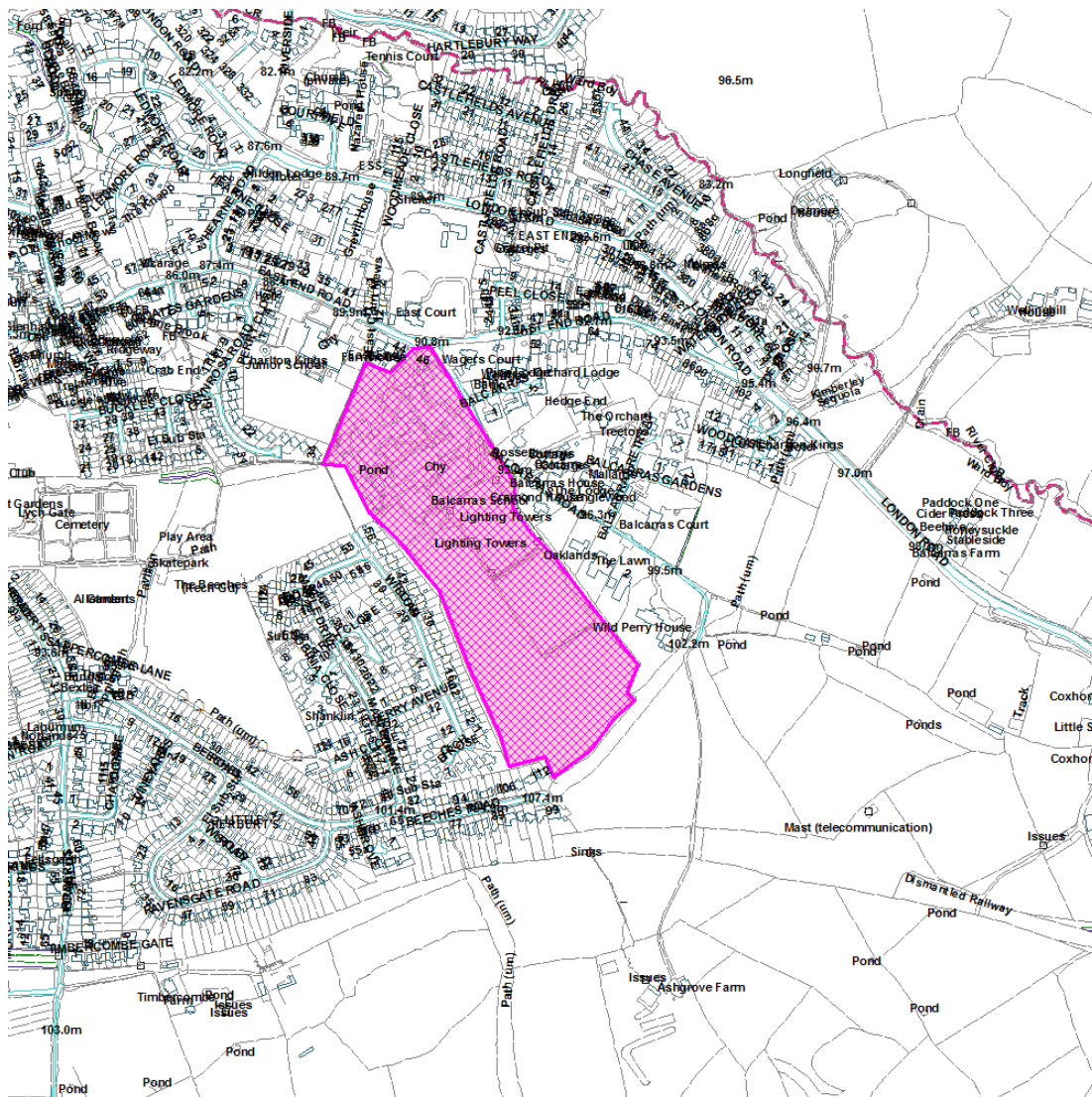


APPLICATION NO: 20/01370/FUL	OFFICER: Michelle Payne
DATE REGISTERED: 18th August 2020	DATE OF EXPIRY: 17th November 2020 (extension of time agreed until 21st December 2020)
DATE VALIDATED: 18th August 2020	DATE OF SITE VISIT:
WARD: Charlton Kings	PARISH: Charlton Kings
APPLICANT:	Balcarras Academy Trust
AGENT:	Evans Jones Ltd
LOCATION:	Balcarras School, East End Road, Charlton Kings
PROPOSAL:	Construction of new modular building to accommodate up to 120 year seven pupils from September 2021 - Summer 2022 following which the proposed building is to be repurposed for educational use by Balcarras Academy Trust

