

<b>APPLICATION NO:</b> 20/00213/FUL	<b>OFFICER:</b> Mrs Emma Pickernell
<b>DATE REGISTERED:</b> 5th February 2020	<b>DATE OF EXPIRY:</b> 1st April 2020
<b>DATE VALIDATED:</b> 5th February 2020	<b>DATE OF SITE VISIT:</b> 27th February 2020
<b>WARD:</b> Charlton Kings	<b>PARISH:</b> Charlton Kings
<b>APPLICANT:</b>	Mr Chris Radford
<b>AGENT:</b>	RRA Architects
<b>LOCATION:</b>	303 Cirencester Road, Charlton Kings, Cheltenham
<b>PROPOSAL:</b>	Proposed 1no new dwelling in the rear garden of 303 Cirencester Road

**RECOMMENDATION:** Permit



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## 1. DESCRIPTION OF SITE AND PROPOSAL

- 1.1 The application site comprises the eastern-most section of the curtilage of 303 Cirencester Road, a detached dwelling which fronts Cirencester Road. Timbercome Lane adjoins to the east, providing access to the application site.
- 1.2 The site is within the Principal Urban Area of Cheltenham, however it also falls within the Cotswolds Area of Outstanding Natural Beauty.
- 1.3 Planning permission is sought for the demolition of the outbuildings towards the rear of the site and the erection of a dwelling. This would provide 4 bedrooms with the first floor accommodation served by dormer windows. The ground floor provides living, study, kitchen and utility accommodation with a dining room accommodated in a flat roof ground floor projection. The style of the dwelling is relatively traditional with hipped roofs, pitched roof porch, and dormer windows. The proposed materials are red brick walls, tiled roofs and timber windows and doors. 2 parking spaces would be provided adjacent to the building.
- 1.4 The plans have been amended during the course of the application to reduce the overall size and height of the building and address specific concerns which had been raised such as the treatment of the Timbercombe Lane Boundary and to remove the garage adjacent to this boundary.
- 1.5 The plans indicate the provision of a new access off Cirencester Road which would provide access and off street parking for 303 Cirencester Road. This already has planning permission by virtue of planning permission 19/01680/FUL which was permitted in October 2019.
- 1.6 The application is to be determined by the Planning Committee at the request of Cllrs Baker and McCloskey and due to an objection by the Civic Society (in response to the initial submission).

## 2. CONSTRAINTS AND RELEVANT PLANNING HISTORY

### **Constraints:**

Area of Outstanding Natural Beauty  
Airport Safeguarding All Developments  
Principal Urban Area  
Smoke Control Order

### **Relevant Planning History:**

**19/01680/FUL    11th October 2019    PER**  
Creation of dual access point onto Cirencester Road

## 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 13 Protecting Green Belt land  
Section 15 Conserving and enhancing the natural environment

### **Saved Local Plan Policies**

CP 4 Safe and sustainable living  
CP 5 Sustainable transport  
CP 7 Design  
GE 5 Protection and replacement of trees  
GE 6 Trees and development

### **Draft Cheltenham Plan**

D1 Design  
SL1 Safe and sustainable living  
G12 Protection and Replacement of Trees  
G13 Trees and Development

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

SD3 Sustainable Design and Construction  
SD4 Design Requirements  
SD7 The Cotswolds Area of Outstanding Natural Beauty  
SD9 Biodiversity and Geodiversity  
SD10 Residential Development  
SD11 Housing Mix and Standards  
SD14 Health and Environmental Quality  
INF1 Transport Network

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

Development on garden land and infill sites in Cheltenham (2009)

## **4. CONSULTATIONS**

### **Ward Councillors**

*27th February 2020*

Cllr Paul McCloskey:

This site is in the AONB and a number of recent applications on neighbouring properties in the AONB have been refused. Accordingly, if you are minded to recommend approval, I would like this application to come to committee.

Also, I remember this application: 19/01680/FUL | Creation of dual access point onto Cirencester Road | 303 Cirencester Road Charlton Kings Cheltenham Gloucestershire GL53 8ED. I note that work on this application has yet to commence.

Should the committee be minded to permit this new application, could we impose conditions requiring the access to Cirencester Road (19/01680/FUL) to be built out first? And then could we insist that all building materials, builders' vans etc. use this access to the site whilst the building work is being undertaken? Timbercombe Lane is simply not designed for large vehicles.

