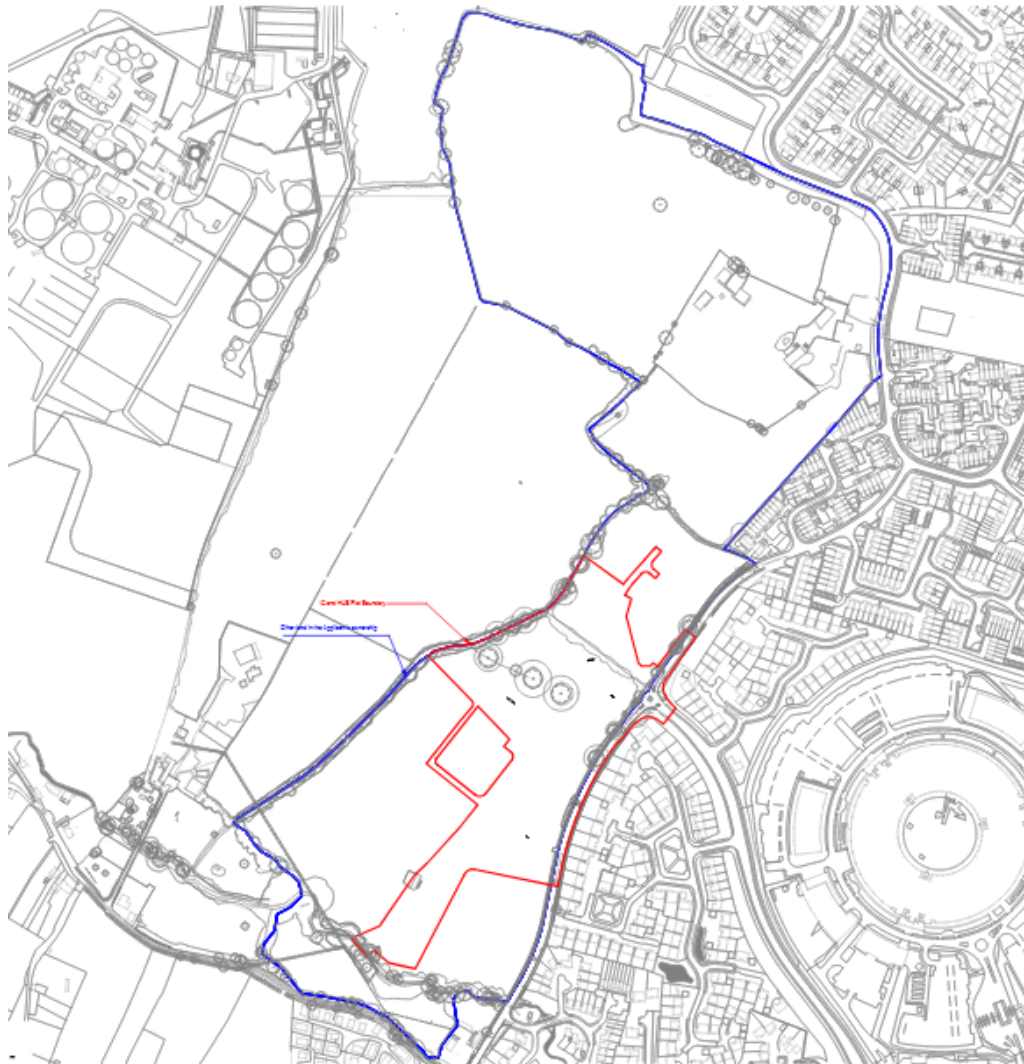


APPLICATION NO: 26/00001/REM	OFFICER: Michelle Payne
DATE REGISTERED: 2nd January 2026	DATE OF EXPIRY: 3rd April 2026 (extension of time agreed until 27th April 2026)
DATE VALIDATED: 2nd January 2026	DATE OF SITE VISIT:
WARD: Benhall / The Reddings and Fiddlers Green	PARISH:
APPLICANT:	HBD Golden Valley Limited
AGENT:	hgh Consulting
LOCATION:	Land At West Cheltenham Southern Parcel Fiddlers Green Lane Cheltenham
PROPOSAL:	Application for the approval of Reserved Matters (layout, scale, appearance, landscaping and access) for Phase 1 of development pursuant to Outline Planning Permission 23/01875/OUT for an Innovation Centre with ancillary cafe and event spaces (Class E), a Mobility Hub (Sui Generis) with flexible retail (Class E) and community uses (Class F) on the ground and first floor, and all associated infrastructure and open spaces.

RECOMMENDATION: Grant



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1. DESCRIPTION OF SITE AND PROPOSAL

- 1.1 The application site forms part of the wider 'West Cheltenham' Strategic Allocation (JCS policy A7).
- 1.2 The 'Southern Parcel' outline planning permission to which this reserved matters approval application relates covers a total area of 27.6ha and is shown with a blue line on the above map. The Southern Parcel is located within the administrative boundary of Cheltenham Borough Council (CBC); and crosses the wards of Benhall, the Reddings and Fiddlers Green, and Springbank. It comprises land within the ownership of CBC as well as public highway land on Fiddler's Green Lane required to achieve access, and is bounded by Fiddler's Green Lane to the east, Hatherley Brook to the south, and Springbank Road to the north. To the west, the site is bordered by agricultural land which forms part of the A7 allocation.
- 1.3 Following the resolution by the planning committee to grant outline planning permission (ref. 23/01875/OUT) in July 2025 for a severable and phased development on the Southern Parcel to provide non-residential floorspace comprising flexible commercial and community uses (Use Classes E and F), mobility hubs, new homes (Use Class C3) and other associated infrastructure (with all matters reserved except for access), the decision notice was subsequently issued in December last year (following completion of the necessary s106 legal agreements). The outline application granted permission for a maximum of 576 new homes and up to 125,698 sqm (GIA) of employment floorspace.
- 1.4 Through this application, the applicant, HBD Golden Valley Limited (HBD), the development partner of Cheltenham Borough Council (CBC) as landowner, now seeks the approval of reserved matters (layout, scale, appearance, landscaping and access) for Phase 1 of the development. Phase 1 (which lies wholly within the ward of Benhall, and the Reddings and Fiddlers Green) of the development covering a site area of approximately 5ha of land within the Southern Parcel, as outlined in red on the above map, and comprising the 'IDEA' Innovation Centre with ancillary cafe and event spaces (Class E), the 'ROUTER' Mobility Hub (Sui Generis) with flexible retail (Class E) and community uses (Class F) on the ground floor, and all associated infrastructure and open spaces. The principle of the proposed development having been established by the earlier grant of outline planning permission. It is therefore suggested that this report be read in conjunction with the officer report which accompanies the earlier decision.
- 1.5 Revised/additional plans and information have been submitted during the application and are discussed in the report below.
- 1.6 The application is to be determined by the planning committee due to CBC's interests in the application as landowner.
- 1.7 Members will have the opportunity to visit the site on planning view.

2. CONSTRAINTS AND RELEVANT PLANNING HISTORY

Constraints

Airport safeguarding over 10m
Airport safeguarding over 15m
Hayden Water Odour Monitoring Zone
Strategic Allocations Red Line Boundary

Planning history relevant to this site

23/01875/OUT	PERMIT	23rd December 2025
Outline planning permission (with all matters reserved except for access) for a severable and phased development to provide non-residential floorspace comprising flexible commercial and community uses (Use Classes E and F), mobility hubs, new homes (Use Class C3) and other associated infrastructure		
25/02027/HED	NO OBJECTION	21st January 2026
Hedgerow removal notice, early site clearance works (Phase 1 Southern Parcel)		
25/02079/DISCON	DISCHARGED	2nd February 2026
Discharge of condition 28 (Contaminated Land) of planning permission 23/01875/OUT - Phase 1.		
26/00003/DISCON	DISCHARGED	4th February 2026
Discharge of condition 19 (Archaeological Exclusion Methodology) of planning permission 23/01875/OUT.		
26/00146/HED	NO OBJECTION	6th February 2026
Early site clearance works associated with Phase 1 of development on the Southern Parcel at Golden Valley (ref. 23/01875/OUT) in order to avoid the breeding bird season (see the Covering Letter for more details)		
25/02078/DISCON	DISCHARGED	10th February 2026
Discharge of condition 24 (Precautionary Method of Working Statement (PMWS)) of planning permission 23/01875/OUT.		
26/00005/DISCON	DISCHARGED	11th February 2026
Discharge of condition 22 (Habitat Management and Monitoring Plan) of planning permission 23/01875/OUT.		
25/02077/DISCON	DISCHARGED	16th February 2026
Discharge of condition 23 (Ecological Mitigation and Enhancement Strategy) of planning permission 23/01875/OUT.		
25/02075/DISCON	DISCHARGED	20th February 2026
Discharge of condition 15 (Tree Protection Measures) of planning permission 23/01875/OUT.		
26/00002/DISCON	WITHDRAWN	3rd March 2026
Discharge of condition 17 (ventilation and extraction equipment) of planning permission 23/01875/OUT.		
26/00004/DISCON	DISCHARGED	9th March 2026
Discharge of condition 20 (Construction Environmental Management Plan (CEMP)) of planning permission 23/01875/OUT.		
25/02076/DISCON	PENDING	
Discharge of condition 21 (Biodiversity Gain Plan) of planning permission 23/01875/OUT.		
25/02080/DISCON	PENDING	
Discharge of condition 34 (Sustainable Drainage System (SuDS) Strategy for Golden Valley Masterplan Phase 1) of planning permission 23/01875/OUT.		
25/02081/DISCON	PENDING	
Discharge of condition 36 (Flood Risk Analysis) of planning permission 23/01875/OUT.		

26/00310/DISCON**PENDING**

Discharge of condition 46 ('Monitor and Manage' Strategy) of planning permission 23/01875/OUT.

Other relevant applications within the West Cheltenham Allocation (JCS Policy A7)**22/01817/OUT****PENDING**

Outline planning application for phased residential development comprising a mixture of market and affordable housing (use class C3), which could include retirement/extra care accommodation (use class C2/C3) a flexible mixed use area with a community hub (including potentially use classes E, F1 and F2), a primary school and children's nursery, a convenience store (use class E), site clearance and preparation, green infrastructure (including Suitable Alternative Natural Greenspace), walking and cycling routes, formal and informal public open space, sports pitch provision, drainage and other associated works and infrastructure, including utilities and highways works, all matters reserved except partially for access.

NOTE: This is a cross-boundary application (Tewkesbury Borough Council ref. 22/01107/OUT). This application has a resolution to grant outline planning permission subject to conditions and completion of a s106 legal agreement.

23/01874/OUT**PENDING**

Outline planning permission (with all matters reserved except for access) for a severable and phased development to provide new homes (Use Class C3) and non-residential floorspace comprising flexible commercial and community uses (Use Class E), as well as land for potential primary education (Use Class F1) and other associated infrastructure.

NOTE: This a separate live outline planning application which has also been submitted by the applicant HBD (as development partner of CBC as landowner) for development of the Northern Parcel of land; this application also appears on the April committee agenda.

24/01268/OUT**PENDING**

Outline planning permission (with all matters reserved) for a severable development to provide the following severable elements: flexible commercial uses (Use Class E and Sui Generis); flexible community uses (Use Class F); new homes (Use Class C3); other associated infrastructure

NOTE: This is a live application submitted by NEMA Golden Valley Limited and relates to the parcel of land immediately west of the application site. Of relevance to this reserved matters application, the Comprehensive Masterplan shows a pedestrian/cycle connection to the NEMA land to the south of the Innovation Centre and a safeguarded strip of land to the north for a potential vehicular access (to be applied for separately by NEMA).

3. POLICIES AND GUIDANCE

Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The following planning guidance and policies are relevant to the consideration of this application:

National Planning Policy Framework 2024 (NPPF) (as amended February 2025) and National Planning Practice Guidance (nPPG)

Adopted Cheltenham Plan 2020 (CP) Policies

D1 Design

L1 Landscape and Setting

BG1 Cotswold Beechwoods Special Area of Conservation Recreation Pressure

BG2 Cotswold Beechwoods Special Area of Conservation Air Quality

SL1 Safe and Sustainable Living
GI2 Protection and replacement of trees
GI3 Trees and Development
CI1 Securing community infrastructure benefits
CI2 Sports and open space provision in new residential development
CI3 Statutory and Non-Statutory Allotments
CI4 Broadband provision

Saved policies from the Cheltenham Borough Local Plan 2006 (CBLP)

RT1 Location of Retail Development
RT4 Retail Development in Local Shopping Centres
RT8 Individual Convenience Shops

Adopted Gloucester, Cheltenham and Tewkesbury Joint Core Strategy 2017 (JCS) Policies

SP1 The Need for New Development
SP2 Distribution of New Development
SD3 Sustainable Design and Construction
SD4 Design Requirements
SD6 Landscape
SD7 The Cotswolds Area of Outstanding Natural Beauty
SD8 Historic Environment
SD9 Biodiversity and Geodiversity
SD10 Residential Development
SD11 Housing Mix and Standards
SD12 Affordable Housing
SD14 Health and Environmental Quality
INF1 Transport Network
INF2 Flood Risk Management
INF3 Green Infrastructure
INF4 Social and Community Infrastructure
INF5 Renewable Energy/Low Carbon Energy Development
INF6 Infrastructure Delivery
INF7 Developer Contributions
SA1 Strategic Allocations
A7 West Cheltenham

Minerals Local Plan for Gloucestershire 2020 (MLP)

MLP establishes designated Mineral Consultation Areas (MCAs) and Mineral Safeguarding Areas (MSAs) throughout the county.

Supplementary Planning Guidance/Documents

Golden Valley Development SPD (2020) (Golden Valley SPD)
Cheltenham Climate Change SPD (2022)
The Hesters Way Neighbourhood Plan - They have a designated area which includes Springbank Ward - Cabinet decision of 5 December 2017, but is unadopted currently.
Cheltenham Tree Strategy (February 2026)

Other Relevant Policies/Legislation

Town and Country Planning (Environmental Impact Assessment) (EIA) Regulations 2017
Human Rights Act 1998
Article 8 (Right of Respect for Private and Family Life)
Planning (Listed Buildings and Conservation Areas) Act 1990
Cotswolds National Landscape Management Plan 2025 - 2030
National Design Guide and National Design Code 2021

Gloucestershire's Local Transport Plan 2020-2041 - adopted 2021 (LTP)

Policy PD0.1 Reducing Transport Carbon Emissions and Adapting to Climate Change

Policy PD0.2 Local Environmental Protection

Policy PD0.3 Maximising Investment in a Sustainable Transport Network

Policy PD0.4 Integration with Land Use Planning and New Development

Policy PD0.5 Community Health and Wellbeing

Policy PD0.6 Thinktravel – Influencing Travel Behaviour Change

Policy PD1.1 Gloucestershire's Bus Network

Policy PD1.2 Improving the Quality of Road Based Public Transport

Policy PD1.6 Transport Interchange Hubs

Policy PD2.1 Gloucestershire's Cycle Network

Policy PD2.2 Cycle Asset Management

Policy PD2.3 Active Travel: Safety, Awareness and Confidence

Policy PD4.1 Gloucestershire's Highway Network

Policy PD4.4 Road Safety

Policy PD4.5 On-Street Parking

Policy PD6.1 Gloucestershire's Pedestrian Network

Policy PD6.2 Rights of Way

Policy PD6.4 Pedestrian Safety

4. CONSULTATIONS

All consultation responses are set out in full in the Appendix to this report or are available to view on Public Access. A summary of the comments is provided below:

Gloucestershire Wildlife Trust - The proposals represent a high-quality and well-integrated approach to green infrastructure, biodiversity and environmental design, responding positively to the parameters established at outline stage and the requirements of the Tier 2 Design Code. The submission represents a strong example of how commercial-led development can successfully integrate green infrastructure, biodiversity and sensitive lighting. The scheme could reasonably be regarded as an exemplar for future phases within the wider allocation.

Architects Panel - Application better suited to a more formal review possibly by the Gloucestershire Design Review Panel

Active Travel England - Standing advice should be considered as part of the assessment of the application.

Building Control - The application may require Building Regulations approval.