RECOMMENDATION: Permit



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1. DESCRIPTION OF SITE AND PROPOSAL

- 1.1 Balcarras School is located on the southern side of East End Road, within Charlton Kings parish. The school site as a whole extends some 8.63 hectares, with the school buildings located on the northern part of the site, and the playing field and all-weather playing pitches located to the south.
- 1.2 Much of the site is bounded by residential properties; however, to the south-east, the site adjoins open countryside, and a public playing field adjoins part of the south-western boundary. Charlton Kings Junior School is located immediately west of Balcarras School on East End Road.
- 1.3 The application is seeking planning permission for the construction of a new two storey modular building. Initially, from September 2021 to summer 2022, the building will be used to temporarily accommodate up to 120 year 7 pupils who would then move to the new High School in Leckhampton (HSL), which is scheduled to open September 2022. A dedicated bus service to and from the HSL catchment area is proposed for the duration of the occupation of the building by HSL pupils.
- 1.4 Once the HSL pupils have relocated to the new high school, the building is intended to be repurposed as teaching space for the Balcarras Business Studies Department; however, the Planning Statement which accompanies the application sets out that the school do not intend to increase the capacity of the school, which is currently capped at 1341 pupils.
- 1.5 The Planning Statement also addresses the decision to seek permission for a permanent building which can be repurposed rather than a temporary building.
- 1.6 The application is before the planning committee at the request of Cllr McCloskey due to the level of public interest, particularly in relation to transport issues.

2. CONSTRAINTS AND RELEVANT PLANNING HISTORY

Constraints:

Airport safeguarding over 10m
Airport Safeguarding over 45m
Principal Urban Area
Smoke Control Order

Relevant Planning History:

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

3. POLICIES AND GUIDANCE

National Planning Policy Framework (NPPF)

Section 2 Achieving sustainable development
Section 4 Decision-making
Section 8 Promoting healthy and safe communities
Section 9 Promoting sustainable transport
Section 11 Making effective use of land
Section 12 Achieving well-designed places
Section 15 Conserving and enhancing the natural environment

Adopted Cheltenham Plan (CP) Policies

D1 Design
SL1 Safe and Sustainable Living
GI2 Protection and replacement of trees
GI3 Trees and Development

Adopted Joint Core Strategy (JCS) Policies

SD3 Sustainable Design and Construction
SD4 Design Requirements
SD9 Biodiversity and Geodiversity
SD14 Health and Environmental Quality
INF1 Transport Network

4. CONSULTATION RESPONSES

GCC Highways Development Management

13th November 2020

Gloucestershire County Council, the Highway Authority acting in its role as Statutory Consultee has undertaken a full assessment of this planning application. Based on the appraisal of the development proposals the Highways Development Management Manager on behalf of the County Council, under Article 18 of the Town and Country Planning (Development Management Procedure) (England) Order, 2015 has no objection subject to conditions.

The proposed encompasses the erection of a permanent modular building to temporarily accommodate the first years intake, year 7 (120 pupils), for the new High School Leckhampton (HSL), at Balcarras School (BS).

Impact

We believe that the forecast modal split percentage figure by car mode as shown in the 'Table 7.1: Forecast Multi-modal Trip Attraction' (for the 120 Year 7 pupils who are to be temporarily accommodated at the existing Balcarras School site during the 2021/22 academic year) of the Transport Statement (TS) is not sufficiently robust for this, albeit short-term, temporary traffic scenario.