### **Other Borough Councillors**

*28th February 2020*

Cllr Paul Baker:

I would like this application referred to Committee please in view of neighbour objections and impact upon the AONB

**Parish Council**

*11th February 2020*

No objection

**Cheltenham Civic Society**

*2nd March 2020*

**OBJECT**

The Civic Society Planning Forum object to this application on the grounds of over development: the planned dwelling is too big for the plot allocated. The plans are inadequate as they fail to show the new road access from Cirencester Road to the existing dwelling, which this development would necessitate

**Building Control**

*11th February 2020*

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

*23rd April 2020*

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

**Parish Council**

*11th February 2020*

No objection

**Cotswold Conservation Board**

*17th April 2020*

The proposed development is below the consultation thresholds that the Board proposed in the draft consultation criteria that the Board circulated last autumn (attached). As such, the Board will not be providing comments on this planning application.

'No comment' from the Board should not be taken to mean that the Board has taken the view that the proposed development would, or would not, have any adverse impacts on the AONB.

**Architects Panel**

*11th March 2020*

**Design Concept**

The panel had no objection to the principle of building a dwelling at the rear of 303 Cirencester Road because of the pattern of similar developments along the Timbercombe Lane. The style of the proposed house is not dissimilar to neighbouring dwellings and therefore considered appropriate.

However, no elevations of Creagh Lodge are provided to show the new house in context so the panel was unsure whether to support the scheme or not. There was a worry that as the new house had a larger footprint than the neighbouring property on a smaller plot, the

scheme might be too large, possibly one bedroom too big, when viewed next to adjacent properties.

#### Design Detail

On matters of architectural detail, the panel had concerns about the dormer details and their relationship with projecting eaves. It would help if the required large number of rainwater downpipes were shown rather than ignored.

#### Recommendation

Submit further information to show context and to justify the scale of the proposed new dwelling.

#### **Tree Officer**

*4th March 2020*

Due to a lack of tree and soft landscaping information, the CBC Tree Section cannot support this application.

It is not possible to determine the full impact of this proposal on the valuable hedge facing onto Timbercombe Lane. This ivy-clad hawthorn hedge (as well as other woody species) acts as an effective screen into/out of the site. It appears as though 2-3 metres of its length needs to be removed to facilitate easy access for a second parking spot. It would be preferable if as much as possible of this hedge were left in situ so as to retain the 'rural' ambience of Timbercombe Lane. It is not clear why such double car width opening onto Timbercombe lane is necessary.

This hedge will need protection from construction works should permission be granted. New planting within this hedge would consolidate it for the future-shade tolerant species should be planted-yew, holly, beech, hornbeam etc.

Similarly, it appears as though the eastern most point of the garage is within the likely rooting area of the hedge line. If the garage was dropped from the plan, it would leave more scope for garden area and other soft landscaping synonymous with the adjacent rural landscape.

Whilst it is realised that there are no trees within the site (it appears as though 3 cypress and a yew have been removed within the last year), there is a willow tree in the adjacent (northerly) property. The roots of this tree are likely to be in the proposed double parking area. Clarification is required as to how the surface of this driveway is to be constructed so as to not have a significant negative impact on this rooting area of this tree.

A landscape plan showing new planting would also be welcome. There is scope for new tree planting in the south east corner. It is recommended that a modest sized tree of native species is planted at this location-holly/yew/hawthorn etc may be appropriate. There is also landscape planting potential to the rear of the proposed property.

*29th April 2020*

The removal of the proposed garage a welcome development to this proposed planning application. However it is noted that there is still a proposed double car width opening onto Timbercombe Lane which will require several metres of hedge removal. It remains unclear why such a large double gap is required-it does not appear necessary from a feasible design perspective. It is recommended that this is reduced to minimise hedge removal. It is noted that the existing timber shed/garage is not shown on the proposed site plan and as such it is assumed that this is to be removed but the pathway along this border is to remain.

Perhaps mitigating new extended hedge planting could be undertaken if the applicant cannot reduce the proposed width of the new proposed car entrance.