Cotswolds National Landscape Board - Due to current workloads, the Board have not provided a comprehensive response on this occasion. They point out that this does not imply support for, or objection to, the proposal.

Designing Out Crime Officer – Initially raised a number of concerns about the lack of crime prevention within the development but following review of the latest documents is pleased to see a section relating to crime prevention along with additional information relating to CCTV, lighting, landscaping and the need to create a safe place around the cycle store and changing rooms. They also acknowledge the inclusion of on-site security to address any issues identified via CCTV or panic alarm. Technical questions can be addressed outside of the planning application.

CBC Drainage and Flooding Engineer - The landscape strategy includes all the key features of the proposed surface water drainage scheme. The finished levels general arrangement plans submitted may require updating.

Consultant Ecologist - The results of the update walkover survey demonstrate that habitats have not significantly changed and there is no new potential for protected species to be present. The recommendations in the original report are still relevant for the site. A precautionary walkover for badgers is required prior to the start of works to confirm that no setts have been excavated. With respect to tree T30 which has several roosting features, further surveys will be required if pruning works remove multiple roost features; this is unlikely but will need to be confirmed with the project arborists at the time of pruning. The efforts made to ensure that 10% biodiversity net gain can be achieved through a combination of retention of ecologically valuable habitats wherever possible, plus habitat enhancement/creation both onsite and offsite is welcomed.

CBC Ecologist – The submitted proposals demonstrate a strong commitment to ecological integration. The layout incorporates well-connected habitats that have been carefully considered both within the site and in the context of the surrounding landscape. The inclusion of off-site connectivity is particularly welcomed, as it will support species movement and contribute positively to long-term ecological resilience. This represents a key strength of the scheme, and it is encouraged that this approach is maintained and further developed through subsequent phases.

As the application was submitted prior to the BNG regulations coming into force, there is no mandatory requirement to deliver 10% net gain; however, the applicant has demonstrated a clear and consistent commitment to delivering a minimum of 10% BNG throughout the planning process. The mitigation hierarchy has been appropriately applied through the design process, with efforts made to avoid and minimise impacts. The applicant has set out a clear mechanism for securing off-site units should Hill Farm not be delivered.

Natural England - No comments but the lack of comment does not imply that there are no impacts on the natural environment, only that the application is not likely to result in significant impacts on statutory designated nature conservation sites or landscapes.

Environment Agency – Initially objected due to lack of a flood risk assessment or further flood risk analysis, but objection subsequently removed as the detail is to be agreed separately by way of condition on the outline permission.

National Highways Agency – No objection in principle, noting that the quantum of development proposed falls within the development cap set out in an agreed Grampian condition imposed on the outline permission.

Hesters Way Neighbourhood Development Forum – No objection but make some comments and recommendations.

GCC Minerals and Waste Policy - Regarding waste minimisation for the occupation phase, the case officer should be satisfied that information in the submitted Operational Waste Strategy meets current guidelines. For the construction phase, recommend that this is carried out in line with the approved SWMP from the outline phase.

National Grid – There are no National Grid Electricity Transmission assets in the application area. National Grid Electricity Distribution (formerly WPD) and National Gas Transmission (formerly National Grid Gas) should be consulted separately where required.

GCC Lead Local Flood Authority (LLFA) - The Illustrative Plan for this phase shows a number of SuDS features that are consistent with the SuDS Strategy approved with application 23/01875/OUT. The LLFA has no objections to this application.

Tree Officer - Some reservations about the proposed landscaping around the innovation centre hub buildings. The species choices are appropriate and well considered, but the two oaks, a sweetgum and three cherries proposed in the atrium or courtyard of the building is

likely to detract from the existing oaks, give the area a dark and cramped feel, and potentially lead to unhelpful competition for light and water; recommended that these trees be removed from the planting proposal. Tree sizes should be specified; would normally recommend trees no larger than 10-12cm girth on major schemes as they tend to establish more quickly and require less water than larger trees.

Following conversation with the applicant's Tree Consultant, the Tree Section has confirmed that they are now happy with the new revised proposals for the scheme.

County Archaeology – Conditions on the outline planning permission deal with archaeological mitigation. I have checked the details submitted with this reserved matters application and I have no additional comments to make.

Health & Safety Executive - From the information you have provided for this planning application it does not appear to fall under the remit of planning gateway one because the purpose of a relevant building is not met.

Gloucestershire Airport - Initial examination revealed that the proposal required fuller investigation, but it was subsequently confirmed that no further comment.

Environmental Health – Proposed hours of operation seem suitable. Initial concerns in relation to servicing not upheld and servicing hours are ok.

Urban Design - In summary, the proposals accord with the key regulatory requirements of the design code. The code establishes the mandatory parameters governing the layout, form and character of the development in line with the wider site vision, and the submitted details satisfactorily comply with these requirements from a design perspective.

Support the latest revisions which improve the operational efficiency of the mobility hub and release additional floorspace, enabling two levels of new commercial space. The improvements support good urban design principles and accord with the Tier 2 Design Code.

GCC Highways Development Management - No objection subject to conditions.

5. PUBLICITY AND REPRESENTATIONS

- 5.1 On receipt of the application, letters of notification were sent to 126 neighbouring properties, three site notices were posted, and an advert published in the Gloucestershire Echo.
- 5.2 One representation was received in response to the publicity raising queries in relation to the proposed Mobility Hub in terms of noise and light pollution, and traffic flow.
- 5.3 Revised targeted consultation was carried out on receipt of the revised plans for the Mobility Hub; namely, letters to 14 residential properties backing onto Fiddlers Green Lane, and the posting of two revised site notices.
- 5.4 Two additional comments have been received in response to this second round of consultation raising concerns in relation to a loss of biodiversity in this area of Cheltenham, and its loss being compensated elsewhere.

6. OFFICER COMMENTS

6.1 Determining issues

- 6.1.1 The outline planning permission (hereinafter referred to as 'the permission') has established the principle of development on this parcel of land which forms part of the wider JCS policy A7 allocated site. The considerations in determining this application for the approval of

reserved matters for phase 1 therefore relate to layout, scale, appearance, landscaping and access.

- 6.1.2 The permission requires any detailed design proposals submitted as reserved matters applications to be in accordance with the following relevant documents which were agreed at outline stage:

205369-PD29.8 Rev. H	Proposed Access North
205369-PD29.9 Rev. H	Proposed Access South
GV-GRM-ZZZ-AG-DG-MP-PL0003 Rev. R8	Movement (Parameter Plan)
GV-GRM-ZZZ-AG-DG-MP-PL0004 Rev. R4	Open Spaces (Parameter Plan)
GV-GRM-ZZZ-AG-DG-MP-PL0006 Rev. R5	Land Uses (Parameter Plan)
GV-GRM-ZZZ-AG-DG-MP-PL0007 Rev. R7	Maximum Building Heights (Parameter Plan)
GV-GRM-ZZZ-AG-DG-MP-PL0005 Rev. R1	Existing and Proposed Site Levels
	Tier 2 Design Code
IDP Plan dated 03 June 2025	Pedestrian and Cycle Connectivity Plan
IDP Plan dated 03 June 2025	Road Connections Plan

- 6.1.3 Conditions on the permission also require some more specific details to be submitted with the reserved matters applications and these are discussed in the report below, where appropriate

6.2 Phasing

- 6.2.1 Condition 4 of the permission requires prior to or with submission of the first reserved matters regarding layout, the submission of a Phasing Strategy (PS) covering the full extent of the red line associated with the permission, including a timetable for sequencing of the development and the associated infrastructure to be provided within each phase. The condition also requires the submission of a statement to demonstrate how the development proposal enables a comprehensive scheme to be delivered across the developable area and demonstrate that it would not prejudice the sustainable delivery of the entire allocation.
- 6.2.2 The submitted PS confirms that the development of this southern parcel of the wider allocated site will be split into 15 distinct phases, but notes that the assumed phasing sequence may change subject to market conditions, and that some multiple phases may come forward at the same time. The document states that *“The strategy establishes a logical sequence of infrastructure, open space, mobility hubs, commercial uses and residential neighbourhoods, ensuring that no individual plot or phase is brought forward in isolation from the wider masterplan or in a way that would compromise the long-term delivery of the allocation.”* Officers are satisfied that the Phasing Strategy is appropriate and satisfies the requirements of condition 4.
- 6.2.3 In addition to the construction of the Innovation Centre and Mobility Hub, phase 1 includes new active travel measures along Telstar Way (including northern site access) and Fiddlers Green Lane (including southern site access, bus gates and bus stops) together with an internal pedestrian/cycle connection to the neighbouring NEMA site. Phase 1 also includes

four open spaces: the Innovation Courtyard, Innovation Trail Green Branch, Wellbeing Meadow Green Branch, and part of the Digital & Ecological Spine.

6.3 Design and layout

- 6.3.1 Section 12 of the NPPF sets out that good design is a key aspect to achieving sustainable development and creating better places in which to live. Similarly, policy SD4 and the relevant criteria of policy A7 of the JCS, require development to respond positively to, and respect the character of, the site and its surroundings including, in the case of policy A7, a layout and form of development that respects the landscape character and setting of the heritage assets and providing a landscape buffer; similar design objectives are reiterated in CP policy D1 which requires development to achieve a high standard of architectural design that complements neighbouring development.
- 6.3.2 As part of the outline planning application, a Tier 2 design code and four parameter plans were agreed. The parameter plans relate to Land Uses, Heights, Open Spaces, and Movement. A Tier 1 design code that focuses on overarching aspirational principles, building upon the Golden Valley SPD, having been established for the entire allocation.
- 6.3.3 The Tier 2 design code describes the vision for the development and provides a Regulatory Plan to show how it can be achieved. This plan fixes key elements on the site such as access points, green spaces, development areas and key frontages; and is a high-level summary of the code, capturing the key principles whilst providing flexibility where necessary. It is a material consideration in the determination of this application, and all future phases of the development.
- 6.3.4 Fixed elements in the code are clearly highlighted, and these are collated in a check list at the rear of the document to help future developers and planning officers appraise future applications. Code non-compliance will only be acceptable when a rationale for breaking it can clearly demonstrate place-making benefits or that it is necessary to respond to technical aspects. Guidance elements (not fixed but represent best practice) are also provided in the code with illustrative examples.
- 6.3.5 The Urban Design Officer (UDO) has reviewed the proposals and assessed them against the approved design code for the site, as well as relevant local and national good design practice. The UDO is satisfied that the proposals accord with the key regulatory requirements of the design code.
- 6.3.6 As the Innovation Centre and Mobility Hub will form the first phase of the development, and be the first buildings delivered on site, the quality and appearance of the buildings will set the tone for the remainder of the wider development. The Planning Statement submitted in support of the application recognising this, stating *“The Proposed Development has been designed in a holistic manner, recognising its role as the first detailed application made in respect of the development site, and aiming to set a clear benchmark for appearance and the standard of materials and detailing used.”*
- Innovation Centre*
- 6.3.7 The delivery of the Innovation Centre (IC) is a critical part of the West Cheltenham Strategic Allocation and of national importance. The IC comprises a four storey building designed as continuous form snaked around three veteran trees, the building’s footprint wrapping around to form a landscaped courtyard area, which will be a key public space. The supporting Design and Access Statement (DAS) sets out that the IC *“is intended to be the landmark project in this development with the intention to create an ‘iconic focal point for the cyber technology industry globally, nationally and locally, helping to deliver a key component of the UK government’s industry strategy’.”*

6.3.8 The IC will comprise a total of 15,236sqm GIA and provide office floorspace complete with an ancillary café area, meeting rooms, together with ancillary and utility floorspace Use Class E).

6.3.9 A light buff coloured brick is proposed to the external elevations which is intended to complement the vernacular of the wider area. Further design enhancements would be provided by the use of bronze/brass-coloured accents throughout, including aluminium door and window frames. Some very minor amendments to the IC have been made during the application; these being limited to changes in the locations of some doors within the glazing at ground floor, and a slight lifting in the base level of the sawtooth brickwork in some places to have a consistent datum.

6.3.10 The UDO recognises the IC as *“a key marker pavilion building for the Golden Valley Development”* and considers that *“The elevations for this building present a strong contemporary architectural expression, making effective use of the building’s linear form through consistently proportioned horizontal window openings arranged across the façade”* and that the larger double height entrance voids, with a strong vertical emphasis reinforces the prominence of the building entrances. To the east, towards Fiddlers Green Lane, the building lowers in height with a sloping green roof which the UDO considers creates *“a refined contemporary form with the green roof clearly visible from the courtyard entrance - a striking visual cue of the proposal’s aspiration.”* The UDO is also satisfied that *“The interface between the internal uses and the public realm along the street and the large, landscaped courtyard have been carefully considered”* and that routes into and across the courtyard and to the building’s entrances are clear and easy to navigate.

6.3.11 As per the requirements of condition 26 of the permission, which requires that applications for the approval of reserved matters contain a method statement for the creation of living roofs and/or walls, the application is suitability accompanied by a detailed method statement.

6.3.12 The method statement proposes a native wildflower, visually attractive, green roof system, with a range of British wildflowers that have been selected to give a long flowering season and a diverse habitat for wildlife, particularly invertebrates. The statement includes suitable management details and sufficient controls for the provision of new planting should any original plants fail.

Mobility Hub

6.3.13 The Mobility Hub (MH) is a five storey building that adopts a linear arrangement in both shape and massing, with cladding treatments organised as a vertical proportioning system. The MH will act as an interchange between various modes of transport and is located at the principal entrance to the site; it has been designed to provide the parking and cycling facilities for the IC and for future phases of the masterplan.

6.3.14 The MH will comprise a total of 17,841sqm GIA and provide cycle storage for 140 cycles with associated changing facilities, showers and lockers, parking for 453 cars, and four commercial/community units (Use Classes E and F) with a net internal area of 2,005sqm. The provision of some commercial space at ground floor will ensure an active frontage and provide visual interaction and connectivity to the public square.

6.3.15 The covering letter in support of the revised plans sets out that amendments have been made to directly respond to the comments from the Tree Officer and Designing Out Crime Officer, and to incorporate design refinements into the MH. The changes also facilitate a system-build construction methodology for the MH, an approach which will shorten the construction timeframe by several weeks, thereby shortening the overall duration of on-site works, minimise construction related disturbance to neighbouring residents, and enable earlier activation and occupation of the site.

6.3.16 The MH has also been amended to internalise vehicular circulation within the building, the external ramp previously proposed to the eastern elevation facing Fiddlers Green Lane having been removed. This amendment being welcomed as it should help mitigate any potential noise and light spill to nearby properties.

6.3.17 Externally, as with the IC, the MH will be faced in buff coloured bricks and bronze aluminium in accordance with the design code. The ground and upper floor commercial areas are glazed with curtain walling. The upper floor levels will be clad in perforated aluminium panels designed to create a sawtooth style façade. The elevation to Fiddlers Green Way will also be clad in perforated, angled aluminium panels which have a smaller module than the cladding to the other elevations. The DAS sets out that these smaller panels have been incorporated to *“break the elevation up and provide opportunity for shadows and reflections to offer visual interest, more so than with flat or larger angled panels.”*

6.3.18 From a design perspective, the UDO fully supports the MH building. Whilst acknowledging that buildings like the MH inevitably create areas of limited activity along their outer edges, the UDO welcomes the active frontages at ground floor in three elevations that will provide animation and offer strong passive surveillance of the public realm. The UDO is also satisfied that *“These edges (frontages) accord with the commercial frontage requirements of the design code (p142) as they are presented along the ground floor, clear definition of lobbies to upper storeys and overlooking of the street (ground level and at lobby areas above)”* and that *“The vertically proportioned cladding system is composed to align with ground floor openings and window/mullion positions, resulting in a coherent and well resolved architectural expression.”* They also acknowledge that the changes to the MH which release additional commercial floor space are positive, and the *“Revisions to the southern elevation introduce additional openings, increasing visual activity and passive surveillance onto the public realm. These improvements support good urban design principles and accord with the Tier 2 Design Code approved under application 23/01875/OUT. The architectural detailing has been carefully refined, and the façade study within the Design & Access Statement demonstrates a coherent proportioning strategy and well-considered material composition, drawing on successful precedents.”*

6.3.19 The UDO also confirms that the Fiddlers Green elevation, whilst largely inactive in terms of openings *“meets the frontage requirements of the design code: commercial backs face Fiddler’s Green, with no more than 45% of the ground floor presenting inactive frontage, maintaining an appropriate street character.”* The building positioning within the site allows for sufficient planting along Fiddlers Green Lane, which over time will provide a natural, partial screening to the building.