The reason is that these modal split percentage figures have been extracted directly from Table 6.1 of the Cotswold Transport Planning Ltd TA, dated July 2019, submitted in support of the planning application for the new Secondary School at Leckhampton (19/0058/CHR3MJ, which was granted planning permission by GCC Planning Committee on 21st July 2020), which relate to the development of the new 900 pupil capacity school specifically at the site located adjacent Farm Lane, Leckhampton, based on a predicted pupil travel-to-school trip distribution derived from an agreed pupil home address postcode database provided by GCC's Education Department.

Explanation of how the modal split percentages shown in Table 6.1 were derived is provided in the TA Appendix V – 'Multi-Modal Baseline Travel Data' Transport Technical Note 02A supporting document, which states that in order to establish pupil travel modal splits....."DfT NTS modal split data for secondary schools and pupil postcode data, provided by GCC Education Department, as used in Technical Note 1B, have been interrogated to understand potential travel patterns for the proposed new Secondary School in Cheltenham."

Within the 02A TN, Table 1 summarises the National Travel Survey (NTS) pupil mode share percentage of trips to/from Secondary schools, based on distance travelled. From Tables 2 & 3 of the 02A TN, applying a 'proportional analysis' based on 2,186 available

postcodes for potential pupils (supplied by GCC Education) indicated that 22.1% of the potential pupils who would attend the new Secondary school at Leckhampton would likely live within 1 mile radius, with a further 66.6% living between 1 to 2 miles from the site, giving a combined total of 88.7% living within a range of 2 miles. Then, applying the NTS pupil mode share percentage of trips based on distance travelled (shown in Table 1) to the Table 3 locally estimated number of pupils (based on pupil trip length –factored by proportional analysis of postcode data), and allowing for ‘car sharing’ estimates, results in the ‘Forecast Multi-modal Trip Attraction’ as shown in Table 7.

However, from analysis of Table 1 showing the NTS pupil mode share percentage of trips to/from Secondary schools based on distance travelled, this clearly shows that the further the distance a pupil’s home postcode is from a school, the greater the likelihood of them travelling to/from that school by car e.g. if a pupil’s postcode is between 0-1 mile from school then there is only a 6% likelihood of that pupil choosing to travel by car, whereas if they reside between 1-2 miles away from the school that percentage figure increases on average to 23%, and then to 37% if they live between 2 and 5 miles away. Referring also to the NTS ‘2014 Travel to School’ information sheet, the ‘Travel to School by distance’ chart shown at the bottom of page 4 shows that for Secondary schools in England, on average 23% of pupils live within 1 mile, with a further 26% living between 1 to 2 miles from school, giving a combined total of 49% living within a range of 2 miles. This is in contrast to the figure of 88.7% of pupils predicted to live within a 2 mile radius, as agreed for the new school site located at Leckhampton, based on analysis of local pupil postcode information - as explained in the above paragraph.

Given that during the 2021/22 academic year the 120 Year 7 pupils are to be temporarily accommodated at the more distant existing Balcarras School site, which is located approximately 3 kms east of the new school site, and from reviewing the potential pupil catchment for the new school in relation to the IHT desirable, acceptable and preferred maximum walking distances for Schools, and also based on the review analysis provided above, we would recommend that a higher predicted car mode share of pupil trips to/from this temporary school location needs to be assumed.

For assessment purposes, it is recommended that it could realistically be assumed that none of the prospective ‘relocating’ Year 7 pupils will live within 1 mile of the existing Balcarras school, and that *adjusted* NTS ‘Travel to School by distance’ travel statistics for Secondary schools in England would be more appropriate for use. The adjusted NTS percentage figures would therefore be as follows:

- 0% of pupils living within 1 mile of the school,
- 49% living between 1 to 2 miles from school (23% + 26% combined, from the page 4 Chart in the NTS ‘2014 Travel to School’ information sheet),
- 29% living 2 to under 5 miles away, and
- 22% living 5 miles and over.

Applying the NTS pupil ‘mode share percentage’ of trips based on distance travelled (as set out in Table 1 of the 02A TN) to these estimated percentages of pupil numbers by distance from school, would result in the following revised forecast trip attraction by car mode:

- 120 Year 7 Pupils x 49% = 59 Pupils living between 1 and 2 miles from school x 23% by Car Mode = 14 car trips.
- 120 Year 7 Pupils x 29% = 35 Pupils living between 2 and less than 5 miles from school x 37% by Car Mode = 13 car trips, and
- 120 Year 7 Pupils x 22% = 26 Pupils living 5 miles and over from school x 25% by Car = 7 car trips.
- Total Estimated Forecast Pupil Trips by Car Mode = 34 car trips (equivalent to 28.3% of the total pupil trips).

