

APPLICATION NO: 20/01031/FUL		OFFICER: Mrs Emma Pickernell	
DATE REGISTERED: 26th June 2020		DATE OF EXPIRY: 21st August 2020	
DATE VALIDATED: 26th June 2020		DATE OF SITE VISIT:	
WARD: Leckhampton		PARISH: Leckhampton With Warden Hill	
APPLICANT:	Mr And Mrs Wilkins		
AGENT:	Steve Mitchell Building Design		
LOCATION:	Crooks Industrial Estate, Croft Street, Cheltenham		
PROPOSAL:	Construction of 2 dwellings fronting Croft Street including new access and associated external works		

RECOMMENDATION: Permit



This site map is for reference purposes only. OS Crown Copyright. All rights reserved Cheltenham Borough Council 100024384 2007

1. DESCRIPTION OF SITE AND PROPOSAL

- 1.1 This application relates to a parcel of land to the front of the Crooks Industrial Estate off Croft Street in Leckhampton. The land is currently used as an informal parking area for occupiers of businesses within the industrial estate.
- 1.2 The applicant is seeking permission for the erection of a pair of semi-detached dwellings with associated off road parking and rear amenity space.
- 1.3 The application is before committee at the request of Cllr Cooke due to neighbouring concerns and also as a result of an objection from the Architect's Panel.
- 1.4 Revised plans were submitted during the course of the application in response to concerns raised by the Architects Panel and the Highway Authority.

2. CONSTRAINTS AND RELEVANT PLANNING HISTORY

Constraints:

Airport Safeguarding over 45m
Conservation Area
Principal Urban Area
Smoke Control Order

Relevant Planning History:

03/01559/GDO 18th November 2003 NOOBJ

Erection of 1 no.11 metre high wooden pole with associated wires and attachments (retrospective)

76/00241/PR 1st September 1976 PER

Disused Site Of Former Fossil Cottages Croft Street Cheltenham Gloucestershire - Change Of Use Of Site Of Demolished Cottages For Vehicle Parking To Be Used By Adjoining Tenants Of Crooks Industrial Estate Only

77/00364/PC 8th December 1977 REF

Unit 10 Cheltenham Gloucestershire - Change Of Use Of Garage Workshop And Store To Commercial Upholstery Workshop

77/00365/PC 8th December 1977 REF

Unit 10 Cheltenham Gloucestershire - Change Of Use From Garage Workshop + Store To Light Industrial Workshop

78/00210/PC 3rd July 1978 PER

Unit 10 Cheltenham Gloucestershire - Change Of Use From Workshop And Store To Light Industrial Assembly And Storage Of Double Glazing Sealed Window Units

78/00399/PC 12th October 1978 PER

Disused Site Of Former Fossil Cottages Croft Street Cheltenham Gloucestershire - Renewal Of Temporary Permission For Use As A Car Park On A Permanent Basis

90/00734/PF 26th July 1990 REF

Retrospective Application For Roof Refrigeration Equipment

20/01030/FUL 21st August 2020 PER

Change of use from historic ancillary residential and storage to Residential

3. POLICIES AND GUIDANCE

National Planning Policy Framework

Section 2 Achieving sustainable development
Section 4 Decision-making
Section 5 Delivering a sufficient supply of homes
Section 8 Promoting healthy and safe communities
Section 12 Achieving well-designed places

Cheltenham Plan Policies

SL1 Safe and sustainable living
D1 Design

Adopted Joint Core Strategy Policies

SD 4 Design Requirements
SD 10 Residential Development
SD 14 Health and Environmental Quality
INF 1 Transport Network

Supplementary Planning Guidance/Documents

Central conservation area: Leckhampton Character Area and Management Plan (July 2008)
Development on Garden Land and Infill Sites (June 2009)

4. CONSULTATIONS

Gloucestershire Centre For Environmental Records

21st July 2020

Report in documents tab

Building Control

27th July 2020

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

Parish Council

17th July 2020

The Council would not object to the application.

