy Framework.

- 20 Prior to first occupation of the development hereby permitted, the 'KEEP CLEAR' markings located on Talbot Road in front of access 1 (out) shall be refurbished or replaced.

Reason: To ensure that a safe, suitable and secure means of access for all people that minimises the conflict between traffic and cyclists and pedestrians is provided in accordance with paragraphs 32 and 35 of the National Planning Policy Framework.

- 21 Prior to first occupation of the development hereby permitted, a SuDS management and maintenance plan for the lifetime of the development, which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime, shall be submitted to and approved in writing by the Local Planning Authority. The approved SUDS maintenance plan shall be implemented in full in accordance with the agreed terms and conditions.

Reason: To ensure the continued operation and maintenance of drainage features serving the site and avoid flooding, having regard to policy UI3 of the Cheltenham Borough Local Plan (adopted 2006).

- 22 All landscaping works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation of any part of the development unless otherwise agreed in writing by the Local Planning Authority. Any trees or plants indicated on the approved scheme which, within a period of five years from the date of planting, die, are removed or become seriously damaged, diseased or dying shall be replaced during the next planting season with other trees or plants of a location, species and size to be first approved in writing by the Local Planning Authority.

Reason: To ensure that the planting becomes established, having regard to policies CP1 and CP7 of the Cheltenham Borough Local Plan (adopted 2006).

INFORMATIVES

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

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

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

- 2 The applicant/developer is advised that should asbestos containing materials be present on site, the demolition of the buildings will need to be undertaken in accordance with the legislation surrounding asbestos removal and the demolition of buildings containing asbestos, and the waste disposed of in a legally compliant manner.
- 3 The applicant/developer is advised that demolition and construction works should be kept within the following hours: 7:30am - 6:00pm Monday - Friday and 8:00am - 1:00pm Saturdays with no noisy work on a Sunday or Bank Holiday, and to be mindful of noise when deliveries arrive at the site.
- 4 The applicant/developer is advised that in order to discharge Condition 13 the Local Planning Authority will require a copy of a completed dedication agreement between the applicant and the local highway authority, or the constitution and details of a Private Management and Maintenance Company confirming funding, management and maintenance regimes.

- 5 The applicant/developer should instruct the following GCC contractor to relocate the existing street lighting column including LED lantern, who can also carry out the electrical transfer on WPD's behalf.

Wayne Adams
W&N Adams
wandnadamsltd@aol.co.uk

The applicant/developer should let the Street Lighting Team at GCC know once installation is complete, so that it can be inspected.

- 6 The applicant/developer will be expected to meet the full costs of supplying and installing the fire hydrants and associated infrastructure.
- 7 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 Gloucestershire County Council before commencing works.
- 8 The applicant/developer is advised to contact Amey Gloucestershire on 08000 514 514 to discuss whether the development will require traffic management measures on the public highway.
- 9 The applicant/developer is advised that a sound insulation scheme should be generated and adhered to for the construction of the apartment blocks A, B and C to protect all habitable rooms from noise generated by traffic to be expected from the 24 hour use of the police station. The sound insulation should achieve at least the levels set out in table 4 for living rooms and bedrooms in British Standard 8233: 2014 'Guidance on sound insulation and noise reduction for buildings'.