6.3.20 Whilst the precedent studies, façade design treatment and material proposals are useful in setting out the approach to how key aspects of the building are to be constructed, the UDO recommends that the exact material choices including bricks, mortar mix colour, window and door frames, and cladding panels are constructed on a sample panel to be agreed on site; a condition has been attached in this regard.

6.3.21 Both buildings fall within the maximum building heights on the approved parameter plan, and the parameters set out in section 12 of the design code.

Open spaces

6.3.22 Condition 10 of the permission requires each application for the approval of reserved matters for phases that includes open space provision to include details of those open spaces. The open spaces in phase 1 will be delivered in a single phase and therefore under the condition are to be completed and made available for use prior to first occupation.

6.3.23 Officers are satisfied that this application is supported by sufficient detail to meet the requirements of the condition. Pre-application discussions in relation to phase 1 included discussion on landscaping to ensure that they function as useable and attractive spaces but also successfully interact and integrate with the IC and MH buildings.

6.3.24 The approved Open Spaces parameter plan and the Tier 2 design code set out the key design principles for landscaping across the Southern Parcel; the Planning Statement sets out the key features of the landscaping strategy for phase 1 include:

a) A site layout which adheres to the Open Spaces Parameter Plan, through the creation of the green branch and ecological and digital spine which will form a network of landscaped routes through the Application Site with linkages beyond, to form part of a wider network which will be established through the development of the wider allocated land.

b) A building layout and design which features a unique 'wrap-around' design for the Innovation Centre which has been formulated to accommodate and frame the existing veteran oak trees as key focal points and landscape features, to provide an arrival sequence to the building and public square, and acting as one of the Green Branches which invite journeys further onwards and along the Digital and Ecological Spine.

c) A diverse palette of tree planting, at least 75% of which will be native planting. The mix has been selected including landmark specimens, street trees, woodland trees, and native hedgerow trees selected for wildlife value, climate resilience, and visual contribution. Crucially, this phase of development meets and exceeds the target for canopy cover, at 16% coverage.

d) General planting has again been selected to include at least 75% native species and has been selected to be suitable for local conditions in a manner which requires low maintenance but makes a strong contribution to the aims of biodiversity enhancement, habitat creation, and support for sustainable drainage systems.

e) The Innovation Centre includes a sloping green roof of wildflowers and grasses to reflect and visually extend the adjacent meadow.

f) The scheme includes an integrated network of rain gardens, swales, and an attenuation pond designed to work with the topography of the site to manage surface water runoff, and to create a combination of wet and dry habitats for local wildlife.

g) Habitat creation is also achieved through inclusion of bat and bird boxes, hibernaculum chambers and insect hotels.

h) The soft landscaping strategy is also complemented by a palette of hard landscaping materials, including resin-bound gravel, self-binding gravel, brick paving, as well as the use of natural materials where possible.

6.3.25 A detailed analysis, explanation and justification for the landscaping strategy is set out within the DAS.

6.3.26 The UDO is satisfied that *"the proposals put forward a robust landscape strategy for the public realm"* and that the strategies required by the design code across the site relating to landscape character areas, an ecological spine, green branches and open spaces, and physical and visual connection between the three veteran oak trees *"have been clearly delivered in the landscape proposals and provide a positive, functional and attractive interface with the proposed building uses where the soft and hard landscaping (public and semi-public realm) meet the building edge."*

6.3.27 Overall, officers are therefore satisfied that the proposed landscaping strategy adheres to the requirements of the design code and will deliver high quality open spaces which enhance the public realm and integrate well with both the IC and MH.

6.4 Trees and landscaping

6.4.1 JCS policies SD9 and INF3 require the retention and safeguarding of existing green infrastructure and trees where possible and, where impact cannot be avoided, to provide mitigation for any loss. Similarly, CP policies GI2 and GI3 seek to avoid the unnecessary felling of, or permanent damage to, trees and set out that the retention of trees, the planting of new trees, and tree protection measures during construction may be required.

6.4.2 JCS policy SD6 advises that all development proposals must consider the landscape and visual sensitivity of the area in which they are located or which they may affect; this is reiterated in CP policy L1. SD6 requires applications to be supported by a landscape and visual assessment.

6.4.3 Policy INF3 of the JCS also requires green infrastructure network of local and strategic importance to be conserved and enhanced in order to deliver a series of multifunctional, linked green corridors across the JCS area.

6.4.4 Additionally, JCS policy A7 requires a comprehensive network of accessible green infrastructure, including local green space. The network should incorporate and protect notable natural features, including the Hatherley Brook, the Fiddlers Green Key Wildlife Site and important trees and hedgerows, and contribute to water quality enhancements.

6.4.5 Several conditions of the permission require the submission of details for each phase of the development; of note here, is condition 15 which requires details of tree protection measures for each phase to be submitted and agreed. The tree protection measures for phase 1 have been discharged (25/02075/DISCON).

6.4.6 On 24th February 2026, Cabinet approved the Cheltenham Tree Strategy, which is a material consideration. Although this Strategy has been approved at the latter stage of considering this application, the principles of this strategy are addressed by the technical reports supporting this application. However, Trees Section (TS) raised some reservations about the proposed landscaping around the buildings, commenting that *“While the species choices are appropriate and well considered, the proposed planting of two oaks, a sweetgum and three cherries in the atrium or courtyard of the building is likely to detract from the existing oaks, give the area a dark and cramped feel and could lead to unhelpful competition for light and water.”*; they therefore recommended that these new trees be omitted from the planting proposals. The TS also commented on tree sizes, recommending trees no larger than 10-12cm girth on major scheme as they tend to establish more quickly and require less water than larger trees, and mean fewer failures.

6.4.7 In response, the applicant’s Tree Consultant has provided additional justification and explanation of the proposed tree planting in liaison with the TS who are now happy to accept the revised proposals for this scheme. A condition has been attached which requires the formal submission of a revised tree strategy to align with the recent discussions.

6.5 Ecology and biodiversity

6.5.1 Policy SD9 of the JCS seeks the protection and enhancement of ecological networks across the JCS area, improved community access, and for new development to contribute positively to biodiversity and geodiversity whilst linking with wider networks of green infrastructure.

- 6.5.2 JCS policy A7 also states that the comprehensive masterplan and development strategy for the Strategic Allocation should integrate built form and a comprehensive network of accessible green infrastructure, including local green space, which incorporates and protects notable natural features, including the Hatherley Brook, the Fiddlers Green Key Wildlife Site, and important trees and hedgerows, and contributes to water quality enhancements. Condition 1 of the permission provides that the permitted development is to be in broad accordance with both an Illustrative Masterplan and an Illustrative Comprehensive Masterplan that were submitted as part of the application for the permission.
- 6.5.3 Additionally, NPPF paragraph 187(d) requires decisions to minimise impacts on, and provide net gains for, biodiversity, by establishing coherent ecological networks that are more resilient to current and future pressures, and incorporate features which support priority or threatened species such as swifts, bats and hedgehogs; with paragraph 188 setting out a mitigation hierarchy in terms of retained and enhanced environmental features that can be incorporated into a development proposal.
- 6.5.4 NPPF paragraph 193 goes on to state that when determining planning applications, local planning authorities should apply the following principles: a) if significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused; and d) development whose primary objective is to conserve or enhance biodiversity should be supported; while opportunities to improve biodiversity in and around developments should be integrated as part of their design, especially where this can secure measurable net gains for biodiversity or enhance public access to nature where this is appropriate.
- 6.5.5 A number of conditions on the permission required the submission of information in relation to ecology and biodiversity net gain prior to the commencement of development of each phase; notably condition 20 (Construction Environmental Management Plan), 21 (Overall Biodiversity Gain Plan), 22 (Habitat Management and Monitoring Plan), 23 (Ecological Mitigation & Enhancement Strategy) and 24 (Precautionary Method of Working Statement).
- 6.5.6 Conditions 20, 22, 23 and 24 for the phase 1 proposals have been suitably discharged (applications 26/00004/DISCON, 26/00005/DISCON, 25/02077/DISCON and 25/02078/DISCON respectively). An additional application to discharge condition 21 is pending consideration.
- 6.5.7 Following review of this reserved matters application, the Council's Ecologist (EC) is satisfied that the proposals demonstrate a strong commitment to ecological integration, and that *"The layout incorporates well-connected habitats that have been carefully considered both within the site and in the context of the surrounding landscape."* They particularly welcome the inclusion of off-site connectivity to support species movement and contribute positively to long-term ecological resilience; and find this *"represents a key strength of the scheme, and it is encouraged that this approach is maintained and further developed through subsequent phases."*
- 6.5.8 As per the requirements of the outline permission, a phase 1 Biodiversity Gain Plan (BGP) has been submitted and agreed as part of this application. It should be noted that, whilst the site is not subject to mandatory Biodiversity Net Gain (BNG) requirements under the Environment Act 2021, the applicant has committed to deliver a minimum of 10% net gain.
- 6.5.9 The officer report for the permission acknowledges the submission of a revised BNG metric at outline stage, with reliance on Leckhampton Hill Farm to achieve off-site gains; Hill Farm being an off-site piece of land owned by CBC and used currently for agriculture. However, the Hill Farm site has not yet been established as a registered habitat bank with DEFRA, and additional detail was therefore sought, as an update to the BGP, as to how the off-site

gains would be secured should the Hill Farm site not come forward. As revised, the BGP now sets out a clear mechanism for securing off-site units via an alternative habitat bank, if necessary, and on this basis, given the voluntary nature of the BNG commitment, the EC has sufficient confidence in the proposed approach to biodiversity delivery.

6.6 Energy and sustainability

- 6.6.1 NPPF paragraph 163 states that the need to mitigate and adapt to climate change should be considered in assessing planning applications, taking into account the full range of potential climate change impacts. In addition, NPPF paragraph 166 states that local planning authorities should expect new development to comply with any development plan policies on local requirements for decentralised energy supply unless it can be demonstrated by the applicant that this is not feasible or viable.
- 6.6.2 JCS policy SD3 requires all new development to be designed to contribute to the aims of sustainability by increasing energy efficiency and minimising waste and air pollution. Development proposals are also required to be adaptable to climate change in respect of the design, layout, siting, orientation and function of buildings. Similarly, JCS policy INF5 sets out that proposals for the generation of energy from renewable resources or low carbon energy development will be supported.
- 6.6.3 The adopted Cheltenham Climate Change SPD sets out a strategy for decarbonising buildings over the next decade. For non-domestic new build development, the SPD identifies various measures which can be included to improve the environmental performance of new buildings.
- 6.6.4 A set of targets were agreed at outline planning stage which supersede the guidance set out in the Climate Change SPD and Golden Valley SPD and set achievable benchmarks for the development.
- 6.6.5 Condition 9 of the permission requires the submission of a Climate Change Compliance Statement with each reserved matters application detailing how energy saving measures will be incorporated into the design and how carbon dioxide emissions will be reduced, and the application is suitably accompanied by such a statement; a revised statement having been submitted during the course of the application.
- 6.6.6 The statement, which has been submitted as an Energy and Sustainability Statement, sets out that *“The overarching ambition for the Golden Valley Development is to become a Net Zero Carbon community, and meeting this aim has been considered at every stage of the development”* and that *“Phase 1 aspires to be an exemplar sustainable development, setting the precedent for the masterplan”*.
- 6.6.7 In terms of energy, the proposed development adopts a low-carbon strategy, which includes highly insulated and airtight building fabric, energy efficient MEP (Mechanical, Electrical, and Plumbing) systems and the provision of on-site renewable sources of energy in the form of air source heat pumps and photovoltaics (PV) panels. A PV array of 600m² is proposed on the MH which the statement states *“is a key part of the scheme design to reduce energy demand from the grid and generate renewable energy onsite. The proposed system achieves a yield of 115,000 kWh/yr which meets ~39% of the forecast energy demand for the building (net of electric vehicle charging).”*
- 6.6.8 The scheme is also targeting key sustainability credentials, including BREEAM ‘Excellent’ certification, NABERS 5.5*, Wiredscore Platinum, EPC A and Building with Nature Design Award.
- 6.6.9 Notwithstanding the above, the covering letter that accompanies the revised plans sets out that due to programme constraints it has not been possible to re-run the embodied carbon modelling to reflect the revised structural approach prior to determination of this application.

It does, however, state that *“the current figures within the Energy and Sustainability Statement still provide a robust and precautionary baseline demonstrating compliance with the targets established at the outline stage, with the system-build approach expected to improve upon these performance metrics.”* The letter goes on to suggest that *“To ensure transparency and policy compliance, a pre-commencement condition can be attached to the reserved matters approval requiring submission and approval of updated embodied carbon calculations reflecting the final engineered design prior to construction of the Mobility Hub. This will ensure that the anticipated carbon betterment is formally verified and that the development remains aligned with the outline planning targets.”* Officers agree that this is a reasonable and pragmatic approach, and a condition is recommended accordingly.

6.7 Access and highway safety

6.7.1 Access to the site was approved as part of the permission and includes two primary points of access to the Southern Parcel; both of which are to be delivered as part of phase 1. Phase 1 therefore plays an important role in delivering the infrastructure needed to access the site and the wider allocated area.

6.7.2 The northern access will provide for a four-arm roundabout at the location of the existing mini-roundabout on Telstar Way/Fiddler’s Green Lane, and will serve the northern areas of the site (including the disabled parking area for the Centre); whilst the southern access will provide a realignment and change of priority on Fiddler’s Green Lane to provide a continuation of the road into the site to serve the southern areas (including the Hub).

6.7.3 Although access was approved at outline stage, some minor amendments are proposed as part of this application following pre-application discussions between the applicant and GCC. The main changes involve relocating an active mode along Fiddler’s Green Lane further south to avoid the archaeological mitigation area, and increased planting along the front of the Centre. Other amendments include revising the active mode crossings on the Fiddler’s Green Lane/Telstar Way roundabout to remove ramps and repositioning the pedestrian/cycleway on the eastern side of the northern access arm to allow for more landscaping.

6.7.4 The details have been duly considered by GCC, as the Local Highway Authority, who raise no objection subject to conditions. Their full comments can be found in the Appendix at the end of the report.

6.7.5 National Highways have also confirmed they have no objections to the approval of the reserved matters sought by this application.

6.8 Amenity

6.8.1 NPPF paragraph 135(f) requires that decisions create places that maintain a high standard of amenity for both existing and future users; in addition, paragraph 198 requires new development to be appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. CP policy SL1 also sets out that development will only be permitted where it will not cause unacceptable harm to the amenity of neighbouring land users or the locality. In assessing amenity impacts, CP paragraph 14.4. advises that various factors will be taken into consideration, including, but not limited to, loss of privacy, daylight, and outlook, and potential disturbance from noise, smells, dust, fumes, vibration, glare from artificial lighting, hours of operation, and traffic / travel patterns. Policy SL1 aligns with the requirements of JCS policy SD14.

6.8.2 The officer report in respect of the permission highlighted the need to support development that makes efficient use of land, but that the need for high density development must be

balanced against the amenity of neighbouring residential areas. The report goes on to state that whilst the detail would be secured at reserved matters stage, the illustrative masterplan indicated that residential amenity would not be harmed. The report also acknowledged that *“Further south on the site, the buildings become larger and taller, but low density is still largely maintained along the edge, with the exception of the Innovation Centre and Mobility Hub”* and that the height and scale of the Innovation Centre (noted as being up to 5 storeys) and the Mobility Hub (noted as being up to 4 storeys) would be examined at this reserved matters stage to ensure that the proposals do not result in substantial overshadowing or overlooking of the properties most vulnerable to harm along Fiddlers Green Lane.