Should permission be granted, please could the following conditions be attached:

- 1) a detailed landscape plan showing hedge rejuvenation and maintenance (ie most ivy and any unwanted/inappropriate species eg self-sown ash seedlings stripped out of the hedge) and replanting within with suitable shade-tolerant woody plants) so as to retain this as an effective hedge into the future. New tree planting to mitigate for previous tree loss should be undertaken in the space of the existing garage/shed.
- 2) Retention of existing screen- so as to retain the hedge into the future.
- 3) A method statement for driveway construction within the Root Protection Area of the willow in the adjacent property. It is anticipated that the driveway surface will be porous so as to feed existing willow roots and reduce rain water run off onto Timbercombe Lane.
- 4) a hedge protection plan so the existing hedge and it's likely rooting area is not damaged during the construction period.

*30<sup>th</sup> April 2020*

This is now more acceptable.

Please could you include all previous conditions on any permission.

**GCC Highways Planning Liaison Officer**

*12th March 2020*

Timbercombe Lane at the location of the site is not a public highway, in fact it is not a made road, the applicant has not demonstrated how building material, plant and operatives would access the rear of no 303 Cirencester Road in order to construct the proposed dwelling without causing undo inconvenience to all other users and dwellings along Timbercombe Lane.

## 5. PUBLICITY AND REPRESENTATIONS

Number of letters sent	8
Total comments received	6
Number of objections	6
Number of supporting	0
General comment	0

**5.1** The application was publicised by way of letters to 8 neighbouring properties. 6 representations were received, all objecting to the application. The main issues raised were as follows:

- The AONB should be protected from development.
- Highway danger due to additional cars using the lane and manoeuvring so close to the lane
- When planning permission was granted for Cirencester Road access it was assumed that the rear of the property would be returned to garden
- Loss of trees – impact on lane and AONB

- Design of house not in keeping with area
- Garden should not be reduced in size
- Impact on privacy of neighbouring properties
- Impact on wildlife
- Loss of drainage
- Insufficient access for construction vehicles
- This will set a precedent for further applications

## **6. OFFICER COMMENTS**

### **6.1 Determining Issues**

The key issues in determining this application are considered to be (i) the principle of development in this location, (ii) the impact on the AONB, including design and layout, (iii) impact on neighbouring properties, (iv) access and highways issues, (v) trees and landscaping, (vi) flooding and drainage.

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

**6.3** As mentioned above the application site is within the Cotswold Area of Outstanding Natural Beauty (AONB). The NPPF states that great weight should be given to conserving and enhancing landscape and scenic beauty in National Parks, The Broads and Areas of Outstanding Natural Beauty, which have the highest status of protection in relation to these issues. It goes on to say that the scale and extent of development within these designated areas should be limited and planning permission should be refused for major development other than in exceptional circumstances.

**6.4** The JCS, in policy SD7 states that all development proposals within the Cotswold AONB will be required to conserve and where appropriate, enhance landscape, scenic beauty, wildlife, cultural heritage and other special qualities.

**6.5** As such it is clear that development is not precluded within the AONB, however it is necessary to carefully assess proposals in order to ensure that the conserve the special scenic and landscape qualities of the area. This will be assessed in further detail below.

**6.6** As well as being within the AONB the site also falls within the Principal Urban Area of Cheltenham. Policy SD10 of the JCS states that housing development that is not on allocated sites will only be permitted where it is (amongst other things) infilling within the Principal Urban Area of Cheltenham.

**6.7** The NPPF refers to the 'presumption in favour of sustainable development'. It states that where the policies which are most important for determining the application are out of date, this means granting permission unless the application of policies that protect areas of particular importance (such as AONBs) provide a clear reason for refusing the development, or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the NPPF as a whole.

**6.8** In this instance the proposal would result in the provision of a dwelling. The Authority cannot currently demonstrate a 5 year housing land supply. Given that the NPPF does not specifically prohibit development within the AONB, it is considered that provided an

assessment of the application finds that there is no significant harm, the 'presumption' would apply.

- 6.9** As such it is considered that the principle of the proposal is acceptable, however there are a number of other criteria which need to be considered and the remainder of this section of the report will concentrate on these.

**6.10 Impact on the AONB including Design and layout**

- 6.11** The policy context in relation to the AONB designation within which the site is located has been outlined above.

- 6.12** With reference to design considerations the following policies are relevant. Section 12 of the NPPF refers to achieving well designed spaces and states that planning decisions should ensure that developments are visually attractive as a result of good architecture, layout and appropriate and effective landscaping. Developments should also be sympathetic to local character and history, including the surrounding built and landscape setting.