Allowing for potential 'car sharing' based on similar assumptions as set out in the 02A TN (i.e. 52.3% of pupils travelling as single occupant, and 47.7% as car sharing with a single other pupil)

=> Car (Single Occupancy) = 18 pupils (15% of total trips); and Car (Car Share)
= 16 pupils (13.3% of total trips).

Obviously, the introduction of two bespoke school bus services to transport these 'temporarily relocating' 120 Year 7 pupils will be crucial in reducing the potential additional car trips to the existing Balcarras school site. Although currently details of how the routes for the two temporary school bus services are limited, we understand that the temporary school bus services will be decided by GCC when the new pupil home postcode addresses are known with the proposed routes utilising existing public transport corridors.

The transport consultant acknowledges that the original figures contained within the TS were not sufficiently robust, however based on our revised analysis of the proposed forecast vehicle trips above being robust it can be concluded that the potential temporary increase in vehicles travelling to BS would not severely impact the local highway network during both the AM and PM peak periods associated with BS.

Accessibility

The Walking, Cycling and Horse-riding Assessment and Review (WCHAR) conclusions are accepted considering the scale and nature of the proposed temporary development. However should this be more than a temporary measure mitigation would be required.

Travel Plan

Overall we are satisfied with School Travel Plan (STP) provided and are confident that the school will work closely with the GCC Thinktravel team to reach the objectives set and to gain a 'Gold' accredited Modeshift Stars School Travel Plan award.

The Highway Authority has undertaken a robust assessment of the planning application. Based on the analysis of the information submitted the Highway Authority concludes that there would not be an unacceptable impact on highway safety or a severe impact on congestion. There are no justifiable grounds on which an objection could be maintained.

Conditions

POC10 Travel Plan – Submitted

Tree Officer

15th September 2020

The Trees Section does not object to this application. Please could a Tree Protection Plan and a Method Statement be submitted.

3rd November 2020

The Barton Hyett Tree Protection Plan and Method Statement (drawing no BHA_775_02A TP.1.0) is sufficient and appropriate to protect and work around existing trees on site.

Environmental Health

15th September 2020

I have reviewed the application and documents relating to the above proposal and have no objection to this development in principal, however there is potential for noise and vibration to affect nearby properties which may require measures to control the impact of these activities.

I would therefore request the following:

Augured pile foundations: A full pile method statement to be submitted and approved in writing by the Local Planning Authority. The method statement must assess and include full details of the noise and vibration impact from the piling operations on the nearest residential property, dates and times of piling and details of monitoring measures.

Proposed plant equipment including classroom ventilation and air source condenser units: A noise assessment is carried out in order to determine the levels of noise affecting nearby residential property. The results of this assessment should then be used to produce a scheme of mitigation to control noise affecting these premises.

These may be added as conditions attached to consent, should the application be approved.

GCC Local Flood Authority (LLFA)

11th September 2020

I refer to the notice received by the Lead Local Flood Authority (LLFA) requesting comments on the above proposal. The LLFA is a statutory consultee for surface water flood risk and management and has made the following observations and recommendation.

The LLFA has no objection to the proposal.

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 e-mail address. Please quote the planning application number in the subject field.

Cheltenham Civic Society

28th September 2020

SUPPORT

The Civic Society Planning Forum supports this application but with some caveats. There is a large tree which has been included in the arboricultural survey, but omitted from all the visualisations, despite being very close to the corner of the building. It seems inevitable that the rootzone of this tree will be affected. If the building itself cannot be re-located slightly further from the tree, can a replacement tree be planted elsewhere on the site? We are concerned that the disabled access is separate from the main entrance, and tucked at the rear of the building. Ideally disabled access would be integrated into the main entrances.

We note the many public comments about the likely (albeit temporary) increase in traffic. We would like to a clearer indication of how this problem will be resolved.