- 6.8.3 The officer report also acknowledged that some existing residents who currently overlook an empty field will soon see very high buildings and high-density development, but that *“the right to a view is not a material planning consideration; therefore, the loss of existing views over the greenfield is not deemed a reason to refuse the proposal, given the overriding policy supporting high-density development in this location.”*
- 6.8.4 The DAS includes a daylight study which uses the well-established 25 degree daylight test (BRE document ‘Site Layout Planning for Daylight and Sunlight: A guide to good practice (2022)’) to assess the impact on the buildings on the nearest neighbouring properties on Fiddlers Green Lane. The impact has been assessed as a worst case scenario; and the test demonstrates that both the IC and MH will have only minimal impacts on the properties’ right to light and are unlikely to have any substantial impact in terms of daylight and sunlight.
- 6.8.5 From an overlooking and privacy perspective, there are no significant amenity concerns. The MH which will sit closest to residential properties backing on Fiddlers Green Lane (but not less than 16 metres from the rear boundary and some 33 metres from the rear elevation of the property at its closest point) having no glazing in this elevation. Furthermore, as previously noted, as a result of the revisions to the MH building, the external ramp to the Fiddlers Green elevation is now integral to the building, thereby helping to mitigate any potential noise and light spill to nearby properties. The IC building, whilst having glazing facing nearby residential properties, will be in excess of 30 metres from any residential curtilage.
- 6.8.6 That said, with respect to noise, in order to safeguard the amenity of adjacent properties and the general locality, condition 16 of the permission requires any reserved matters application for phases containing non-residential buildings in Use Classes E and F or mobility hubs to include details of the hours of use and/or of deliveries and collections.
- 6.8.7 The IC and MH would operate 24 hours a day, to allow for continued access for office users, with servicing (deliveries and bin collections) limited to 6am to 8pm. The three ground floor commercial units within the MH would operate between the hours of 7am to 10 or 11pm, with servicing again limited to the hours of 6am to 8pm. The additional commercial unit at first floor, potentially for use as a gym or similar, would operate up to 24 hours a day. The proposed hours have been reviewed by Environmental Health (EH) who raise no objection. Although, the servicing hours were initially queried, EH are satisfied that, as the servicing for the MH is located towards the IC and therefore away from the existing residential properties, the proposed hours for deliveries and bin collections are suitable.
- 6.8.8 As such, whilst the proposed development will undoubtedly have an impact on neighbouring land users, the amenity impacts of the phase 1 proposals are considered acceptable.
- 6.8.9 Some noise, vibration and disturbance during the construction phase is inevitable; however, mitigation of any significant adverse effects can be effectively managed through measures detailed in a Construction Environmental Management Plan (CEMP). The detailed CEMP for phase 1 has already been agreed through the discharge of condition 20 of the permission (26/00004/DISCON). The contractor will be responsible for implementing the mitigation measures identified in the CEMP.

6.8.10 Suitable mitigation measures for pollution control and dust emissions for this phase of development have also been agreed as part of the approved CEMP.

6.9 Flood risk and drainage

6.9.1 JCS policy INF2 and section 14 of the NPPF, specifically paragraph 181, seek to ensure that flood risk is not increased elsewhere when determining planning applications. Additionally, where appropriate, applications should be supported by a site-specific flood risk assessment. Policy INF2 and NPPF paragraph 182 also requires applications to incorporate sustainable drainage systems.

Flood risk

6.9.2 Condition 36 of the permission requires a detailed flood risk analysis to be submitted and agreed prior to the commencement of development within each phase; and although the condition suggests that the information be submitted with each reserved matters application, it is not a prerequisite. As such, notwithstanding the Environment Agency's (EA) original holding objection to this application due to the lack of detail in relation to flood risk, they have subsequently removed their objection, accepting that the information will still need to be submitted and agreed through the discharge of aforementioned condition 36 prior to the commencement of any works taking place.

6.9.3 An application (25/02081/DISCON) to discharge condition 36 is currently pending consideration, the applicant having submitted a Flood Risk Technical Note setting out the work being undertaken in relation to condition 36, and the EA's comments in response to the discharge of the condition. The works include hydraulic modelling in line with that required by the EA, and subsequent analysis, reporting and detailing.

6.9.4 Therefore, whilst the detail in relation to flood risk is not yet agreed, officers are satisfied that there are suitable and robust safeguards in place in relation to flood risk, and that any minor refinements to the compensatory flood storage can be achieved without affecting the siting or appearance of the proposed IC. There are no grounds for refusing this application on flood risk. No works can commence on site until such time as condition 36 of the permission has been discharged. As noted above, this approach has been agreed with EA.

Drainage

6.9.5 As previously noted, sustainable drainage systems (SuDS) should be incorporated into to all new development proposals, and condition 34 of the permission requires the submission and approval of a detailed SuDS Strategy prior to the commencement of development in each phase. An application (25/02080/DISCON) to discharge condition 34 is similarly still pending consideration, the Lead Local Flood Authority are seeking amendments and further information before they can recommend that the condition be discharged. However, whilst the detail is not yet agreed, it does not prejudice the determination of this reserved matters application in the meantime.

6.10 Other considerations

Crime prevention

6.10.1 On initial review of the application the Designing Out Crime Officer (DOCO) raised several concerns about the lack of crime prevention within the development, and their full and detailed comments can be found in the Consultations Appendix below. The applicant has therefore sought to address the concerns by adding a section to the Design and Access Statement which clarifies how the phase 1 proposals have been developed with careful regard to crime prevention and community safety. The roof level of the Hub has also been

amended to incorporate perimeter parapets and balustrades to discourage climbing and restrict access to the PV maintenance area. In addition, plans relating to proposed external lighting and CCTV have been submitted for information.

6.10.2 In their updated response, the DOCO welcomes the additional information provided and confirms that any technical questions can be addressed outside of the planning application. An informative has been added in the regard.

Waste storage and collection

6.10.3 JCS policy SD3 requires development proposals to demonstrate how they minimise waste and avoid unnecessary pollution. In this regard, the application is supported by an Operation Waste Management Strategy (OWMS) which builds on a strategy set out as part of the permission.

6.10.4 The OWMS sets out that:

- Waste will be segregated at the source into a minimum of four streams: residual, organics (food waste), dry mixed recycling, and paper/cardboard, which aligns with the national "Simpler Recycling" policy. Other streams like bulky waste, hazardous waste, and Waste Electrical and Electronic Equipment (WEEE) will also be segregated and managed separately on an ad-hoc basis.
- The development has been designed with sufficient capacity to provide a contingency against any missed waste collections; although collections are expected to take place on a daily basis.
- All storage areas meet the relevant design standards, aiming for bin drag distances of no more than 10m; with even surfaces between storage areas and collection vehicles, and a minimum pathway width of 2 metres throughout.

6.10.5 The GCC Minerals & Waste Policy team, having been consulted on the application, note that they previously reviewed the environmental constraints for the wider outline application and, in relation to this application, officers should be satisfied that the OWMS meets current guidelines. They do not raise any objection. For the construction phase, they recommend that waste minimisation is carried out in line with the Site Waste Management Plan submitted at outline stage.

6.10.6 Officers are satisfied that the submitted OWMS is acceptable and demonstrates a commitment to ensuring that adequate storage and collection facilities for waste is provided, with an emphasis on segregation and recycling.

Public Sector Equality Duty (PSED)

6.10.7 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.

6.10.8 In this case, having considered the merits of the application, this authority is satisfied that the proposed development meets the requirements of the PSED.

6.10.9 Due regard has been had to the nine protected characteristics recognised within the PSED, and officers are satisfied that no-one has been discriminated against in the determination

of this application. The representations received in response to the publicity exercise have been noted and considered.

7. CONCLUSION AND RECOMMENDATION

- 7.1 Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. In this case, the principle of development has already been established by the grant of outline planning permission ref. 23/01875/OUT.
- 7.2 Officers are satisfied that the details submitted in relation to phase 1 as part of this reserved matters accord with the documents approved at outline stage and that all the information required by conditions imposed on the permission has been submitted, where appropriate.
- 7.3 The phase 1 proposals are of a high design quality and will set the tone for the remainder of the development moving forwards; and the delivery of the Innovation Centre (IC) is a critical part of the West Cheltenham Strategic Allocation.
- 7.4 The officer recommendation therefore is to grant approval of the reserved matters subject to the following conditions:

8. CONDITIONS

- 1 The development shall be begun not later than the expiration of two years from the date of this decision.

Reason: To accord with the provisions of Section 92 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

- 2 The reserved matters 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 of the Mobility Hub (excluding site clearance and enabling works), a revised Embodied Carbon Assessment for the Mobility Hub shall be submitted to and approved in writing by the Local Planning Authority. The assessment shall:

- a) Reflect the final system-build structural design;
- b) Quantify upfront embodied carbon (A1–A5) and whole life carbon (A1–C) emissions using a recognised methodology;
- c) Demonstrate the level of betterment achieved compared to the figures presented within the approved Energy and Sustainability Statement (Revision P03); and
- d) Confirm how the final design aligns with the embodied carbon objectives established by the outline planning permission (ref. 23/01875/OUT).

The development shall thereafter be carried out in accordance with the approved details.

Reason: To ensure that the development delivers the anticipated embodied carbon improvements arising from the system-build approach, in accordance with the outline planning permission.

- 4 The development shall not be carried out unless in accordance with a sample panel(s) which shall have first been constructed on site and inspected and approved in writing by the Local Planning Authority.

The sample panel(s) shall show the specific external material choices and finishes, including bricks, mortar mix colour, window and door frames, and cladding panels.

The approved sample panel(s) shall be retained on site and made available for inspection by the Local Planning Authority for the duration of the construction works.

Reason: To ensure a high-quality finish to the development 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).

- 5 The development hereby granted shall not be brought into use until the means of access for vehicles, pedestrians and cyclists have been constructed and completed in accordance with the following plans as included within the Transport Statement dated 6th March 2026 (Revision: V1) Appendix H:
- PD01 (Rev. A) General Arrangement of Proposed Pedestrian/Cycle Improvements at Telstar Way;
 - PD01.1 (Rev. A) General Arrangement of Proposed Shared Pedestrian/Cycle Route Along Fiddler's Green Lane; and
 - PD01.2 (Rev. A) General Arrangement of Proposed Pedestrian/Cycle Link to Mobility Hub.

Reason: To ensure conformity with the submitted details and in the interests of highway safety.

- 6 In the event that the access road is to remain private, a Streets Management Plan (SMP) shall be submitted to and approved in writing by the Local Planning Authority prior to its construction. The SMP shall include:
- a) details of the construction and maintenance of all roads, footways, cycleways and associated infrastructure which will be open to the public and be the sole responsibility of the owner; and
 - b) details of the proposed drainage, street lighting, vertical and horizontal alignment including long and cross section detailing proposed gradients, construction specifications and any other technical elements necessary to support Technical Approval for future adoption options.

Reason: To ensure the roads, footways, cycleways and associated infrastructure will be constructed and maintained in perpetuity, in a suitable condition for all users.

- 7 The development hereby granted shall not be brought into use until visibility splays are provided from a point 0.6m above carriageway level at the centre of the access to the application site and 2.4 metres back from the near side edge of the adjoining carriageway, (measured perpendicularly), for a distance of 34 metres in each direction measured along the nearside edge of the adjoining carriageway and offset a distance of 0.6 metres from the edge of the carriageway. These splays shall thereafter be permanently kept free of all obstructions to visibility over 0.6m in height above carriageway level.

Reason: In the interests of highway safety.

- 8 The development hereby granted shall not be brought into use until pedestrian visibility splays of 2m x 2m measured perpendicularly back from the edge of carriageway shall be provided on both sides of the access. These splays shall thereafter be permanently kept free of all obstructions to visibility over 0.6m in height above the adjoining ground level.

Reason: To ensure motorists have clear and unrestricted views of approaching pedestrians when pulling out onto the adopted highway, in the interest of highway safety.

- 9 The development hereby permitted shall be carried out in full accordance with the submitted Phase Biodiversity Gain Plan: Form for Individual Phases of a Phased

Development (Ref: 26/00001/REM, prepared by Rob Forbes, dated 01/04/2026), including the associated biodiversity metric calculations and supporting documentation.

All on-site habitat creation, enhancement, and protection measures identified within the approved documents shall be implemented in accordance with the approved details and retained thereafter.

Where the approved Biodiversity Gain Plan identifies the need for off-site biodiversity units to achieve the stated biodiversity outcomes, these units shall be secured through an appropriate mechanism prior to completion of the final phase of the development, and evidence of such securing shall be submitted to and approved in writing by the Local Planning Authority.

The development shall thereafter be implemented in accordance with the approved details.

Reason: To ensure that biodiversity impacts arising from the development are appropriately mitigated and compensated for, and to secure the delivery of biodiversity enhancements in accordance with the submitted Biodiversity Gain Plan.

Whilst the development is not subject to the mandatory biodiversity gain condition as set out in Schedule 7A of the Town and Country Planning Act 1990 (as inserted by the Environment Act 2021), the applicant has made a voluntary commitment to deliver biodiversity net gain. This condition ensures that the proposed ecological measures, which form part of the basis for the acceptability of the scheme, are secured and implemented.

This is in accordance with Paragraphs 180 and 186 of the National Planning Policy Framework, which require planning decisions to minimise impacts on and provide net gains for biodiversity, and with Section 40 of the Natural Environment and Rural Communities Act 2006 (as amended), which places a duty on public authorities to have regard to the purpose of conserving biodiversity.

- 10 Notwithstanding the submitted Tree Strategy, an updated Tree Strategy shall be submitted to and approved in writing by the Local Planning Authority prior to the implementation of any tree planting. All tree planting shall thereafter be carried out in accordance with the approved details 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 adopted policies D1, G12 and G13 of the Cheltenham Plan (2020), and adopted policies SD4 and INF3 of the Joint Core Strategy (2017).

- 11 Servicing (deliveries and bin collections) for the Innovation Centre and Mobility Hub shall be carried out only between the hours of 6am and 8pm.

Reason: To safeguard the amenity of adjacent properties and the general locality, having regard to adopted policy SL1 of the Cheltenham Plan (2020) and adopted policy SD14 of the Joint Core Strategy (2017).

INFORMATIVES

- 1 The applicant/developer should liaise with the Designing Out Crime Officer at Gloucestershire Constabulary in the design of the CCTV system. Any audible alarms or panic buttons will need to be designed and managed to prevent false activation and subsequent deactivation and removal.

- 2 The development hereby granted includes the carrying out of work on the adopted highway. You are advised that before undertaking work on the adopted highway you must enter into a highway agreement under Section 278 of the Highways Act 1980 with the County Council, which would specify the works and the terms and conditions under which they are to be carried out.

Contact the Highway Authority's Legal Agreements Development Management Team at highwaylegalagreements@gloucestershire.gov.uk allowing sufficient time for the preparation and signing of the Agreement. You will be required to pay fees to cover the Council's costs in undertaking the following actions:

- Drafting the Agreement
- A Monitoring Fee
- Approving the highway details Inspecting the highway works

Planning permission is not permission to work in the highway. A Highway Agreement under Section 278 of the Highways Act 1980 must be completed, the bond secured and the Highway Authority's technical approval and inspection fees paid before any drawings will be considered and approved.

- 3 The development hereby granted includes the construction of new highway. To be considered for adoption and ongoing maintenance at the public expense it must be constructed to the Highway Authority's standards and terms for the phasing of the development. You are advised that you must enter into a highway agreement under Section 38 of the Highways Act 1980. The development will be bound by Sections 219 to 225 (the Advance Payments Code) of the Highways Act 1980.

Contact the Highway Authority's Legal Agreements Development Management Team at highwaylegalagreements@gloucestershire.gov.uk. You will be required to pay fees to cover the Council's costs in undertaking the following actions:

- Drafting the Agreement
- Set up costs
- Approving the highway details
- Inspecting the highway works

You should enter into discussions with statutory undertakers as soon as possible to coordinate the laying of services under any new highways to be adopted by the Highway Authority.

The Highway Authority's technical approval inspection fees must be paid before any drawings will be considered and approved. Once technical approval has been granted a Highway Agreement under Section 38 of the Highways Act 1980 must be completed and the bond secured.