However there are problems, which we feel should be addressed, and if possible mitigated. This is an area of acute parking shortage. Whilst the two proposed properties have their own off road parking - 2 per house, the land which it is proposed the dwellings will be built on is presently in use by the existing business units for staff parking - approx. 10 vehicles. Representing a loss of parking space. The applicants applying for these dwellings Mr and Mrs Wilkins own much of the land in Crooks Industrial Estate in addition to several of the existing dwellings. Many residents being leaseholders. There may be a plan to use other land for staff parking, but this is not shown in the application. The corner of Upper Norwood Street and Croft Street has an existing problem of large delivery vehicles manoeuvring to make deliveries on narrow roads illegally semi parked on pavements, and should the development go ahead double yellow lines would be required.

In addition: It should be noted that the access road into the trading estate slopes down and at times of heavy rain fall there is an excess of surface water run off and presently at times residents do use sandbags. This of course may well be solved with the correct attention to drainage.

2nd December 2020

The Parish Council has no objection to this application.

Tree Officer

30th June 2020

The CBC Tree section does not object to this proposal in principle but does not support the proposed layout and considers there is insufficient front garden space to provide a soft landscaped area to mitigate for the high quality mature, evergreen hedge which would be removed to facilitate this development. This hedge is one of the very few soft landscaping features facing Croft Street

It is recommended that a new hedge is planted against the proposed railings to the front. Whilst, it is accepted that new owners would not wish to grow any such new hedge to the dimensions of the current one, further mitigation for the removal of the current hedge could be provided by appropriate new small tree planting to the front. However the current 2 car parking space proposal for each 2 bed property significantly reduces the potential for effective successful tree planting.

Please could the west parking space of the eastern plot be removed to increase lawn and tree + hedge planting area. CBC Tree Section would also welcome tree planting in the rear garden.

Japanese maple or carefully selected ornamental cherry species may be appropriate to the front, whilst native hawthorn or similar could be planted to the rear.

Please could a detailed landscape drawing be submitted and approved prior to the start of any construction. This landscape drawing should show, tree and hedge species type, location, size and tree/hedge planting pit details. If cherry is to be planted to the front, it is recommended that root deflectors are inserted into the planting pit so as to help discourage shallow roots disrupting hard ground surfaces.

18th November 2020

It is assumed that the mature conifer hedge to the front of this site is to be retained (other than where pedestrian access is required). Please could this be confirmed within a landscape plan for the front of each dwelling showing hedge protection during the course of construction and also other soft landscaping including small tree planting.

This landscape drawing should show, tree, hedge (leading from Croft St to the front doors as shown) and other plant species type, location, size and tree planting pit details. If cherry species are to be planted to the front, it is recommended that root deflectors are inserted into the planting pit so as to help discourage shallow roots disrupting hard ground surfaces. However other small trees may also be suitable - Japanese maple, strawberry tree etc.

Architects Panel

11th August 2020

Design Concept

The panel had no objection to the principle of new dwellings on this site but had reservations about the design submitted. Croft Street is particularly narrow and not conducive to the parking and access layout proposed, especially with existing on-street parking opposite.

Design Detail

The panel questioned whether the buildings would be better aligned to address the street rather than at an angle. This might be possible by reconfiguring the site access.

The building design would be improved by learning from other buildings in Croft Street - the proportions of windows, bays and doorways could be much improved. A redesign is recommended.

Recommendation

Not supported.

GCC Highways Planning Liaison Officer

2nd October 2020

The site is for two properties on Croft Street; a semi detached layout forming a quasi-terrace effect. Each property has a driveway from Croft Street: one shows parking being created on the driveway with both cars side-by-side with a double crossover; the other shows two cars parked one behind the other with a single crossover. Neither drive has any turning space for vehicles, this means all vehicles using either drive will need to enter or leave in a reverse gear.

Croft Street is a very narrow two-way street, barely two car widths across. It is uncontrolled with no parking restrictions; therefore, parking is allowed along its length, restricting widths further. Immediately opposite the site is a disabled parking bay, which is clearly in use. Parking occurs either side of the disabled bay, extending parking in the area of both proposed crossovers for the driveways that will be created. Immediately adjacent to each side of the proposal are existing crossovers, one to serve the dentists car park, one larger crossover to serve the industrial units behind the proposals. The footway along the proposals frontage is very narrow and below modern widths, it looks wide enough to cope with a wheelchair/pushchair but not with someone passing. A passing person would have to step into the road.