The Forum welcomes the attention to sustainability in the plans.

Building Control

25th August 2020

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

Parish Council

15th September 2020

The Committee strongly disagrees with the assessment made in the Transport Statement: 'it is considered that there is no existing safety issue on the local highway network that could be exacerbated by the development proposals'.

There is existing widespread concern among residents of East End Road and surrounding streets; and parents of pupils at Balcarras, CKJS & CKIS, about traffic levels and speeds, inconsiderate and obstructive parking and dangerous driving practices around the start and end of the school days. There is a strong campaign for the introduction of a 'School Streets' scheme for the area, which the Parish Council is supportive of, providing that displaced traffic does not cause safety issues and difficulties to residents on the surrounding road network.

The Committee recognises the commitment in the proposal to providing an additional bus service for this year seven intake for The High School Leckhampton and staggering the start and finish times. However, given that these children are not in the catchment for Balcarras, it seems likely that any who do not use the bus service will be driven to school, increasing the volume of traffic around the peak times.

Any increase in the traffic and parking volumes will have a detrimental effect on the residents and pupils and parents who walk to the three schools.

The Committee is very concerned by this negative impact. However, due to the regrettably slow delivery of the HSL, there are 120 year seven children who must be found a school place somewhere, given the lack of available places in Cheltenham.

Because of the imperative need for these places to be provided, the Committee does not on balance, given that the proposed increase is temporary, object to the proposal, despite the above concerns.

However, the Committee would very much urge Balcarras (and CKJS & CKIS) to take all possible measures to persuade parents and sixth formers not to drive to school to balance the increase caused by this proposal, and for the County Council and Police to be proactive in managing increased disruption and poor driving / parking behaviour.

In addition, it is absolutely imperative that during the construction phase deliveries to the site must not occur during the morning and afternoon peaks and all construction personnel must park in additionally provided parking on site to prevent further on-street parking (and resultant congestion) in the vicinity.

Gloucestershire Centre for Environmental Records

14th September 2020

Report in documents tab

5. PUBLICITY AND REPRESENTATIONS

- 5.1 Letters of notification were sent to 155 properties surrounding the site. In addition, a site notice was posted and an advert published in the Gloucestershire Echo. In response to the publicity, 47 representations have been received; 9 in objection, 38 in support, and 1 general comment. All of the representations have been circulated in full in Members.
- 5.2 In brief, the objections are summarised below:
- Increase in traffic and inconsiderate parking
 - Impact on view from neighbouring houses
 - The site is currently used as a recreation area and for parking
 - Noise and disruption
 - The permanent retention of the building is unnecessary
 - Design
 - Impact on existing Balcarras School pupils
- 5.3 The letters of support are largely from parents of children that will be attending the new HSL.

6. OFFICER COMMENTS

6.1 Determining issues

6.6.1 The key issues when determining this application are the design and siting of the building; traffic and parking; and impact on neighbouring amenity.

6.2 Siting and design

Siting

6.2.1 The Planning Statement sets out that various siting options for the building were explored by the school, with initial preference given to a site adjacent to the main covered cycle parking area; however, on further investigation, that site was ruled out due to underground drainage facilities in that area. It was also felt that a building in that location would lead to an unacceptable reduction in natural light to some existing classrooms.

6.2.2 The proposed building will be sited on, and result in the loss of, part of the existing school playground which is used for informal gathering and play at break times and lunchtime, and this has been raised as a concern. The submitted Planning Statement, at paragraph 6.28, does address this issue in acknowledging that, prior to the recent provision of a new multi-use games area (MUGA) to the south of the existing school buildings, the school lacked adequate all weather playing areas. However, it goes on to say, at paragraph 6.29, that having assessed their needs and requirements, whilst also acknowledging that the new building will result in a reduction of informal space to gather, the school are satisfied that more than adequate space will remain available.

6.2.3 Notwithstanding the above, officers felt it necessary to seek additional clarification on this topic to be satisfied that the provision of the building in this location would not have a negative impact on existing pupils; and to understand how the additional pupils, albeit on a temporary basis, could be accommodated.