- 6.13** The JCS at policy SD4 sets out a detailed framework for the consideration of design within the principles of amenity and space, public realm and landscape, safety and security, inclusiveness and adaptability and movement & connectivity.

- 6.14** Policies CP7 of the Adopted Local Plan and D1 of the Draft Cheltenham Plan include a requirement for development to complement and respect neighbouring development and the character of the locality and/or landscape.

- 6.15** The 'Development on Garden Land and Infill Sites in Cheltenham. SPD 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.

- 6.16** The site is accessed off, and faces Timbercombe Lane. This is a single track lane, leading off Cirencester Road and is rural in character with trees, hedging and a field beyond to the eastern side of the lane. Timbercombe Cottage and Creagh Lodge adjoin the site to the south and both front Timbercombe Lane. Presently the site itself has two vehicular access points off Timbercombe Lane which access an area of hardstanding and a single garage. To the north are vehicular accesses for 301 Cirencester Road and Forden House. As such whilst the lane does exhibit a relatively rural character there is also a loose, residential character to the western side of the lane; the area which is sandwiched between Timbercome Lane and Cirencester Road. There is no development beyond Timbercombe Cottage.

- 6.17** In this context, it is not considered that the site in its present form makes a significant contribution to the scenic value and qualities of the AONB. Therefore it is considered that, subject to an appropriate layout and design being achieved, the site could be developed without resulting in an unacceptable impact upon the AONB.

- 6.18** The proposed dwelling has a footprint which is more or less comparable with the surrounding buildings. Similarly in terms of the positioning of the building within the plot and the space around it, this is in keeping with the general layout of development in the vicinity. The scheme as originally submitted was considered to be too large; with a garage which projected forward, coming within 3.3m to the lane. It was considered that this would have been too imposing. Furthermore the original scheme had a gable roof which was considered to result in a building which was overly bulky. No drawings had been submitted which demonstrated how the height compared with adjacent buildings. This has

now been received and the overall height of the building has been reduced to result in a 'stepping down' in the roofs which responds to the gradient of Timbercombe Lane.

- 6.19** It is considered that the revised scheme has responded to the concerns raised by officers, the Civic Society and the Architects Panel. The scheme as revised responds well to the character of the area and would sit comfortably on the site. For these reasons the proposal is considered to have an acceptable impact on the AONB and to be acceptable in terms of design and layout.

**6.20 Impact on neighbouring property**

- 6.21** 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.

- 6.22** The main neighbours whose amenity may be affected by the development are 301, 303 & 305 Cirencester Road and Creagh Lodge.

**6.23 301 Cirencester Road.**

There are no windows on the northern side elevation. There are windows on the rear elevation of the proposed property at first floor level which might allow views towards 301, however these are approx. 23m from the nearest point of the house and 8m from the boundary at the nearest point. The proposed dwelling itself is 6.4m from the boundary. Given these distances it is not considered that the proposed dwelling has an unacceptable impact on this property in terms of loss of light, privacy or overbearing impact.

**6.24 303 Cirencester Road**

The plans show that there would be 23m between directly facing window at the first floor level. 303 would retain a 12m garden. These distances accord with the Authority's guidance and as such it is considered that there would be no unacceptable impact on this property.

**6.25 305 Cirencester Road**

At the nearest point there is 25m between these properties. There is no direct overlooking and the proposal would have an acceptable impact on this property.

**6.26 Creagh Lodge**

The proposed dwelling sits alongside this property. A ground floor kitchen window is proposed on the side elevation, however this is a normal relationship between neighbouring properties, with the window partially obscured by the boundary fence. There are no windows proposed on the side elevation at first floor. The proposed dwelling is set back from Creagh Lodge, however there is 4m between the dwellings and the proposal passes the light test. As such there would be no unacceptable impact on privacy and light and no unacceptable overbearing impact.

- 6.27** For these reasons the proposal is considered to have an acceptable impact on neighbour amenity.

**6.28 Access and highway issues**

- 6.29** Paragraph 109 of the NPPF states that development should only be refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

**6.30** Policy INF1 of the JCS reiterates the stance of the NPPF and states that proposals should ensure that safe and efficient access to the highway network is provided for all transport modes.