The proposal's drives are not acceptable as they will increase the number of crossovers along a very short stretch of pavement. The dentist crossover will have to be extended by more than two car widths; whilst, the other crossover will be a matter of a couple of meters from the industrial crossover. The resulting impact on the footway will be such that there will be increased crossovers over a small length of pavement and this will present a particular pedestrian safety issue and impact on the mobility impaired having to negotiate more crossing points and adding to the free flow of the footway. The amenity for pedestrians will be seriously affected and with vehicles reversing across this footway, the location and increase in crossovers in a very short space will affect pedestrian safety to an unacceptable level.

The design of the drive for both properties requires a reversing movement for them to be used. This again is not considered safe on such a narrow highway, it poses a risk to pedestrians and cyclists as visibility is not good enough for these movements on a two-way

street. The increase in number of crossovers in a short stretch also affects the safety of road users as there will be an increase in vehicles manoeuvring in a small space. These movements are further compromised by official disabled parking and informal parking directly opposite the driveways proposed. This is likely to cause more than one movement, akin to a three-point turn, undertaken on the public highway to access or exit the driveways. This adds further safety risks to the proposals. There are no visibility plays shown on the plans for either access. These will be needed for both pedestrian and vehicles and show they are in accordance with highway design standards, as set out in Manual for Gloucestershire Streets. It is felt that the design and layout of the parking and driveways are currently not in accordance and are unacceptable, they would pose a highway safety risk.

The designs show two vehicles on each of the driveways, the plans use a small compact car as an example vehicle in all cases. There is a distinct possibility that a larger car/SUV would be the vehicle associated with either or both property. It is clear that if such a vehicle, or two such vehicles, were on the drive they would overhang the footway. This would cause detriment to the pedestrian amenity, particularly for visually impaired or people with push-chairs or wheelchairs, forcing them into the road. The design of the spaces is not in accordance with highway design standards and as such cannot be considered acceptable, particularly with the impact they will have on pedestrian safety. It is clear the site is over-developed and there is not enough space to accommodate the required parking on-site and the highway surrounding the site is not acceptable for additional on-street provision. The impact of the vehicles access their driveways on such a narrow road, with parking immediately opposite, will increase conflict and not be possible, as well as presenting a safety issue.

It is, therefore, Highway Development Managements opinion that this application should be refused for the following reasons:

- It is unacceptable in terms of highway safety, as detailed in paragraph 109 of the National Planning Policy Framework (NPPF) as the design of the access and drives compromises both pedestrians and vehicles due to the existing highway width and poor visibility from the drive for both pedestrians and vehicles.
- It does not accord with published highway design guidance (Manual for Gloucestershire Streets), both the drives, visibility and parking spaces are non-compliant.
- In addition the designs of accesses are not safe and suitable, which is required by paragraph 108 of the NPPF.
- Section a, Paragraph 110 NPPF, requires priority to be given to pedestrian and cyclists; and section b requires the development to address the needs of the disabled and people with mobility impairment. It is clear that the design contravenes both of these sections.

4th 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.

The justification for this decision is provided below.

Plans have been revised regarding the objections raised in previous consultation responses. The design has taken all parking to the side and provides 4 spaces off street, with access taken from a private road. This design is more acceptable, whilst the spaces are tight with little space between them, there is no safety concerns for pedestrians and cyclists using Croft Street, nor is there an increase in vehicle crossovers.

5. PUBLICITY AND REPRESENTATIONS

Number of letters sent	30
Total comments received	13
Number of objections	12
Number of supporting	0
General comment	0

- 5.1** Thirty letters were sent to neighbouring properties, a site notice displayed and an advert published in the Gloucestershire Echo. The consultation exercise was repeated upon receipt of the revised plans.
- 5.2** 13 comments have been received, 12 in objection and 1 in support
- 5.3** The comments received will be circulated in full to Members but, in brief, the main concerns raised relate to:
- Parking and access problems will be exacerbated by the proposal
 - Concern about safety of new accesses
 - Loss of existing parking spaces
 - Concerns about capacity of sewerage system/flooding
 - Impact on character of street
 - Impact on views from neighbouring properties
 - Loss of hedge
- 5.4** The comment in support of the application relates primarily to the following issues:
- Alternative parking is being made available for staff
 - Scheme will not worsen flooding

6. OFFICER COMMENTS

6.1 Determining Issues

- 6.2** The application site lies within the Principal Urban Area (PUA) of the borough and benefits from ease of access (by foot, cycle and public transport) to local amenities and services on Bath Road, as well as the town centre itself. Policy SD10 of the JCS supports new housing development on previously-developed land in the PUA or where it is infilling. The area is predominantly residential in character aside from the industrial estate itself and its different commercial enterprises. The site can therefore be considered a sustainable location for housing development and there is no further designation restricting this in principle.
- 6.3** A presumption in favour of sustainable development lies at the heart of the NPPF. For decision making this mean granting planning permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies within the framework as a whole.