6.2.4 The response from the school explains that the school is currently running staggered break and lunchtimes as a result of the coronavirus pandemic, and that this is proving

useful in maximising the areas available for play, and canteen space. It is proposed to continue the use of staggered break times whilst the additional HSL pupils are on site.

6.2.5 The school have also responded that following the recent construction of the MUGA, despite the loss of part of the playground to accommodate the building and necessary circulation space, the school will still benefit from significantly more play space than three years ago.

6.2.6 The siting of the proposed building therefore, is considered to be acceptable.

Design

6.2.7 The application proposes a bespoke, timber framed, modular building providing some 478sqm of accommodation. At ground floor the building will accommodate two classrooms, stores, two offices, WCs, a tuck shop, a plant room, and circulation space including a lift. At first floor there will be two additional classrooms with stores, cleaning areas, staff rooms and WCs. Access to the building will be provided via an inclined surface with level thresholds to ensure the building is accessible to all.

6.2.8 The building will have a flat roof, and the external palette of materials proposed will result in a high quality contemporary building, which will complement the nearby music block which has recently been altered and extended, with a timber/metal cladding system to the external elevations.

6.2.9 The proposed building will be clad in grey composite cladding and Western Red Cedar cladding, with high efficiency grey powder coated aluminium windows and doors. A low energy LED lighting system is proposed, together with air source heat pumps. The buildings have a lifespan of some 50 years.

6.2.10 With regard to sustainability, the Design & Access Statement at Section 7 sets out that:

One of the primary motivations of TG Escapes Ltd [the building provider] is to provide logically and environmentally sensitive buildings...In addition to low operational energy requirements the modular buildings by virtue of their almost entirely timber construction have very low embodied carbon, given carbon is sequestered during tree growth.

6.2.11 The statement also states that the roof has been designed to accommodate the loading of solar pv panels if desired in the future, noting that the school already has a significant array of panels on its roofs which provide on-site energy production.

6.2.12 Overall, officers are satisfied that the building is of a high quality, sustainable design, will be visually attractive, and will sit comfortably within its context.

6.2.13 The proposal therefore, is considered to meet with the requirements of adopted CP policy D1 and JCS policies SD3 and SD4, which seek to secure the provision of sustainable, high quality, attractive development.

6.3 Traffic and parking

6.3.1 The application has been accompanied by a Transport Statement and a School Travel Plan. Additional clarification on a number of points, and a Construction Method Statement, has also been submitted during the course of the application.

6.3.2 The County Council as the Local Highway Authority (LHA), in their role as a statutory consultee, have undertaken a very thorough assessment of the proposed

development and their detailed response can be found in Section 4 above; it is not intended to repeat the comments here but, in summary:

- The LHA are satisfied that the potential temporary increase in vehicles travelling to the school would not severely impact the local highway network during both the AM and PM peak periods associated with the existing school.
- The LHA accept the conclusions within the Walking, Cycling and Horse-riding Assessment and Review considering the scale and nature of the proposed temporary development.
- The LHA are satisfied with the submitted School Travel Plan; however, a condition is required to ensure the implementation, monitoring and review of the Travel Plan.
- The LHA conclude *“that there would not be an unacceptable impact on highway safety or a severe impact on congestion. There are no justifiable grounds on which an objection could be maintained”*.

6.3.3 Therefore whilst the concerns raised by a small number of local residents in relation to traffic and parking have been duly noted, officers are satisfied with the advice from the LHA, and are confident that the proposed development accords with the requirements of adopted JCS policy INF1, and Section 9 of the NPPF.

6.3.4 Alleged poor and indiscriminate parking by existing sixth form students in surrounding roads will not be exacerbated by this proposal.

6.4 Neighbouring amenity

6.4.1 One local resident has commented that the proposed building will impact on their existing view in to, and beyond, the school grounds; however, members will be aware that the loss of a view is not a material consideration in the determination of a planning application.

6.4.2 Additionally, given the existing nature of the site, and the positioning of the proposed building, it is not considered that the building will result in any unacceptable harm in terms of privacy, daylight, outlook, or noise.

6.4.3 Details of the lighting and extract proposals for the building, including details of the proposed air source heat pump and predicted noise levels, have been submitted with the application, and are considered to be acceptable in this location given the distances to the nearest noise sensitive receptors.