- 4 All new streets must be tree lined as required in the National Planning Policy Framework. All proposed street trees must be suitable for transport corridors as defined by Trees and Design Action Group (TDAG). Details should be provided of what management systems are to be included, this includes root protections, watering and ongoing management. Street trees are likely to be subject to a commuted sum. Reference should be made to the Cheltenham Tree Strategy - this has management policies with it; <https://democracy.cheltenham.gov.uk/documents/s53274/Appendix+1+-+Draft+Tree+Strategy.pdf>

- 5 The development hereby approved and any associated highway works required, is likely to impact on the operation of the highway network during its construction (and any demolition required). You are advised to contact the Highway Authorities Network

Management Team at Network&TrafficManagement@gloucestershire.gov.uk before undertaking any work, to discuss any temporary traffic management measures required, such as footway, Public Right of Way, carriageway closures or temporary parking restrictions a minimum of eight weeks prior to any activity on site to enable Temporary Traffic Regulation Orders to be prepared and a programme of Temporary Traffic Management measures to be agreed.

- 6 Drainage arrangements shall be provided to ensure that surface water from the driveway and/or vehicular turning area does not discharge onto the public highway. No drainage or effluent from the proposed development shall be allowed to discharge into any highway drain or over any part of the public highway.
- 7 The applicant's attention is drawn to the need to ensure that the provision of the visibility splay(s) required by this consent is safeguarded in any sale of the application site or part(s) thereof.
- 8 It is expected that contractors are registered with the Considerate Constructors Scheme and comply with the code of conduct in full, but particular reference is made to "respecting the community" which requires constructors to give utmost consideration to their impact on neighbours and the public by:
 - Informing, respecting and showing courtesy to those affected by the work;
 - Minimising the impact of deliveries, parking and work on the public highway;
 - Contributing to and supporting the local community and economy; and
 - Working to create a positive and enduring impression, and promoting the Code.

The Construction Environmental Management Plan (CEMP) should clearly identify how the principal contractor will engage with the local community, and this should be tailored to local circumstances. Contractors should also confirm how they will manage any local concerns and complaints and provide an agreed Service Level Agreement for responding to said issues.

Contractors should ensure that courtesy boards are provided, and information shared with the local community relating to the timing of operations and contact details for the site coordinator in the event of any difficulties. This does not offer any relief to obligations under existing legislation.

- 9 The attention of the applicant is drawn to Section 59 of the Highways Act 1980 which allows the Highway Authority to recover additional costs of road maintenance due to damage by extraordinary traffic.

Before any work is commenced upon the development hereby approved representatives of Gloucestershire County Council, as the Highway Authority and the applicant, shall carry out a joint road survey/inspection on the roads leading to this site. Any highlighted defects shall be rectified to the specification and satisfaction of the Highway Authority before work is commenced on the development hereby approved. A further joint survey/inspection shall be undertaken following completion of development hereby approved and any necessary remedial works shall be completed to the specification and satisfaction of the Highway Authority within 1 month or other agreed timescale.

Gloucestershire Wildlife Trust

19th January 2026

The submitted Reserved Matters proposals for Phase 1 of the Southern Parcel represent a high-quality and well-integrated approach to green infrastructure, biodiversity and environmental design, responding positively to the parameters established at outline stage and the requirements of the Tier 2 Design Code.

Green infrastructure and nature recovery are clearly embedded within the layout and design, rather than treated as residual elements. The integration of the ecological and digital spine, native-led landscape strategy, SuDS designed to function as habitat, and a biodiverse green roof provides a robust on-site approach to biodiversity delivery. The proposals exceed the minimum tree canopy cover requirement, retain all veteran and TPO trees, and include a wide range of biodiversity features.

This integrated approach should be carried forward into subsequent phases, ensuring that later stages connect into and reinforce the green infrastructure framework established at Phase 1, so that the wider site functions as a coherent and connected ecological network.

Overall, this Reserved Matters submission represents a strong example of how commercial-led development can successfully integrate green infrastructure, biodiversity and sensitive lighting. Subject to appropriate conditions securing detailed delivery and long-term management, no objection is raised on ecological or green infrastructure grounds, and the scheme could reasonably be regarded as an exemplar for future phases within the wider allocation.

Architects Panel

16th February 2026

The panel had a conversation about this application when we last met and the feeling was that an application of this scale was better suited to a more formal review possibly by the Gloucestershire Design Review Panel who we believe were consulted on the scheme at the outline stage.

Active Travel England

28th January 2026

Following a high-level review of the above planning consultation, Active Travel England has determined that standing advice should be issued and would encourage the local planning authority to consider this as part of its assessment of the application.

Our standing advice can be found here:

<https://www.gov.uk/government/publications/active-travel-england-sustainable-development-advice-notes>

ATE would like to be notified of the outcome of the application through the receipt of a copy of the decision notice, in addition to being notified of committee dates for this application.

Building Control

12th January 2026

This application may require Building Regulations approval. Please contact the office on 01242 264321 or buildingcontrol@cheltenham.gov.uk for further information.

Cotswolds National Landscape Board

27th January 2026

Thank you for consulting the Cotswolds National Landscape Board¹ ('the Board') on this proposed development, which would be located within the setting of the Cotswolds National Landscape.

In reaching its planning decision, the local planning authority ('LPA') has a statutory duty to seek to further the statutory purpose of conserving and enhancing the natural beauty of the National Landscape. This duty should be explicitly addressed within the decision including an explanation of how the LPA considers the duty has been discharged. Further information on this new duty is provided in Appendix 1 below and the Board recommends that, in fulfilling this 'duty to seek to further the purpose', the LPA should: (i) ensure that planning decisions are consistent with relevant national and local planning policy and guidance; and (ii) take into account the following Board publications:

- Cotswolds National Landscape Management Plan 2025-2030;
- Cotswolds AONB Landscape Character Assessment ([link](#)) particularly, in this instance, with regards to Landscape Character Types (LCT) 2 (Escarpment) and 7 (High Wold) from which the site may be visible;
- Cotswolds AONB Landscape Strategy and Guidelines particularly, in this instance, regards to LCT 2 ([link](#)), including Section 2.1 and LCT 7, including Section 7.1;
- Cotswolds AONB Local Distinctiveness and Landscape Change;
- Cotswolds National Landscape Board Position Statements particularly, in this instance, the Development in the Setting of the AONB, Tranquillity Position Statement and the Dark Skies and Artificial Light Position Statement and its appendices.

Due to the current development management consultation workload, the Board will not be providing a more comprehensive response on this occasion. This does not imply support for, or objection to, the proposal.

If you have any queries regarding the information provided in this response, please do not hesitate to get in touch.

(Appendix 1 available to view online in Documents tab)

Designing Out Crime Officer

17th February 2026

In my capacity as Designing out Crime Officer (DOCO) for Gloucestershire Constabulary I would like to raise concerns about this application and the lack of crime prevention within this proposed development.

Cheltenham Innovation Centre

The Security Strategy listed in Section 21.0 of the Design and Access Statement focuses heavily on the need for counterterrorism features to prevent hostile vehicles, but the strategy fails to address the day-to-day security features required to prevent ASB, crime or the perceived fear of crime.

Since 2022, the surrounding residential areas have been experiencing an annual increase in ASB, while crime has maintained a consistent average through each year.

As security has only received a single line of text within the Design and Access Statement, it is important that security is considered a key feature within the design

and construction of this proposed development. It's a shame the RIBA Security Overlay listed below hasn't been documented throughout the design stage.

The Planning Statement would have been a good opportunity to document how the design adhered to the various planning documents and legislation, but instead there has been no mention of security or crime prevention for this development.

Car park/ mobility hub

The current design for the car park possesses a serious concern due to the arrangement of the PV array on the top floor and the way it provides a connection with the Stair and lift structure. The layout of the building will offer easy access to the top parking level; from there they could climb up the supporting structure for the PV panels and walk to the edge of the building.

Suicide and attempted suicide pose a serious concern across the county; to limit these opportunities the design should carefully consider the possible access points. Design guidance to prevent suicide for high buildings or car parks have been attached to the email.

Bicycle store

The transport hub proposes to have a section of the ground floor allocated for cyclists which will provide a central bicycle store, changing rooms and drying room. These features would all work nicely in a private building or office setting, but the open access will create a security risk for everyone using this facility.

As no security has been described throughout the scheme, it's unclear how the cycle store will be secured, without it every bicycle and all personal belongings stored in lockers is at risk of theft, anyone using the changing facilities or showers are at risk of physical or sexual assault, and the rooms subject to criminal damage or misused for drug use or rough sleeping.

Security is going to be an important factor to the design of this mobility hub, without it uncontrolled access into this area will remove any sense of safety for those using the facilities or leaving their bicycles.

To reduce the risk of theft and criminal damage, it would be best to avoid installing any lockers or offering a drying room as this will create a perception of security and safety. An unsuspecting individual will hang their belonging to dry without considering the open access to this facility, they may even start to leave various items overnight for convenience.

The changing rooms would normally be associated with an office building or place of work, somewhere that's secure and populated with co-workers. Other public changing rooms generally have a constant flow of customers and staff, each providing natural surveillance. However, this mobility hub offers none of those reassurances, instead the design will encourage individuals to undress and shower in an open public building.

Without proper management and maintenance practices in place, this type of facility could quickly become associated as a public sex environment, further increasing the fear of crime or assault.

Future design considerations should consider the safety and security of those using this building, the access control to compartmentalise the secure areas where the bicycles are stored, the design of the building to reduce the risk of theft and criminal damage in an effort to steal from lockers, or the personal safety of those in a vulnerable situation as they shower.

Landscaping

Considerable effort has been shown regarding the Landscaping with gabion baskets used in the landscape design to provide structure and height, but in other areas of Cheltenham where gabion baskets have been used, they are frequently filled with litter and other items of rubbish.

The amount of public open space combined with the proposed neighbouring residential properties will act as an active place for groups to exercise or households walking their dog. To maintain the cleanliness of these public spaces and enable people to comply with the Public Space Protection Order (PSPO) covering Cheltenham Borough, it seems strange that refuse bins haven't been included.

Lighting

Finding a balance between ecology and safety is a delicate process but the design still needs to provide sufficient lighting to reduce the fear of crime. It is worth considering that external lighting will offer benefits during the winter months when most nocturnal animals are hibernating and insects are dormant.

Most of the lighting used across the site is based on low level bollard lighting, this form of lighting may assist in identifying a route through an area, but it has a negative impact on people's ability to recognise or identify others in the area. Poor lighting design can increase the perceived fear of crime within a development.

The selection of luminaire can also contribute to the ASB and littering within the development. The lighting plan shows a series of 'L' shaped bollards fitted with downlighters.

As they are less than 650mm high, there is a good possibility they will be used as ad-hoc seating, a challenge for local children to stand on them or a convenient place to leave paper cups or other rubbish from the nearby proposed cafe.

CCTV

The section listing the CCTV design mentions the technical specifications but offers no indication of the areas being monitored or how the design has been developed to work in conjunction with the lighting and landscaping schemes.

Each of the following documents detail how crime prevention should be included in greater depth with every planning application.

- Section 5: Design Requirements of the Cheltenham Borough Council's Local Plan
- Security and Crime Prevention Supplementary Planning Guidance, Cheltenham Borough Council
- Policy SD4: Design Requirements of the Joint Core Strategy for Cheltenham, Gloucester and Tewkesbury, specifically sub paragraph v. Safety and Security
- CIHT Residential Parking Design guidance note
- ParkMark - New Build Car Park design guidance
- Security Overlay to the RIBA Plan of Work
- Chief Planning Officer's letter in July 2017 reminding Authorities of the importance to include crime prevention and counter terrorism security measures
- Section 4.6 detailing Layout and connectivity in Manual for Street, Department of Transport

- Paragraph 135 (f) of the National Planning Policy Framework (NPPF), Department for Levelling Up, Housing and Communities
- Paragraph P2 of the Public Spaces section in the Ministry of Housing, Communities and Local Government's National Design Guide
- Paragraph 12 of the Healthy and Safe Communities section of the Practical Planning Guidance (PPG) which replaced Safer places: the planning system and crime prevention in 2014
- Section 17 of the Crime and Disorder Act 1998

It is important to stress each of these documents place a requirement for the Planning Authority and the architect/ developer to create designs which prevent crime, the perceived fear of crime and ASB.

In addition to the requirements to design out crime and remove any opportunity to commit crime or anti-social behaviour, my colleague Mandy Gibbs will be submitting a S106 request on behalf of the Police and Crime Commissioner.

(Design guidance available to view in Documents tab)

1st April 2026

I have had the opportunity to review the latest documents linked with this application; it was good to see a section relating to crime prevention along with the additional information relating to CCTV, lighting, landscaping and the need to create a safe place around the cycle store and changing rooms.

The inclusion of on-site security addressing any issues identified via CCTV or panic alarm, adds another important element of security.

There are a few technical questions which can be addressed outside of the planning application, so liaising with the architects and developers will be vital in the design of the CCTV system. And any audible alarms or panic buttons need to be design and managed to prevent false activation and subsequent deactivation and removal.

CBC Drainage and Flooding Engineer

27th January 2026

The landscape strategy includes all the key features of the proposed surface water drainage scheme, which is being reviewed separately under condition 34.

The finished levels general arrangement plans submitted here may require updating with the proposed flood compensation zone (condition 36) and any modification to ground levels to ensure surface water exceedance flow paths (to be reviewed as part of condition 34) do not cause danger to people and property.

Consultant Ecologist

27th January 2026

I have reviewed the Ecology report by EDP (Aug25) and note that update Extended Phase 1/UK Habitat, Badger and Great Crested Newt Surveys have been undertaken for the first phase of the development.

The results of the update walkover survey demonstrated that the habitats had not significantly changed and thus there was no new potential for protected species to be present. Therefore the recommendations in the original report are still relevant for the Site.

The great crested newt surveys of the ponds were consistent with the historic surveys and as the risk of great crested newts being encountered during site works was still considered to be sufficiently low that it still did not warrant licensing. Therefore, the non-licenced precautionary details set out in the Great Crested New Mitigation Strategy are still considered to be appropriate for this Site.

Trees were inspected from the ground and also through undertaking an aerial tree climbing survey for bat roosts, which reduced the potential of the one tree (T28) with notable bat roosting potential that will be removed. With respect to the tree (T30) with several roosting features, it was noted that further surveys would be required if the pruning works remove multiple roost features, however, this was considered unlikely but would need to be confirmed with the project arborists at the time of pruning.

No badger setts or latrines were recorded during the update walkover, with results consistent with historic surveys. As a badger footprint was recorded along the bank of Hatherley Brook, badgers were considered to be present within the Site. Therefore, a precautionary walkover for badgers is to be undertaken prior to the start of works to confirm that no setts have been excavated.

A review of the Planning Statement (Dec2025) highlights that this first phase of the development is to proceed in accordance with Building With Nature requirements and that efforts have been made to ensure that 10% biodiversity net gain can be achieved through a combination of retention of ecologically valuable habitats wherever possible, plus habitat enhancement/creation both onsite and offsite (via arable land at Hill Farm, Leckhampton), which is welcomed.

CBC Ecologist

25th March 2026

The submitted proposals demonstrate a strong commitment to ecological integration. The layout incorporates well-connected habitats that have been carefully considered both within the site and in the context of the surrounding landscape. The inclusion of off-site connectivity is particularly welcomed, as it will support species movement and contribute positively to long-term ecological resilience. This represents a key strength of the scheme, and it is encouraged that this approach is maintained and further developed through subsequent phases.

In principle, the ecological strategy for the development is supported. While the site is not subject to mandatory Biodiversity Net Gain (BNG) requirements under the Environment Act 2021, the applicant's commitment to deliver a minimum of 10% net gain is welcomed.

However, it is not currently clear that this commitment has been secured. The proposed delivery of BNG relies in part on off-site provision at Hill Farm, which is understood to be within the ownership of the Local Planning Authority. At present, this site has not been established as a registered habitat bank with DEFRA, and therefore the allocation of biodiversity units cannot yet be confirmed or secured.

The Biodiversity Gain Plan (BGP) acknowledges that certain areas within Phase 1, including land required for temporary infrastructure and compounding, will be subject to future phases of development. As such, the detailed landscaping proposals for these areas remain unknown, with BNG implications deferred to future reserved matters applications. While it is noted that this approach was agreed in principle with the Council's Ecologist in May and June 2025, the current application seeks approval of reserved matters, and sufficient detail is therefore required at this stage to enable proper assessment.