**6.31** In this instance the proposal reuses an access point which is currently used by 303 Cirencester Road, to provide parking for this property. As such it is not considered that an objection could be sustained against using this access for a new dwelling. The proposal would see the arrangement change from two access points to a single access point, which would reduce the amount of accesses onto the lane. The application provides two off street parking spaces and sufficient space to turn. As such it is considered that the proposal is acceptable in terms of providing safe and sufficient access.

**6.32** Planning permission has been granted for a new access and parking area off Cirencester Road for 303. It is considered necessary that this is constructed before the development starts to ensure that there is off road parking available for this property and to provide a route into the site for deliveries and construction vehicles etc. The site is all in the same ownership and therefore it is considered appropriate to attach a Grampian condition requiring this. The concerns about the potential disruption of construction is understood and as such a construction method statement condition is also recommended.

**6.33** Subject to these conditions it is considered that the proposal would have an acceptable impact on highway safety.

#### **6.34 Trees and Landscaping**

**6.35** The tree officer has visited the site and has made comments on the proposal as reproduced above.

**6.36** The plans have been amended to address initial concerns.

**6.37** On visiting the site it is clear that there have been some trees removed from the site. This would not have needed consent, not being protected by a Tree Preservation Order (TPO) and not being within a conservation area. However it is considered appropriate that their loss is mitigated through appropriate landscaping of the site, especially bearing in mind the location of the site within the AONB and this is covered by a condition. The hedge along the frontage of the site is important in assimilating the development into the existing character of Timbercombe Lane and as such a condition is attached requiring improvements and maintenance of the hedge as part of the development. This will be an enhancement to the existing hedge.

**6.38** Subject to these conditions the proposal is considered to have an acceptable impact on trees and hedges at the site.

#### **6.39 Flooding and Drainage**

**6.40** The site is within flood zone 1 which means it is not at risk of flooding from any river. There is a certain amount of hardstanding on the site at present, with concrete parking area and garage. The amount of the site covered by hard surfaces will increase as a result of this development and as such to avoid with surface drainage/runoff it is considered appropriate to require the driveway to be constructed using permeable materials and a condition requiring this is attached.

#### **6.41 Other considerations**

There are no specific records of protected species at the site, however it is considered that improvements to the hedge and new tree planting will assist in supporting any existing habitats which may exist nearby.

## **7. CONCLUSION AND RECOMMENDATION**

- 7.1** The proposal results in the provision of an additional dwelling which would assist the Authority's housing supply in a small way. The scheme has been found to be acceptable in terms of principle, impact on the AONB, Design and layout, neighbour amenity, parking and access issues, trees and landscaping and flooding and drainage.
- 7.2** As such subject to the conditions listed below, the application is recommended for approval.

## **8. CONDITIONS / INFORMATIVES**

- 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 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.

- 4** No external facing or roofing materials shall be applied unless in accordance with:

- a) a written specification of the materials; and/or
- b) physical sample(s) of the materials.

The details of 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 saved policy CP7 of the Cheltenham Borough Local Plan (2006) and adopted policy SD4 of the Joint Core Strategy (2017).

- 5 No development shall commence on site until the approved access onto Cirencester Road (19/01680/FUL) has been installed and made available for use.

Reason: The access will be required 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).

- 6 Prior to the implementation of any landscaping, full details of a soft landscaping scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall show hedge rejuvenation and maintenance and new planting to mitigate for previous tree loss.

All soft landscaping works shall be carried out in accordance with the approved details 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, (including those which form part of the existing hedge), 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 hard surfaces within the site, including driveways, parking and turning areas, footways and patios, details shall be submitted to and approved in writing by the Local Planning Authority. All new hard surfacing areas shall be permeable or drain to a permeable area and shall be carried out in accordance with the approved details prior to first occupation of any part of the development unless otherwise agreed in writing by the Local Planning Authority.

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

- 8 Prior to the commencement of development (including demolition and site clearance), a Hedge Protection Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall include the methods of hedge protection, the position and specifications for the erection of 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 plan shall remain in place until the completion of the construction process.

Reason: To safeguard the existing hedge 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 the hedge is not permanently damaged or lost.

- 9 Prior to the commencement of development, full details of the proposed method for works within the tree Root Protection Area(s) shall be submitted to and approved in writing by the Local Planning Authority and the development shall be implemented strictly in accordance with the approved details.

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.

- 10 The area(s) shown as car parking on the approved plan(s) shall not be used for any purpose other than the parking of motor 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).

## **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.