6.4 There remains a requirement to consider the merits of the application as a whole and in this case the key factors in determining the application relate to:

- i) Design and layout;
- ii) Impact on neighbouring properties, and;
- iii) Highways impact

6.5 The site and its context

6.6 The compact development of artisan terrace properties was fully laid out by the 1880s along Croft Street and the adjacent roads of Upper Norwood Street, Short Street and Moorend Street. These terraced buildings are identified as positive buildings within the townscape analysis of the Leckhampton character area of the central conservation area. In contrast to these are the larger, detached properties at the corner of Leckhampton Road and Croft Street, one of which is grade II listed.

6.7 By the 1950s, a small section of the terraced properties along the south side of Croft Street were demolished to make way for an industrial building which by the 1970s/80s became the Crooks Industrial Estate. This appears to be fully occupied with small commercial / industrial businesses although residential dwellings can be found to the entrance and within the midst of the estate.

6.8 The 1880s historical map show the application site containing two (presumably) residential buildings which were subsequently demolished around the 1970s and the land left empty. Planning records show that permission was granted in 1978 for the land to be used *“for vehicle parking by adjoining tenants of Crooks Industrial Estate”*. Immediately adjacent to the site is a commercial unit occupied by the company ‘Officeworx’ which the 1950s historical map show to be in place by then but the current building appears to be more modern.

6.9 Design and layout

6.10 Paragraph 68 of the NPPF highlights the important contribution that small and medium size sites can have in ensuring the housing requirements of an area are met. At present the borough cannot demonstrate a five year supply of housing land. The NPPF also states in paragraph 130 that *“where design of a development accords with clear expectations in plan policies, design should not be used by the decision-maker as a valid reason to object to development”*. The Local Authority recognises the importance of design through adopted Policy SD4 of the JCS and Cheltenham Plan Policy D1, as well as the adopted Supplementary Planning Document (SPD) for garden land and infill sites.

6.11 The revised site layout provides for a pair of semi-detached dwellings, each with front and rear gardens. 4 parking spaces would be provided to the west of the site, adjacent to the access into the industrial estate. The houses follow a similar building line to Croft Villas, the neighbouring dwellings. The scale and design of the dwellings reflect those in the vicinity, reflecting the rendered elevations, banding and bay details evident in dwellings in Croft Street and Upper Norwood Street. The revised layout retains front gardens for each of the properties which is characteristic of the area. As such it is considered that the layout and design is acceptable and will assimilate well into the streetscene. Furthermore it is considered to be an enhancement to the conservation area by replacing a stark area of hardstanding with a well-designed pair of dwellings.

6.12 The comments of the Architects Panel are noted. It is considered that the concerns have been mostly overcome by the revised plans. The alignment of the houses to the street is designed to reflect that of Croft Villas and to follow the orientation of the site boundaries.

6.13 Impact on neighbouring property

6.14 Policy SD14 of JCS and Cheltenham Plan Policy SL1 both require development to not harm the amenity of adjoining neighbours. The potential loss of light, outlook and privacy is taken into account when assessing the impact on amenity, as well as potential noise and disturbance as a result of the proposal.

6.15 The proposed dwellings are considered to be acceptable in terms of impact on neighbour amenity:

33 Leckhampton Road – There is approximately 18m between the proposed dwelling at plot 1 and the nearest point of 33 Leckhampton Road. This is sufficient to ensure no loss of amenity.

31 Leckhampton Road – This property is in use as a dentist surgery. However there is over 20m between the rear elevation of this property and proposed plot 1 and as such the relationship between these buildings is acceptable.