The BGP also confirms that significant on-site enhancements are proposed, including the creation of neutral grassland, scrub, Sustainable Drainage Systems (SuDS), and hedgerows. These measures are supported. It is noted that a Section 106 agreement will be required to secure monitoring and management of on-site BNG, although it is unclear whether this has already been addressed at outline stage.

In relation to off-site provision, the BGP identifies Hill Farm, Leckhampton, as the intended delivery location, with the expectation that this site will be entered onto the biodiversity gain site register and allocated to the development. It is also acknowledged that, should this site not come forward, alternative off-site units would need to be secured from another provider within the relevant area.

At present, however, Hill Farm is not registered as a habitat bank nor agreed formally with the relevant authority (Tewkesbury Borough Council), and there is no mechanism in place to secure the allocation of biodiversity units. Consequently, there is insufficient certainty that the proposed 10% net gain can be achieved.

Given the above, it is considered that the level of information provided would typically be acceptable at outline stage. However, for the approval of reserved matters, the Local Planning Authority requires a greater degree of certainty and detail regarding BNG delivery.

Habitats Regulations Assessment

This phase of development is none residential and is not subject to HRA for the Cotswold Beechwoods SAC.

Conclusion

Ecology does not object to the application in principle and supports the proposed on-site landscaping and ecological enhancements. However, this support should be conditional upon the applicant demonstrating that off-site biodiversity units are secured, through a legally binding mechanism (e.g. Section 106 agreement), prior to commencement of development as the mandatory BNG condition is not applicable to this application.

In the absence of such assurance, it is recommended that the applicant either provides the necessary evidence to secure BNG or considers postponing the application until such time as the habitat bank is established and units can be formally allocated.

9th April 2026

The proposed development is not exempt from Biodiversity Net Gain (BNG); however, as the application was submitted prior to the BNG regulations coming into force, there is no mandatory requirement to deliver 10% net gain.

Notwithstanding this, the applicant has demonstrated a clear and consistent commitment to delivering a minimum of 10% BNG throughout the planning process. The submitted Biodiversity Net Gain Assessment (ref: edp3132_r052), alongside the Statutory Biodiversity Metric and Phase Biodiversity Gain Plan, provides sufficient information to understand the biodiversity impacts of Phase 1 and the wider site.

The mitigation hierarchy has been appropriately applied through the design process, with efforts made to avoid and minimise impacts. Losses are largely limited to lower distinctiveness habitats, while higher-value habitats are retained and protected. The proposed on-site enhancements, including habitat creation and buffering, are supported.

It is acknowledged that Phase 1 will result in a net loss of habitat units, with overall net gain intended to be delivered across the wider site through off-site provision at Hill Farm or, if necessary, via an alternative habitat bank. The applicant has set out a clear mechanism for securing off-site units should Hill Farm not be deliverable.

On this basis, and given the voluntary nature of the BNG commitment, there is now sufficient confidence in the proposed approach to biodiversity delivery.

Conclusion

No objection is raised on ecological grounds. The proposed ecological strategy and commitment to delivering biodiversity net gain are supported.

I would note that this application is not subject to the mandatory BNG requirement. The applicant's commitment to deliver BNG is therefore voluntary and welcomed. This approach should not be taken to set a precedent for developments that are subject to the statutory BNG framework, where full compliance with relevant legislation and guidance will be required.

Condition – Biodiversity Net Gain (Compliance with Approved Plan)

The development hereby permitted shall be carried out in full accordance with the submitted Phase Biodiversity Gain Plan: Form for Individual Phases of a Phased Development (Ref: 26/00001/REM, prepared by Rob Forbes, dated 01/04/2026), including the associated biodiversity metric calculations and supporting documentation.

All on-site habitat creation, enhancement, and protection measures identified within the approved documents shall be implemented in accordance with the approved details and retained thereafter.

Where the approved Biodiversity Gain Plan identifies the need for off-site biodiversity units to achieve the stated biodiversity outcomes, these units shall be secured through an appropriate mechanism prior to completion of the final phase of the development, and evidence of such securing shall be submitted to and approved in writing by the Local Planning Authority.

The development shall thereafter be implemented in accordance with the approved details.

Reason:

To ensure that biodiversity impacts arising from the development are appropriately mitigated and compensated for, and to secure the delivery of biodiversity enhancements in accordance with the submitted Biodiversity Gain Plan.

Whilst the development is not subject to the mandatory biodiversity gain condition as set out in Schedule 7A of the Town and Country Planning Act 1990 (as inserted by the Environment Act 2021), the applicant has made a voluntary commitment to deliver biodiversity net gain. This condition ensures that the proposed ecological measures, which form part of the basis for the acceptability of the scheme, are secured and implemented.

This is in accordance with Paragraphs 180 and 186 of the National Planning Policy Framework, which require planning decisions to minimise impacts on and provide net gains for biodiversity, and with Section 40 of the Natural Environment and Rural

Communities Act 2006 (as amended), which places a duty on public authorities to have regard to the purpose of conserving biodiversity.

Natural England

13th January 2026

Thank you for your consultation.

Natural England has no comments to make on this reserved matters application.

Natural England has not assessed this application for impacts on protected species. Natural England has published Standing Advice which you can use to assess impacts on protected species or you may wish to consult your own ecology services for advice.

Natural England and the Forestry Commission have also published standing advice on ancient woodland, ancient and veteran trees which you can use to assess any impacts on ancient woodland or trees.

The lack of comment from Natural England does not imply that there are no impacts on the natural environment, but only that the application is not likely to result in significant impacts on statutory designated nature conservation sites or landscapes. It is for the local planning authority to determine whether or not this application is consistent with national and local policies on the natural environment. Other bodies and individuals may be able to provide information and advice on the environmental value of this site and the impacts of the proposal to assist the decision making process. We advise local planning authorities to obtain specialist ecological or other environmental advice when determining the environmental impacts of development.

We recommend referring to our Site of Special Scientific Interest Impact Risk Zones (available on Magic and as a downloadable dataset) prior to consultation with Natural England. Further guidance on when to consult Natural England on planning and development proposals is available on gov.uk at <https://www.gov.uk/guidance/local-planning-authorities-get-environmental-advice>

Environment Agency

28th January 2026

Thank you for consulting us on the above application which was received on 06 January 2026. We have the following comments for your consideration at this time:

We refer you to the comments we provided in response to the Outline planning application reference 23/01875/OUT, in our letter dated 2 June 2025 (our reference SV/2023/112091/03-L01). Please also read our previous letters for context, dated 29 December 2023, our reference SV/2023/112091/01-L01 and 27 September 2024, our reference SV/2023/112091/02- L01.

We note that a flood risk assessment, or further flood risk analysis, has not been submitted for the Reserved Matters planning stage. This was set out as a recommended condition in our response dated 2 June 2025, and included in the Decision Notice (condition no. 36) of Outline planning permission ref 23/01875/OUT. We are therefore unable to support the proposals until this condition has been met, and any associated necessary changes to the detailed design are incorporated into this reserved matters planning application.

The flood risk assessment should take into account the changes to the Flood Map for Planning (Rivers and Sea) (FMFP), which came into effect in 2025. Prior to these changes, all built development was located within Flood Zone 1. However, the updated

FMFP now indicates that the western site boundary is at risk of flooding from an ordinary watercourse, and part of the proposed built development is now located in Flood Zones 2 and 3.

We have recently (23 January 2026) been consulted on planning application ref 25/02081/DISCON which is for Discharge of condition 36 (Flood Risk Analysis) of planning permission 23/01875/OUT. We appreciate this pertains to the matters we have raised above. We will respond to that application in due course once we have reviewed the information submitted in support of it. We will notify you if our response to that application (25/02081/DISCON) alters our position on this application (26/00001/REM). Until such time however, we must register an objection at this stage on flood risk grounds.

I trust the above will assist at this time. Please do not hesitate to contact me if you have any queries. If you are minded to approve the application we would request notification of this so as to make further representation. If you refuse the application at this time based on our advice we would be prepared to support you in any subsequent appeal. If a determination is made, a copy of the subsequent decision notice would be appreciated.

27th March 2026

Further to our previous response (dated 27 January 2026, our reference SV/2026/113404/01-L01), we have reviewed the additional information submitted in support of the above proposed development following your consultant letter dated 09 March 2026. We have the following comments for your consideration at this time:

We acknowledge receipt and note the contents of the Flood Risk Technical Note by Hexa (reference 65826-HEX-XX-XX-TN-C-00001, dated February 2026) submitted in support of the Reserved Matters planning application reference 26/00001/REM.

We refer you to previous comments we provided in response to consultations on planning applications at this and the wider site, including at Outline planning stage (reference 23/01875/OUT).

In our previous response we objected on the basis that Condition 36, set as a condition of Outline planning permission, had not been met.

The purpose of the condition is to ensure that an appropriate assessment of flood risk is undertaken to inform the planning application and ensure the development will be safe from flooding and not increase flood risk to third parties.

The above referenced Technical Note sets out the requirements of Condition 36, and provides details on how it is being addressed, including the undertaking of detailed hydraulic modelling to inform an assessment of flood risk.

In view of the comments provided in the Technical Note, we are prepared to remove our current objection on the basis that the meeting of Condition 36 is not necessarily a pre-requisite to the determination of the reserved matters planning application, provided that Condition 36 is satisfied prior to the commencement of development.

However, it will be the responsibility of the applicant to resolve any flood risk related issues that arise as a result of the hydraulic modelling outputs. It is important that all parties are aware of any potential risk with the desire to delay the submission of this information to a separate Discharge of Conditions stage rather than submitting the information as part of Reserved Matters. If for example the modelling work later

indicates that a higher flood level is present and that in turn has an impact on design or layout of the buildings after a Reserved Matters permission has been granted, this could mean the Reserved Matters permission would need to be varied to ensure the necessary mitigation measures are implemented.

I trust the above will assist in your determination of the application. Please do not hesitate to contact me if you have any queries. A copy of the subsequent decision notice would be appreciated.

National Highways Agency

27th January 2026

National Highways Ref: NH/26/14399

Referring to the consultation on the above referenced planning application received on 6 January 2026, in the vicinity of M5 Junction 10 and 11 and the A40 trunk road that form part of the Strategic Road Network, notice is hereby given that National Highways' formal recommendation is as follows: a) offer no objection (see reasons at Annex A).

Highways Act 1980 Section 175B is not relevant to this application.

This represents National Highways' formal recommendation and is copied to the Department for Transport as per the terms of our Licence.

Should the Local Planning Authority not propose to determine the application in accordance with this recommendation they are required to consult the Secretary of State for Transport, as set out in the Town and Country Planning (Development Affecting Trunk Roads) Direction 2018, via transportplanning@dft.gov.uk and may not determine the application until the consultation process is complete.

The Local Planning Authority must also copy any consultation under the 2018 Direction to PlanningSW@nationalhighways.co.uk

This response and all comments outlined herein are made in respect of planning matters only in National Highways' position as a statutory planning consultee, and does not confer any proprietary rights nor amount to the giving or refusal of consent, assent, approval, or awareness of or by National Highways in or of any other aspects or matters (including, but not limited to, the use of property belonging to National Highways). If anyone wishes for National Highways to consider any aspects which do not relate to planning submissions, they should call our contact centre on 0300 123 5000.

Annex A National Highways' recommended No Objections

National Highways has been appointed by the Secretary of State for Transport as a strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such we work to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

We have undertaken a review of the relevant documents supporting the planning application to ensure compliance with the current policies of the Secretary of State as set out in DfT Circular 01/2022 "The Strategic Road Network and the Delivery of

Sustainable Development” and the National Planning Policy Framework (NPPF). This response represents our formal recommendations with regards to planning application reference 26/00001/REM.

Statement of Reasons

The application seeks approval of Reserved Matters (layout, scale, appearance, landscaping and access) for Phase 1, comprising 15,247sqm of employment floorspace a 19,434sqm Mobility Hub, 452 car parking spaces and 140 cycle parking spaces, pursuant to outline permission 23/01875/OUT for an Innovation Centre with ancillary café and event spaces (Class E), a Mobility Hub (Sui Generis) with flexible retail (Class E) and community uses (Class F) at ground floor, together with associated infrastructure and open space, at Land at West Cheltenham, Southern Parcel, Fiddlers Green Lane, Cheltenham, Gloucestershire.

The Southern Parcel is located approximately 1km east of M5 Junction 11 and the A40 Trunk Road. M5 Junction 10 is located approximately 4.8km driving distance to the north west.

National Highways raised no objection to outline planning application 23/01875/OUT, subject to a Grampian condition restricting occupation of the site beyond 497 dwellings and 43,400sqm of Class E floorspace until the “M5 Junction 10 All Movements Improvement Scheme” (Housing Infrastructure Fund major improvement scheme) is completed and open to traffic. Further details are provided in our response to application 23/01875/OUT dated 8 May 2025.

Impact on the Strategic Road Network

National Highways has no objection in principle to the approval of the Reserved Matters relating to layout, scale, appearance, landscaping and access for Phase 1, noting that the quantum of development proposed falls within the development cap set out in the above agreed Grampian condition.

Paragraph 3.15 of the submitted Transport Statement makes reference to a sensitivity test which identifies the potential need for highway mitigation works at both Arle Court Roundabout and M5 Junction 11. Indicative drawings of these potential schemes have been submitted by the applicant, and paragraph 3.16 confirms that such works would be implemented should agreed commercial trip thresholds be consistently exceeded. This would be identified through a Monitor and Manage strategy, to be agreed with the Local Planning Authority and the local highway authority as part of the discharge of Condition 47 of the outline planning consent.

Whilst National Highways has no objection to this approach in principle, given the interaction of any such schemes with the Strategic Road Network, including the need to coordinate construction traffic management, National Highways must be consulted on detailed technical approvals for any mitigation schemes that come forward.

Any mitigation schemes brought forward will be required to be reassessed against the prevailing network operating conditions at the time, to ensure that they deliver the required capacity and do not compromise the safe and efficient operation of the SRN.

Recommendation

National Highways offers no objections to the approval of reserved matters sought by application 26/00001/REM.

Standing advice to the local planning authority

The Climate Change Committee's 2022 Report to Parliament notes that for the UK to achieve net zero carbon status by 2050, action is needed to support a modal shift away from car travel. The NPPF supports this position, with paragraphs 77 and 110 prescribing that significant development should offer a genuine choice of transport modes, while paragraphs 109 and 115 advise that appropriate opportunities to promote walking, cycling and public transport should be taken up as part of a vision-led approach.

Moreover, the carbon reduction hierarchy (avoid-switch-improve) as set out in clause 4.3 of PAS2080:2023 promotes approaches and measures to minimise resource consumption and thereby reduce carbon emissions.

These considerations should be weighed alongside any relevant Local Plan policies to ensure that planning decisions are in line with the necessary transition to net zero carbon.

Hesters Way Neighbourhood Development Forum (HW NDF)

28th January 2026

The HW NDF steering group has studied the reserved matters proposals for the Innovation Centre and Mobility Hub of Golden Valley Development and has some comments and recommendations as listed below.

1. Construction Traffic Access

HW NDF recommend a speed limit of 20mph on Fiddlers Green Road between Telstar Way and the main site entrance to improve safety and reduce noise pollution.

2. Bus Gate

HW NDF recommend the bus gate on Fiddlers Green Lane should be installed prior to the development commencing to negate any potential use by construction traffic.

3. Cycle Path Construction Materials.

HW NDF recommend a single consistent colour on asphalt as the preferred cycle route material rather than bound gravel as potentially proposed (PT07 surface options)

4. Mobility Hub top deck

HW NDF recommend a minimum parapet height of 2m to reduce light and noise pollution

5. Public Art Options

HW NDF recommend potential public art solutions for the street furniture (FF01 - FF17)

6. Biodiversity Net Gain

HW NDF recommend that if off site biodiversity improvements are necessary to meet obligations that local parks be considered as sites as well as Hill Farm in Leckhampton e.g. at KGV, Springfield and Hesters Way Parks

7. Sustainability What measures will be taken to minimise upfront embodied carbon and what

monitoring will ensure that the project meets the SPD LETI guidance: Office – 350 kgCO₂e/m²/yr o Retail – 300 kgCO₂e/m²/yr

GCC Minerals and Waste Policy

29th January 2026

Thank you for consulting the Minerals & Waste Policy team. On this occasion we have no comments to make.

