

<b>APPLICATION NO:</b> 13/00661/FUL	<b>OFFICER:</b> Mr Martin Chandler
<b>DATE REGISTERED:</b> 27th April 2013	<b>DATE OF EXPIRY:</b> 27th July 2013
<b>WARD:</b> Prestbury	<b>PARISH:</b> Prestbury
<b>APPLICANT:</b>	Jockey Club Racecourses Ltd
<b>AGENT:</b>	Mr N J Surtees
<b>LOCATION:</b>	Cheltenham Racecourse, Evesham Road, Cheltenham
<b>PROPOSAL:</b>	Erection of a new Grandstand, extension of raised walkway deck viewing area, and realigned horse walkway and raised pedestrian walkway/bridge (over realigned horse walkway). Extension to North Entrance building, extension to and refurbishment of Weighing Room, construction of a garden terrace with a new betting shop beneath, extension of the un-saddling lawn and hard landscaping to north of Weighing Room. New steps and adjustments to landscaping strip between tented village and end of Parade Ring, adjustments to levels and resurfacing within the built complex and resurfacing to the course side in front of the new Grandstand up to the running rail. Other associated infrastructure work (including underground ducts and services), landscaping works, and relocation of spoil material to a remodelled site.

## Update to Officer Report

### 1. OFFICER COMMENTS

- 1.1. Please see below for the final comments from the County Council on this application. No objection is raised. A full set of suggested conditions are also attached, for ease of reference these relate to; site levels, materials, landscaping, tree protection, drainage, environmental health matters and highway safety.
- 1.2. The recommendation remains to **permit this application subject to the legal agreement being satisfactorily resolved.**

### County Council response

#### **Introduction**

*The proposal is to redevelop the existing A&R stand with a new Grandstand, fit for the future. The applicant has submitted a comprehensive Transport Assessment (TA), to evaluate both existing and future transport condition. However the unique operation of large sporting stadia, means that the peaks of travel, coincide with the event rather, than normal peak or inter-peak patterns, associated with daily commute. The intention of this new stand is not to attract spectators over and above the attendance at the Gold Cup Festival, but to improve attendance at meetings, during the rest of the national hunt calendar. A Transport Assessment normally establishes the increase in daily traffic, however this assessment merely informs how close to the capacity the other days will achieve.*

#### **Policy**

*The National Planning Policy Framework is clear as part of its core principles to:*

*“actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable”*

*Therefore it is policy compliant, to seek to ensure that the routes to the racecourse can be made more sustainable, in respect to public transport, walking and cycling.*

**Improvements**

*As part of the application, the applicant has proposed improvements to pedestrian routes, both internally and off site. The application proposes off site highway improvements to the existing walking routes to the entrance, which will improve highway safety and encourage modal shift.*

*The TA has alluded to committed development in Bishops Cleeve, (Homelands 2 and Cleevelands), as a part of that decision contributions were placed on the permission, to improve the cycle infrastructure along the Cheltenham to Bishops Cleeve corridor. Local businesses in Bishops Cleeve are keen to build on this desire to improve the cycling infrastructure along this corridor. There is therefore a strong need to collaborate strategically with the district, the highway authority and local stakeholders to deliver comprehensive solutions to make developments more sustainable. The NPPF suggests that Local planning authorities should work collaboratively with other bodies to ensure that strategic priorities across local boundaries are properly coordinated. Cycle routes from Bishops Cleeve are not at an advanced enough level to incorporate within this application, although opportunities were explored during the consultation period.*

**Traffic Assessments**

*The TA identifies the deficiency of the existing network and the impact that large capacity race days have on the network, however these impacts are normally outside normal road commute peaks and managed by local forward traffic planning and enforcement. Therefore I do not consider that the residual cumulative impacts of development will be severe.*

**Travel Plan**

*The application has submitted a Travel Plan Framework, and agreed to the financial obligations as laid out in the GCC Travel Plan guidance, £30,000 deposit/bond towards travel plan measures and £10,000 as a monitoring fee. The deposit/bond will be triggered if modal shift targets are not achieved within the Travel Plan period, and the monitoring fee is to enable GCC to monitor the Travel Plan modal shift targets.*

*Therefore I recommend that no highway objection be raised subject to a Travel Plan secured with a legal agreement and financial cash/bond deposit, and the following condition being attached to any permission granted:-*

***Before the grandstand is open for public use, details of the highway pedestrian improvements shall have been submitted to and approved by the Local Planning Authority. The pedestrian improvements shall then be completed in all respects in accordance with those details before the development is brought into use. REASON: In the interests of highway safety and sustainable development.***

**2. CONDITIONS/REFUSAL REASONS**

- 1 The development hereby permitted shall be begun before the expiration of five years from the date of this permission.  
Reason: To accord with the provisions of Section 91 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.
- 2 The development hereby permitted shall be carried out in accordance with drawing numbers 7081 PL01 Rev A, 7081 PL29 Rev A, 7081 PL30 Rev A, 7081 PL31 Rev A, 7081 PL32 Rev A, 7081 PL33 Rev A, 7081 PL34 Rev A, 7081 PL35 Rev A, 7081 PL40 Rev A, 7081 PL41 Rev A, 7081 PL5o0 Rev A, 7081 PL51 Rev A, 7081 PL52 Rev A, 7081 PL53 Rev A, 7081 PL54 Rev A, 7081 PL55 Rev A, 7081 PL56 Rev A, 7081 PL57 Rev A, 7081 PL59 Rev A, 7081 PL60 Rev A, 7081 PL61 Rev A, 7081 PL65 Rev A,