Hazelcroft, Croft Street – This property fronts Croft Street. The proposed dwellings are located 13 – 17m from the front elevation of this dwelling. These distances are considered acceptable bearing in mind these are street facing elevations. It is acknowledged that the outlook from Hazelcroft will change, however planning legislation does not protect private views. The siting of the dwellings would not result in an unacceptable loss of light to the front elevation of Hazelcroft and would not have an overbearing impact.

2 Croft Villas – This property has a blank side facing elevation. The proposed dwelling adjacent to this property has a side facing window and door which serve a bathroom and utility room respectively. The proposed dwelling would not result in a loss of light or privacy to 2 Croft Villas.

6.16 Based on the above mentioned analysis the proposal is considered to have an acceptable impact upon neighbour amenity. Given the relatively constrained nature of the location it is recommended that a Construction Method Statement is submitted to ensure there is no undue disruption to nearby residents during construction.

6.17 Access and highway issues

6.18 Policy INF1 of the JCS notes how safe and accessible connections to the transport network should be provided. This policy states that “*permission will be granted only where the impact of development is not considered to be severe*”.

6.19 As outlined above the layout as originally submitted gave rise to an objection from the Highway Authority due to the creation of additional cross-overs off Croft Street, the dimensions and layout of the proposed parking spaces. In response to these concerns the revised plans were submitted which relocated the parking off the existing access drive which leads into the industrial estate, removing the need for additional accesses off Croft Street and allowing the creation of parking spaces which are usable without the potential for overhanging onto the pavement. The Highways Officer acknowledges that the spaces are not generous in size, however they meet the standards and are usable.

6.20 Concerns have been raised regarding the loss of the existing car parking spaces and the potential for additional on street parking. It is understood that the application site is currently used on an informal basis as parking for the Industrial Estate. It would be possible for the owner to end this arrangement at any time, regardless of the current planning application. Nevertheless it is understood that there is sufficient parking available elsewhere within the industrial estate. No objection has been received from the Highway

Authority on this basis. As such it is not considered that the refusal of the application on this basis could be sustained.

6.21 Trees and Landscaping

6.22 The plans indicate the retention of the existing hedge behind proposed metal railings. They also indicate additional tree and hedge planting. This is considered acceptable in principle and conditions are recommended requiring the submission of a detailed landscaping plan and hedge protection plan.

6.23 Subject to these controls the impact on trees and landscaping is considered to be acceptable.

6.24 Other Issues

6.25 Some letters of representation have drawn attention to flooding in the area. The site is in Flood Zone 1 which is the lowest risk category and as such it is not necessary for a Flood Risk Assessment to be carried out. Much of the site is laid to garden and the proposed parking spaces would be permeable. It is not considered that the proposal would result in an increased risk of flooding in the locality.

6.26 Public Sector Equalities Duty (PSED)

6.27 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.

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.

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

7. CONCLUSION AND RECOMMENDATION

7.1 Planning Balance

At present the Council is currently unable to demonstrate a five year housing land supply; the current figure is calculated at 3.7 years. As such, the housing supply policies in the development plan are out-of-date and the ‘tilted balance’ in favour of granting planning permission is triggered subject to the relevant material planning consideration.

7.2 In this instance the proposal has been found to be acceptable in principle, and when assessed against the relevant policy framework. The provision of 2 additional homes which will make a modest but valuable contribution to the shortfall adds weight to this conclusion.

7.3 As such the proposal is recommended for approval subject to the conditions listed below.

8. CONDITIONS

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

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

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

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

- 3 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 adopted policy D1 of the Cheltenham Plan (2020) and adopted policy SD4 of the Joint Core Strategy (2017).

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

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

- 5 Prior to the implementation of any landscaping, full details of a hard and/or soft landscaping scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall identify all walls, fences, trees, hedgerows and other planting which are to be retained, and provide details of all new walls, fences, or other boundary treatments; finished ground levels; new hard surfacing of open parts of the site which shall be permeable or drained to a permeable area; a planting specification to include [species, size, position and method of planting of all new trees and shrubs]; and a programme of implementation.

All hard and/or 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 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. All hard landscape works shall be permanently retained in accordance with the approved details.

Reason: In the interests of the character and appearance of the area, having regard to adopted policies D1, G12 and G13 of the Cheltenham Plan (2020), and adopted policies SD4 and INF3 of the Joint Core Strategy (2017). Approval is required upfront because the landscaping is an integral part of the development and its acceptability.

- 6 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.

- 7 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.

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.