2nd April 2026

We note that we have previously reviewed the environmental constraints for the wider outline application.

Concerning this application, an Operational Waste Strategy has been provided. Regarding waste minimisation for the occupation phase, the case officer should be satisfied that information meets current guidelines.

For Waste minimisation for the construction phase, we recommend that this is carried out in line with the approved SWMP from the outline phase, which specified spoil quantity from the outline application, along with anticipated waste tonnages; and states that "the use of reclaimed or recycled materials should be maximised where possible".

National Grid

26th January 2026

Regarding planning application 26/00001/REM, there are no National Grid Electricity Transmission assets in the application area.

If you would like to view if there are any other affected assets in this area, please raise an enquiry with <https://lsbud.co.uk/>. Additionally, if the location or works type changes, please raise an enquiry.

Please note this response is only in reference to National Grid Electricity Transmission assets only. National Grid Electricity Distribution (formerly WPD) and National Gas Transmission (formerly National Grid Gas) should be consulted separately where required.

GCC Lead Local Flood Authority (LLFA)

5th February 2026

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 Illustrative Plan (GVC650-GRA-01-DR-L-0102-P-03) for this phase shows a number of SuDS features that are consistent with the SuDS Strategy approved with application 23/01875/OUT. The details of the surface water drainage for this phase will be dealt with through the discharge of Condition 34.

The LLFA has no objections to this application.

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: 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.

Tree Officer

23rd January 2026

The Trees Section has some reservations about the proposed landscaping around the innovation centre hub buildings. While the species choices are appropriate and well considered, the proposed planting of two oaks, a sweetgum and three cherries in the atrium or courtyard of the building is likely to detract from the existing oaks, give the area a dark and cramped feel and could lead to unhelpful competition for light and water. The Trees Section would recommend removing these new trees from the planting proposal.

It is noted that the sizes of the new trees are not specified, although reference to a planting schedule is made - but this document does not appear to have been submitted yet. Tree sizes should be specified. The Trees Section would normally recommend trees no larger than 10-12cm girth on major schemes. They tend to establish more quickly and require less water than larger trees which on larger sites can mean fewer failures.

8th April 2026

Given the Rev 6 Soft Landscaping Strategy (received 9/3/26), the CBC tree section still has some concerns.

Whilst the scale and ease of maintenance of the proposed hazel trees north of the courtyard is appropriate, the proposed 3 groups of 3 multi-stemmed hazel trees could be overbearing and visual amenity-wise, underwhelming.

Trees Officers consider perhaps one group of 3 hazels could be complimented with two groups of 3 *Acer palmatum* or *Acer davidii* -small and delicate ornamental Japanese maples-aesthetically pleasing at all times of year and will not detract (in terms of water demand or light etc) from the existing large oaks. These trees are shade/partial shade tolerant.

South of the courtyard are the new proposed crab apples. Again, these trees frequently have a tendency to look "threadbare" and thirsty. Similarly, the proposed *Ginko biloba* can grow large quickly and may detract from the oak. *Parrotia persica* 'Vanessa' (an more upright form of Persian ironwood), and *Cornus kousa* (flowering dogwood) would compliment each other at this location and again, not detract from the oaks.

The *Ginko* by the Fiddlers Green Lane by the bus stop is welcome.

The *Quercus robur* (Common oak) to the south east is a welcome legacy value tree. This location is closest to the oak where there is a possible decline in biological decline but not so close as to compete for water, light etc for many years.

Whilst it is understood that indeed there is an "instant visual landscape amenity value in planting semi-mature trees, some of the proposed new trees will be huge at the time of planting (8 metres) and take a really long time to establish. They will require onerous aftercare and watering for many years. Trees Officers consider that trees of 18-20 (6 metres) should be planted.

Trees Officers consider that a generous, watering regime during dry periods as well as a high-spec and generous tree planting pit (involving eg bio-char, mulch and BS 3882 (2015) top soil) should aid prompt establishment and growth. It is recommended a local tree planting, aftercare and maintenance specialist Bali registered) is engaged. A local contractor will be better able to respond to drought and other unexpected tree related matters.

County Archaeology

28th January 2026

Thank you for consulting the archaeology department on this application. As Section 7.8 of the document titled "Environmental Statement of Compliance" states, Condition 19 A and B of the outline planning permission deals with archaeological mitigation. This includes an exclusion methodology and a programme of archaeological mitigation to be approved prior to development, including enabling works. I have checked the details submitted with this reserved matters application and I have no additional comments to make.

Health & Safety Executive

21st January 2026

Thank you for your email in relation to the above application.

HSE is the statutory consultee for planning applications that involve or may involve a relevant building .

Relevant building is defined as:

- o contains two or more dwellings or educational accommodation and
- o meets the height condition of 18m or more in height, or 7 or more storeys

"Dwellings" includes flats, and "educational accommodation" means residential accommodation for the use of students boarding at a boarding school or in later stages of education (for definitions see article 9A (9) of the Town and Country Planning Development Management (England) Procedure Order 2015 as amended by article 4 of the 2021 Order.

However, from the information you have provided for this planning application it does not appear to fall under the remit of planning gateway one because the purpose of a relevant building is not met. (Phase 1 of the Southern Parcel does not appear to involve any relevant buildings for this Reserved Matters Application).

Once again thank you for your email, if you require further advice with regards to this application, please do not hesitate to contact the planning gateway one team quoting our reference number in all future correspondence.

Gloucestershire Airport

27th January 2026

Initial examination reveals that this proposal requires fuller investigation.

Whilst every effort will be made to reply as soon as possible, we may not be able to reply within 21 days of receipt of your letter. I would, therefore, ask that your Council defers making a decision on this application until we are able to advise you of the results of our investigations.

3rd March 2026

No further comment from Gloucestershire Airport.

Environmental Health

27th January 2026

I have reviewed the submitted documents, and don't believe there is anything EP related that is not covered by the conditions attached to the outline permission: 23/01875/OUT. Please could I just confirm that these conditions will then be discharged later down the line? For example, this application includes some plant equipment on the plans but the BS4142 condition would require them to assess the noise level and provide spec detail etc.

8th April 2026

I have reviewed the provided timing information, and thus the department would not be satisfied with the proposed times of servicing for each component being from 06:00, due to the proximity to existing residential premises. The department would be seeking for deliveries and waste collections to be from 07:30am during weekdays and from 08:00 during weekends and bank/public holidays.

Additionally, just to note that at this stage the hours of operation seem suitable, but that other conditions may restrict these hours, such as the BS4142 assessment.

9th April 2026

Thanks for providing this further detail. As previously noted, at this stage the hours of operation seem suitable, but that other conditions may restrict these hours, such as the BS4142 assessment.

In regards to the response to the timings of servicing, my initial comment was mainly regarding the servicing of the mobility hub due to the proximity to existing residential premises, but looking at the plans, it seems that the servicing is designated towards the innovation centre and thus further away from the existing residential premises. Therefore, the department are satisfied with the proposed servicing timings.

Additionally, I am unsure whether we are able to add conditions at this stage, but a noise impact assessment would be required to ensure nearby premises (including commercial) are not impacted from the noise of the gym, including music and structure-borne noise from weights dropping on a floor etc.

Urban Design

25th February 2026

Thank you for consulting me on this application. I have reviewed the information submitted as part of this reserved matters application and assessed it from an urban design perspective against the approved design code* for the site, as well as relevant local and national good design practice.

In summary, the proposals accord with the key regulatory requirements of the design code. The code establishes the mandatory parameters governing the layout, form and character of the development in line with the wider site vision, and the submitted details satisfactorily comply with these requirements from a design perspective.

*The Golden Valley Development, West Cheltenham: Southern Parcel Outline Planning Application, January 2025, Tier 2 Design Code.

Design comments

Innovation Centre - a key marker pavilion building for the Golden Valley Development - designed to establish a strong sense of identity and place. It is arranged in a form that encloses a semi-public landscaped courtyard garden. The elevations for this building present a strong contemporary architectural expression, making effective use of the building's linear form through consistently proportioned horizontal window openings arranged across the façade. This rhythm is punctuated by larger double height entrance voids, where the strong vertical emphasis of the columns and upper level openings reinforces the prominence of the building entrances. To the east, the wing steps down so that the sloped green roof meets first floor level, creating a refined contemporary form with the green roof clearly visible from the courtyard entrance - a striking visual cue of the proposal's aspiration.

The building height for the innovation hub is proposed at ~60m AOD which is at the lower end of the height parameters set in the code of 60-65m AOD.

The interface between the internal uses and the public realm along the street and the large, landscaped courtyard have been carefully considered. Routes into and across the courtyard and to the building's 4 entrances are clear and easy to navigate.

The design code requirement for connected green branches (east-west) across the southern area of the site have been articulated through the use of a connected SuDS

strategy mimicking the natural flow of water through the site. This is realised through the proposed rain gardens, swales and detention pond that visually connect the SuDS train creating a strong placemaking aspect to the scheme that form part of the public realm.

Mobility Hub, as with similar building types, such uses inevitably create areas of limited activity along their outer edges of the built form and therefore rely on ground floor uses to provide animation. Edge onto Fiddler's Green - the building meets the frontage requirements of the design code: commercial backs face Fiddler's Green, with no more than 45% of the ground floor presenting inactive frontage, maintaining an appropriate street character. The building's siting allows for sufficient planting to soften its edge along Fiddlers Green Lane, and although the elevations are largely inactive in terms of openings along this edge, this accords with the design code for this interface.

The built form adopts a linear arrangement in both shape and massing, with cladding treatments organised as a vertical proportioning system. Over time, the proposed tree planting will provide a natural, partial screening to the building when viewed from Fiddlers Green Lane.

The remaining three edges of the building have been deliberately designed to provide active frontages, incorporating retail uses, bicycle facilities and multiple access points. Extensive glazing offers strong passive surveillance of the public realm. The vertically proportioned cladding system is composed to align with ground floor openings and window/mullion positions, resulting in a coherent and well resolved architectural expression.

These edges (frontages) accord with the commercial frontage requirements of the design code (p142) as they are presented along the ground floor, clear definition of lobbies to upper storeys and overlooking of the street (ground level and at lobby areas above).

The building height for the mobility hub is proposed at ~56,5m AOD - at the lower end of the height parameters set in the code of 55-60m AOD.

Soft landscape strategy - the proposals put forward a robust landscape strategy for the public realm. The design code requires a number of strategies across the site relating to: landscape character areas, an ecological spine, green branches and open spaces, physical and visual connection between the 3 veteran oak trees, these have been clearly delivered in the landscape proposals and provide a positive, functional and attractive interface with the proposed building uses where the soft and hard landscaping (public and semi-public realm) meet the building edge.

Materials - the precedent studies and the façade design treatment and material implementation pages are useful in setting out the approach to how key aspects of the building are to be constructed. Materials and colours are mentioned and generally align with the broad requirements of the code, achieving a complimentary palette, however we should assess these more specifically on site. I suggest that the exact material choices including bricks, mortar mix colour, window and door frames and cladding panels are constructed on a sample panel to be agreed on site.

18th March 2026

I support these latest revisions and have provided some brief comments below in light of that support.

The updates include structural changes to the mobility hub that improve its operational efficiency and release additional floorspace, enabling two levels of new commercial space. The proposed gym use over the upper floors will help activate the façade and also extend activity beyond the typical operating hours of other ground floor uses, which is positive.

Revisions to the southern elevation introduce additional openings, increasing visual activity and passive surveillance onto the public realm. These improvements support good urban design principles and accord with the Tier 2 Design Code approved under application 23/01875/OUT.

The architectural detailing has been carefully refined, and the façade study within the Design & Access Statement demonstrates a coherent proportioning strategy and well-considered material composition, drawing on successful precedents.

GCC Highways Development Management

4th March 2026

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 and financial obligations.

The justification for this decision is provided below.

We thank the applicant for their extensive pre-application on this application. GCC are in the position to provide a no objection on the proviso that amendments previously identified, will be needed for the Highway Authority to adopt or connect to the Public Highway under Section 38 and Section 278 works required as proposed by the Transport Statement for:

Land North West of Cheltenham: RMA. HBD Golden Valley Limited (SLR Project No.: 425.001051.00002 24 November 2025 Revision: V1.)

The applicant's transport statement includes our Pre-Application comments shown in Appendix A. Despite officers' efforts to work towards a more defined application, it is noted that a number of the plans submitted in this application are the same as those reviewed last year with no changes offered to date. GCC urge the applicant to address this before submission for the required Technical Approval (TA) with the Highways Legal agreement Team.

The Highway Authority has undertaken an 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

Conformity with Submitted Details (Multiple Buildings)

The Development hereby approved shall not be brought into use until the access, parking and turning facilities that that individual building to the nearest public highway has been provided as shown on drawings: 1. GVC650-GRA-01-DR-L-1104-P rev03 2. GVC650-GRA-01-DR-L-1102-P rev10 Please note These plans and associated plans

will require amendments to be technically approved as acknowledged in the Transport Statement. Reason: To ensure conformity with submitted details.

Provision of Vehicular Visibility Splays

The development hereby approved shall not be brought into use until visibility splays are provided from a point 0.6m above carriageway level at the centre of the access to the application site and 2.4 metres back from the near side edge of the adjoining carriageway, (measured perpendicularly), for a distance of 34 metres in each direction measured along the nearside edge of the adjoining carriageway and offset a distance of 0.6 metres from the edge of the carriageway. These splays shall thereafter be permanently kept free of all obstructions to visibility over 0.6m in height above carriageway level.

Reason: In the interests of highway safety.

Provision of Pedestrian Visibility Splays

The Development hereby approved shall not be brought into use until pedestrian visibility splays of 2m x 2m measured perpendicularly back from the edge of carriageway shall be provided on both sides of the access. These splays shall thereafter be permanently kept free of all obstructions to visibility over 0.6m in height above the adjoining ground level.

Reason: To ensure motorists have clear and unrestricted views of approaching pedestrians when pulling out onto the adopted highway, in the interest of highway safety.

Highway improvements / offsite works / site access (Details Provided)

The Development hereby approved shall not be brought into use until the highway improvements, offsite works, site access works as set out in the applicant's Transport Statement Transport Statement Land North West of Cheltenham: HBD Golden Valley Limited (SLR Project No.: 425.001051.00002 24 November 2025 Revision: V1):

- 205369-PD29.1 – Springbank / Henley Road Connection
- 205369-PD29.2 – Fiddler's Green Lane Narrowing
- 205369-PD29.5 – Fiddler's Green Lane/ Marsland Road
- 205369-PD29.6 – Oldbury Road/ Princess Elizabeth Way
- 205369-PD29.8 – Telstar Way (approved access drawing)
- 205369-PD29.9 – Fiddler's Green Lane (approved access drawing)

Have been constructed and completed.

Please note These plans and associated plans will require amendments to be technically approved as acknowledged in the Transport Statement.

REASON: To ensure the safe and free flow of traffic onto the highway.

Completion of Vehicular Access – Shown on the approved plans

The development hereby approved shall not be brought into use until the means of access for vehicles, pedestrians and cyclists have been constructed and completed as shown on drawing.

Reason: In the interest of highway safety.

Combined Parking Details (For RM Applications)

Vehicle and cycle parking shall be provided prior to first occupation of each dwelling in accordance with details to be contained within the approval of any reserved matters permission. Such details shall include a scheme for enabling charging of electric plug-in and other ultra-low emission vehicles. Parking and charging points shall be maintained for this purpose thereafter.

REASON: To promote sustainable travel and healthy communities.

Bicycle Parking

The Development hereby approved shall not be brought into use until sheltered, secure and accessible bicycle parking has been provided in accordance with details which shall first be submitted to and approved in writing by the Local Planning Authority. The storage area shall be maintained for this purpose thereafter.

REASON: To promote sustainable travel and healthy communities.