7081 PL66 Rev A, 7081 PL67 Rev A, 7081 PL70 Rev A, 7081 PL75 Rev A, 7081 PL76 Rev A, 7081 PL85 Rev A, 7081 PL90, 21108/01 P2, 21108/02 P3, 21108/030P4, 21108/03 P4, 21108/04 P5, 21108/05 P3, 21108/06 P5, 21108/07 P5, 21108/08 P5, 21108/09 P5, 21108/10 P6, 21108/11 P6, 21108/12 P7, 21108/13 P2, 21108/14 P2, 21108/15 P2, 21108/16 P3, and 21108/17 P3 received on 26 April 2013.

Reason: To ensure the development is carried out in strict accordance with the approved drawings.

- 3 Prior to commencement of the development hereby approved the following information shall be submitted to and approved in writing by the Local Planning Authority:

(i) a full site survey showing:

- a) the datum used to calibrate the site levels
- b) levels along all site boundaries at regular intervals
- c) levels across the site at regular intervals
- d) finished floor levels or other datum of adjacent buildings
- e) cross section drawings clearly showing existing ground levels in relationship with the finished floor and eaves levels at adjacent buildings

(ii) full details showing:

- a) the proposed finished floor level of all buildings and ground levels including hard surfaces
- b) cross section drawings showing the proposed finished floor and eaves levels of all buildings and ground levels including hard surfaces

The development shall be implemented in strict accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

Reason: It is important to clarify the height of the development in relation to existing levels and structures both on and off site. The information is necessary to allow the impact of the development to be accurately assessed.

- 4 Prior to the commencement of development, an annotated elevation with a detailed specification of all external materials and finishes (including all windows and external doors) shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented strictly in accordance with the details so approved and maintained as such thereafter.

Reason: To ensure a satisfactory form of development in accordance with Local Plan Policy CP7 relating to design.

- 5 Before the grandstand is open for public use, details of the highway pedestrian improvements shall have been submitted to and approved by the Local Planning Authority. The pedestrian improvements shall then be completed in all respects in accordance with those details before the development is brought into use.

Reason: In the interests of highway safety and sustainable development.

- 6 Development approved by this permission shall not be commenced unless the method for piling foundations has been submitted to and approved in writing by the Local Planning Authority. The piling shall then only be undertaken in the approved method.

Reason: To protect nearby residential property from loss of amenity due to noise from piling operations.

- 7 A scheme for the control of noise and dust from all works of demolition and construction shall be submitted to and approved by the Local Planning Authority before such works commence on site.

Reason: To protect local residential property from loss of amenity during works of demolition and construction.

- 8 All trees within the site shall be retained unless shown on the approved drawings as being removed. In the event that any of these trees become damaged, dangerous, diseased or are dying throughout the course of development, the Local Planning Authority shall be notified as soon as reasonably practicable and remedial action, to be agreed in writing, shall be implemented no later than the next available planting season. (October - March).

Where trees are to be retained but pruning is required, details of such intended pruning shall be submitted to and agreed in writing by the Local Planning Authority. All works must be in accordance with BS 3998:2010 or as amended.

Reason: To preserve the visual amenities of the locality in accordance with Local Plan Policies GE5 and GE6 relating to the retention, protection and replacement of trees.

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

Reason: In the interests of local amenity, in accordance with Local Plan Policies GE5 and GE6 relating to the retention, protection and replacement of trees.

- 10 Prior to the commencement of development, a detailed scheme for landscaping, tree and/or shrub planting and associated hard surfacing (which should be permeable or drain to a permeable area) shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall specify species, density, planting size and layout. The scheme approved shall be carried out in the first planting season following the occupation of the building or completion of the development, whichever is the sooner.

Reason: To ensure that the development is completed in a manner that is sympathetic to the site and its surroundings in accordance with Local Plan Policies CP1 and CP7 relating to sustainable development and design.

- 11 Prior to the commencement of development, the surface water drainage system shall be designed in accordance with the principles of Sustainable Drainage Systems (SUDS). This shall include a maintenance strategy and full details (including calculations) shall be submitted to and approved by the Local Planning Authority. Prior to the first occupation of any part of the development, the surface water drainage system shall be completed in all respects in accordance with the details approved and shall be retained as such thereafter.

Reason: To ensure the surface water drainage system does not contribute to flooding or pollution of the watercourse in accordance with Local Plan Policy UI3 relating to sustainable drainage systems.

#### INFORMATIVES:-

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

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

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

- 2 The Local Highway Authority will require the developer to enter into a legally binding agreement to secure the proper implementation of the proposed highway works including an appropriate bond.