6.4.4 No objection has been raised by the neighbouring Junior School.

6.4.5 Overall, the proposal is therefore considered to be in accordance with the requirements of adopted CP policy SL1 and JCS policy SD14 which seek to protect the amenity of neighbouring land users.

6.5 Other considerations

Trees

6.5.1 The application has been reviewed by the Trees Officer who raises no objection to the proposals. A Tree Protection Plan and Method Statement has been submitted which is sufficient to demonstrate that existing trees on site will be suitably protected during the construction works. No tree removal is proposed in order to facilitate the development.

6.5.2 The works will require the pruning of trees within the adjacent Junior School site; however, the school have sought agreement from the Junior School in this respect.

Flooding and drainage

6.5.3 The County Council in their statutory role as the Lead Local Flood Authority (LLFA) has reviewed the submitted Outline Drainage Strategy and raise no objection to the proposal.

Protected species

6.5.4 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 development will have any impact on these species.

Piled foundations

6.5.5 In response to the comments made by the Environmental Health Officer, in relation to noise and vibration during construction, the agent has confirmed that screw piles are proposed rather than auger pile foundations, in order to avoid any impact on nearby properties in terms of noise and vibration. An informative has been attached which requests that the applicant inform the Council when the screw piling is being carried out.

Public Sector Equalities Duty (PSED)

6.5.6 As set out in the Equalities Act 2010, all public bodies, in discharging their functions must have “due regard” to this duty. There are three main aims:

- Removing or minimising disadvantages suffered by people due to their protected characteristics;
- Taking steps to meet the needs of people with certain protected characteristics where these are different from the needs of other people; and
- Encouraging people with certain protected characteristics to participate in public life or in other activities where participation is disproportionately low.

6.5.7 Whilst there is no absolute requirement to fully remove any disadvantage, the duty is to have “regard to” and remove OR minimise disadvantage and in considering the merits of this planning application the planning authority has taken into consideration the requirements of the PSED.

6.5.8 In the context of the above PSED duties, this proposal is considered to be acceptable.

7. CONCLUSION AND RECOMMENDATION

- 7.1 The proposed development will provide much needed temporary accommodation for up to 120 year 7 pupils whilst the new High School in Leckhampton is completed. The subsequent retention and repurposing of the building for use as teaching space for the Balcarras Business Studies Department will enhance the facilities currently offered by the school and provide the business school with its own identity. It is not intended to increase the capacity of Balcarras School, which is currently capped at 1341 pupils.

- 7.2 The proposed building is highly sustainable in its design, will be visually attractive, and will sit comfortably within its context.
- 7.3 The school has carried out an assessment of their needs in relation to external recreation space for informal gathering and play, and are satisfied that more than adequate space will remain available following the construction of the building.
- 7.4 The application has been thoroughly assessed by the County Council as the Local Highway Authority (LHA) who raise no Highway objection, concluding *“that there would not be an unacceptable impact on highway safety or a severe impact on congestion. There are no justifiable grounds on which an objection could be maintained”*.
- 7.5 With all of the above in mind, officers recommend that planning permission be granted; subject to the following schedule of conditions/informatives:

8. SUGGESTED 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 Tree protective fencing shall be erected on site in accordance with the approved Tree Protection Plan, Drawing No. BHA_775_02A, and the protective measures 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 adopted policies GI2 and GI3 of the Cheltenham Plan (2020).
- 4 The development shall be carried in accordance with the approved Construction Management Plan, Rev 1 dated November 2020, for the duration of the construction process.
- 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).
- 5 The approved school Travel Plan dated October 2020 shall be implemented in all respects upon first beneficial use of the development hereby permitted, and shall be monitored and reviewed in accordance with the provisions and timescales set out within School Travel Plan, unless agreed in writing by the Local Planning Authority. The details of the Travel Plan Co-Ordinator shall be provided to the Local Planning Authority prior to implementation.

Reason: To support sustainable transport objectives including a reduction in single occupancy car journeys and the increased use of public transport, walking and cycling, 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.

- 2 The applicant is requested to contact the Council prior to the screw piling being carried out.