Electric Vehicle Charging Points (Commercial)

An electric vehicle infrastructure strategy and implementation plan shall be submitted to and approved in writing by the Local Planning Authority prior to the first use of any building hereby permitted. The plan shall contain details of the number and location of all electric vehicle charging points shall comply with BS EN 62196 Mode 3 or 4 charging and BS EN 61851, and Manual for Gloucestershire Streets. Buildings and parking spaces that are to be provided with charging points shall not be brought into use until associated charging points are installed in strict accordance with approved details and are operational. The charging point installed shall be retained thereafter unless replaced or upgraded to an equal or higher specification.

Reason: To promote sustainable travel and healthy communities.

Accessible Parking Provision (Commercial)

The development hereby approved shall not be brought into use until accessible car parking spaces have been provided in quantity and in a location to be agreed in writing by the Local Planning Authority and thereafter shall be kept available for disabled users as approved at Technical Approval.

Reason: To provide safe and suitable access for all users.

Motorcycle Parking Provision (Commercial)

The development hereby approved shall not be brought into use until at least until a number of secure motorcycle parking spaces have been provided in a location to be agreed in writing by the Local Planning Authority and thereafter shall be kept available for motorcycle parking as approved.

Reason: To provide safe and suitable access for all users.

Active Travel Facilities (Commercial)

Notwithstanding the details submitted the development hereby approved shall not be brought into use until showers and lockers have been installed in each building in accordance with details which shall first be submitted to and approved in writing by the Local Planning Authority.

REASON: To reduce vehicle movements and promote sustainable access.

Construction Management Plan

Prior to commencement of the development hereby permitted details of a construction management plan shall be submitted to and approved in writing by the Local Planning Authority. The approved plan shall be adhered to throughout the clearance and construction period. The plan/statement shall include but not be restricted to:

- Parking of vehicle of site operatives and visitors (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction);
- Advisory routes for construction traffic;
- Any temporary access to the site;
- Locations for loading/unloading and storage of plant, waste and construction materials;
- Method of preventing mud and dust being carried onto the highway;

- Arrangements for turning vehicles;
- Arrangements to receive abnormal loads or unusually large vehicles;
- Highway Condition survey;
- Methods of communicating the Construction Management Plan to staff, visitors and neighbouring residents and businesses.

Reason: In the interests of safe operation of the adopted highway in the lead into development both during the demolition and construction phase of the development.

Provision for street tree planting

No works or development shall take place until full details of all proposed street tree planting, root protection systems, future management plan, and the proposed times of planting, have been approved in writing by the local planning authority, and all tree planting shall be carried out in accordance with those details and at those times.

Reason: To ensure the continued wellbeing of the trees in the interests of the amenity and environmental quality of the locality.

Informatives

Works on the Public Highway

The development hereby approved includes the carrying out of work on the adopted highway. You are advised that before undertaking work on the adopted highway you must enter into a highway agreement under Section 278 of the Highways Act 1980 with the County Council, which would specify the works and the terms and conditions under which they are to be carried out.

Contact the Highway Authority's Legal Agreements Development Management Team at highwaylegalagreements@gloucestershire.gov.uk allowing sufficient time for the preparation and signing of the Agreement. You will be required to pay fees to cover the Councils costs in undertaking the following actions:

Drafting the Agreement

A Monitoring Fee

Approving the highway details

Inspecting the highway works

Planning permission is not permission to work in the highway. A Highway Agreement under Section 278 of the Highways Act 1980 must be completed, the bond secured and the Highway Authority's technical approval and inspection fees paid before any drawings will be considered and approved.

Traffic Regulation Order (TRO)

You are advised that a Traffic Regulation Order (TRO) is required. You must submit a plan to scale of an indicative scheme for a TRO, along with timescales for commencement and completion of the development. Please be aware that the statutory TRO process is not straightforward; involving advertisement and consultation of the proposal(s).

You should expect a minimum of six months to elapse between the Highway Authority's TRO Team confirming that it has all the information necessary to enable it to proceed and the TRO being advertised. You will not be permitted to implement the TRO measures until the TRO has been sealed, and we cannot always guarantee the outcome of the process.

We cannot begin the TRO process until the appropriate fee has been received. To arrange for a TRO to be processed contact the Highway Authority's Legal Agreements Development Management Team at highwaylegalagreements@gloucestershire.gov.

The cost of implementing any lining, signing or resurfacing required by the TRO is separate to the TRO fees, which solely cover the administration required to prepare, consult, amend and seal the TRO.

Highway to be adopted

The development hereby approved includes the construction of new highway. To be considered for adoption and ongoing maintenance at the public expense it must be constructed to the Highway Authority's standards and terms for the phasing of the development. You are advised that you must enter into a highway agreement under Section 38 of the Highways Act 1980. The development will be bound by Sections 219 to 225 (the Advance Payments Code) of the Highways Act 1980.

Contact the Highway Authority's Legal Agreements Development Management Team at highwaylegalagreements@gloucestershire.gov.uk. You will be required to pay fees to cover the Councils cost's in undertaking the following actions:

- Drafting the Agreement
- Set up costs
- Approving the highway details
- Inspecting the highway works

You should enter into discussions with statutory undertakers as soon as possible to co-ordinate the laying of services under any new highways to be adopted by the Highway Authority.

The Highway Authority's technical approval inspection fees must be paid before any drawings will be considered and approved. Once technical approval has been granted a Highway Agreement under Section 38 of the Highways Act 1980 must be completed and the bond secured.

Street Trees

All new streets must be tree lines as required in the National Planning Policy Framework. All proposed street trees must be suitable for transport corridors as defined by Trees and Design Action Group (TDAG). Details should be provided of what management systems are to be included, this includes root protections, watering and ongoing management. Street trees are likely to be subject to a commuted sum.

Impact on the highway network during construction

The development hereby approved and any associated highway works required, is likely to impact on the operation of the highway network during its construction (and any demolition required). You are advised to contact the Highway Authorities Network Management Team at Network&TrafficManagement@gloucestershire.gov.uk before undertaking any work, to discuss any temporary traffic management measures required, such as footway, Public Right of Way, carriageway closures or temporary parking restrictions a minimum of eight weeks prior to any activity on site to enable Temporary Traffic Regulation Orders to be prepared and a programme of Temporary Traffic Management measures to be agreed.

No Drainage to Discharge to Highway

Drainage arrangements shall be provided to ensure that surface water from the driveway and/or vehicular turning area does not discharge onto the public highway. No

drainage or effluent from the proposed development shall be allowed to discharge into any highway drain or over any part of the public highway.

Protection of Visibility Splays

The applicant's attention is drawn to the need to ensure that the provision of the visibility splay(s) required by this consent is safeguarded in any sale of the application site or part(s) thereof.

Construction Management Plan (CMP)

It is expected that contractors are registered with the Considerate Constructors scheme and comply with the code of conduct in full, but particularly reference is made to "respecting the community" this says:

Constructors should give utmost consideration to their impact on neighbours and the public

- Informing, respecting and showing courtesy to those affected by the work;
- Minimising the impact of deliveries, parking and work on the public highway;
- Contributing to and supporting the local community and economy; and
- Working to create a positive and enduring impression, and promoting the Code.

The CEMP should clearly identify how the principal contractor will engage with the local community; this should be tailored to local circumstances. Contractors should also confirm how they will manage any local concerns and complaints and provide an agreed Service Level Agreement for responding to said issues.

Contractors should ensure that courtesy boards are provided, and information shared with the local community relating to the timing of operations and contact details for the site coordinator in the event of any difficulties. This does not offer any relief to obligations under existing Legislation.

Extraordinary Maintenance

The attention of the applicant is drawn to Section 59 of the Highways Act 1980 which allows the Highway Authority to recover additional costs of road maintenance due to damage by extraordinary traffic.

Before any work is commenced upon the development hereby approved representatives of Gloucestershire County Council, as the Highway Authority and the applicant, shall carry out a joint road survey/inspection on the roads leading to this site. Any highlighted defects shall be rectified to the specification and satisfaction of the Highway Authority before work is commenced on the development hereby approved. A further joint survey/inspection shall be undertaken following completion of development hereby approved and any necessary remedial works shall be completed to the specification and satisfaction of the Highway Authority within 1 month or other agreed timescale.

Delivery Management Plan

The Development hereby approved shall not be brought into use until a delivery plan has been submitted to and approved in writing by the Local Planning Authority. The measures shall thereafter be implemented in accordance with the approved delivery plan for the lifetime of the development.

Reason: In the interests of highway safety and to minimise the impact of vehicles servicing the development upon congestion.

Car Park Management Plan

The Development hereby approved shall not be brought into use until a car park management plan has been submitted to and approved in writing by the Local Planning

Authority. The measures shall thereafter be implemented in accordance with the approved car park management plan for the lifetime of the development.

Reason: To ensure the safe operation of approved car parks.

24th March 2026

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 justification for this decision is provided below.

Further to resubmission by the applicant, GCC HDM continue to offer No Objection (subject to conditions). We thank the applicant for addressing GCC previous concerns and welcome the Applicant's intention to follow the S38 and S278 process to offer the access road for adoption.

In the event of the Applicant deciding to keep the access road private, GCC have placed a Streets Management Plan condition to address this and inform the applicant that should the applicant go on to offer the access road for adoption we would support the removal of this condition, at the time that is decided. We remind the applicant that GCC will not be able to adopt the access road after construction if it hasn't been supervised throughout the construction period and checked by GCC supervision without extensive review of the as-built plans and utilising "invasive" checks i.e.: to include bore holes or strip trenches to identify road construction depths and materials.

The Highway Authority has undertaken an 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

Conformity with Submitted Details

The development hereby approved shall not be brought into use until the means of access for vehicles, pedestrians and cyclists have been constructed and completed in accordance with the following plans as included within the Transport Statement dated 6 March 2026 (Revision: V1) Appendix H: - PD01 (Rev. A) General Arrangement of Proposed Pedestrian/Cycle Improvements at Telstar Way - PD01.1 (Rev. A) General Arrangement of Proposed Shared Pedestrian/Cycle Route Along Fiddler's Green Lane - PD01.2 (Rev. A) General Arrangement of Proposed Pedestrian/Cycle Link to Mobility Hub

Reason: To ensure conformity with submitted details and in the interests of highway safety.

STREETS MANAGEMENT PLAN CONDITION

In the event that the Access road is to remain private a Streets Management Plan must be submitted and approved by the LPA prior to construction.

The Streets Management Plan will include details of the construction and maintenance of all roads, footways, cycleways and associated infrastructure which will be open to the public and be the sole responsibility of the owner.

Along with the SMP, GCC will require details of the proposed Drainage, Street Lighting, Vertical and Horizontal alignment including long and cross section detailing proposed gradients, Construction Specifications and any other technical elements necessary to support Technical Approval for future adoption options.

Reason: To ensure the roads, footways, cycleways and associated infrastructure will be constructed and maintained in perpetuity, in a suitable condition for all users.

Provision of Vehicular Visibility Splays

The development hereby approved shall not be brought into use until visibility splays are provided from a point 0.6m above carriageway level at the centre of the access to the application site and 2.4 metres back from the near side edge of the adjoining carriageway, (measured perpendicularly), for a distance of 34 metres in each direction measured along the nearside edge of the adjoining carriageway and offset a distance of 0.6 metres from the edge of the carriageway. These splays shall thereafter be permanently kept free of all obstructions to visibility over 0.6m in height above carriageway level.

Reason: In the interests of highway safety.

Provision of Pedestrian Visibility Splays

The Development hereby approved shall not be brought into use until pedestrian visibility splays of 2m x 2m measured perpendicularly back from the edge of carriageway shall be provided on both sides of the access. These splays shall thereafter be permanently kept free of all obstructions to visibility over 0.6m in height above the adjoining ground level.

Reason: To ensure motorists have clear and unrestricted views of approaching pedestrians when pulling out onto the adopted highway, in the interest of highway safety.

Informatives

Works on the Public Highway

The development hereby approved includes the carrying out of work on the adopted highway. You are advised that before undertaking work on the adopted highway you must enter into a highway agreement under Section 278 of the Highways Act 1980 with the County Council, which would specify the works and the terms and conditions under which they are to be carried out.

Contact the Highway Authority's Legal Agreements Development Management Team at highwaylegalagreements@gloucestershire.gov.uk allowing sufficient time for the preparation and signing of the Agreement. You will be required to pay fees to cover the Councils costs in undertaking the following actions:

Drafting the Agreement

A Monitoring Fee

Approving the highway details Inspecting the highway works

Planning permission is not permission to work in the highway. A Highway Agreement under Section 278 of the Highways Act 1980 must be completed, the bond secured and the Highway Authority's technical approval and inspection fees paid before any drawings will be considered and approved.

Highway to be adopted

The development hereby approved includes the construction of new highway. To be considered for adoption and ongoing maintenance at the public expense it must be

constructed to the Highway Authority's standards and terms for the phasing of the development. You are advised that you must enter into a highway agreement under Section 38 of the Highways Act 1980. The development will be bound by Sections 219 to 225 (the Advance Payments Code) of the Highways Act 1980.

Contact the Highway Authority's Legal Agreements Development Management Team at highwaylegalagreements@gloucestershire.gov.uk. You will be required to pay fees to cover the Council's costs in undertaking the following actions:

- Drafting the Agreement
- Set up costs
- Approving the highway details
- Inspecting the highway works

You should enter into discussions with statutory undertakers as soon as possible to co-ordinate the laying of services under any new highways to be adopted by the Highway Authority.

The Highway Authority's technical approval inspection fees must be paid before any drawings will be considered and approved. Once technical approval has been granted a Highway Agreement under Section 38 of the Highways Act 1980 must be completed and the bond secured.

Street Trees

All new streets must be tree lines as required in the National Planning Policy Framework. All proposed street trees must be suitable for transport corridors as defined by Trees and Design Action Group (TDAG). Details should be provided of what management systems are to be included, this includes root protections, watering and ongoing management. Street trees are likely to be subject to a commuted sum.

Impact on the highway network during construction.

The development hereby approved and any associated highway works required, is likely to impact on the operation of the highway network during its construction (and any demolition required). You are advised to contact the Highway Authorities Network Management Team at Network&TrafficManagement@gloucestershire.gov.uk before undertaking any work, to discuss any temporary traffic management measures required, such as footway, Public Right of Way, carriageway closures or temporary parking restrictions a minimum of eight weeks prior to any activity on site to enable Temporary Traffic Regulation Orders to be prepared and a programme of Temporary Traffic Management measures to be agreed.

No Drainage to Discharge to Highway

Drainage arrangements shall be provided to ensure that surface water from the driveway and/or vehicular turning area does not discharge onto the public highway. No drainage or effluent from the proposed development shall be allowed to discharge into any highway drain or over any part of the public highway.

Protection of Visibility Splays

The applicant's attention is drawn to the need to ensure that the provision of the visibility splay(s) required by this consent is safeguarded in any sale of the application site or part(s) thereof.

Construction Management Plan (CMP)

It is expected that contractors are registered with the Considerate Constructors scheme and comply with the code of conduct in full, but particularly reference is made to “respecting the community” this says: Constructors should give utmost consideration to their impact on neighbours and the public

- Informing, respecting and showing courtesy to those affected by the work;
- Minimising the impact of deliveries, parking and work on the public highway;
- Contributing to and supporting the local community and economy; and
- Working to create a positive and enduring impression, and promoting the Code.

The CEMP should clearly identify how the principal contractor will engage with the local community; this should be tailored to local circumstances. Contractors should also confirm how they will manage any local concerns and complaints and provide an agreed Service Level Agreement for responding to said issues.

Contractors should ensure that courtesy boards are provided, and information shared with the local community relating to the timing of operations and contact details for the site coordinator in the event of any difficulties. This does not offer any relief to obligations under existing Legislation.

Extraordinary Maintenance

The attention of the applicant is drawn to Section 59 of the Highways Act 1980 which allows the Highway Authority to recover additional costs of road maintenance due to damage by extraordinary traffic.

Before any work is commenced upon the development hereby approved representatives of Gloucestershire County Council, as the Highway Authority and the applicant, shall carry out a joint road survey/inspection on the roads leading to this site. Any highlighted defects shall be rectified to the specification and satisfaction of the Highway Authority before work is commenced on the development hereby approved. A further joint survey/inspection shall be undertaken following completion of development hereby approved and any necessary remedial works shall be completed to the specification and satisfaction of the Highway Authority within 1 month or other agreed timescale.