

Design and Access Statement

For a hybrid planning application for the development of a mix of employment uses at Corinthian Park, Grovefield Way, Cheltenham, GL51 6RF



DDP

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Appendix 1 Application Drawings

This statement should be read in conjunction with the site plan, building plans, elevations and drawings and the following reports which accompany the application: -

- Planning Statement prepared by Hunter Page Planning Ltd.
- Retail Impact Assessment prepared by DPP Planning
- Economic Impact Report prepared by Hardisty Jones Associates (HJA)
- Transport Assessment prepared by Transport Planning Associates (TPA)
- Framework Travel Plan prepared by Transport Planning Associates (TPA)
- Flood Risk Assessment and Drainage Strategy prepared by Complete Design Partnership Ltd. (CDP)
- Ecological Assessment prepared by Ecology Solutions Ltd.
- Geotechnical Desk Study prepared by Structural Soils Ltd.
- Arboricultural Survey and Method Statement prepared by Treework Environmental Strategy
- Noise Impact Assessment prepared by Hoare Lea
- Delivery Management Plan Prepared by DDP

1.0 Introduction

This Design and Access Statement has been prepared by Design Development Partnership Ltd on behalf of Hinton Properties, in support of a hybrid planning application for the development of a mix of employment uses at Corinthian Park, Grovefield Way, Cheltenham, GL51 6RF.

The application comprises a hybrid planning application split into two parts to reflect two development phases and to allow a more flexible approach to the timing of development on the site. Each phase consists of the following elements:

- Full Application: In respect of the south-eastern portion of the site, detailed planning permission is sought for the development of 5,034 sqm of commercial office space (Use Class B1), 502 sqm day nursery (Use Class D1), 1742sqm Aldi retail unit (Class A1) a 204 sqm Costa Coffee Retail Unit and Drive Thru (Use Classes A1 and A3), with associated parking, landscaping and infrastructure works.
- Outline Application - Outline planning permission, with All Matters Reserved (except access) is sought for the erection of 8,034 sqm of commercial office space (Use Class B1), together with associated car parking, landscaping and infrastructure works.

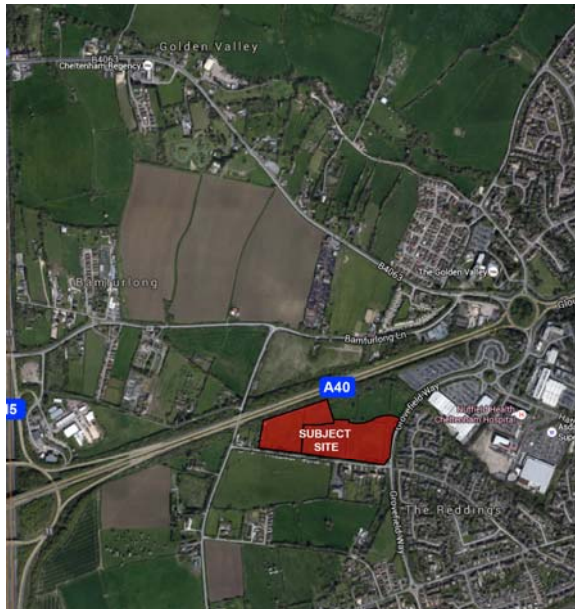
2.0 Application Site and Context

The application site is 4.15 hectares of land known as Corinthian Park adjacent and to the north west of Grovefield Way and to the south of the A40, Cheltenham. The site falls within the Gloucester and Cheltenham Green Belt on the western edge of Cheltenham. It is surrounded by an established mix of residential, commercial and employment uses including Arle Court Park and Ride facility to the north east of the site, commercial development (including an ASDA Supermarket) to the east and residential development at the Reddings to the east and south east of the site. A new BMW Dealership to the north east of the site is also currently under construction and is due to be completed by early 2017.

The site will be accessed from Grovefield Way which runs between the A40 to the north east of the site, alongside the eastern site boundary and then southwards through the Reddings towards Up Hatherley. The A40 provides access to the M5 Motorway and Cheltenham town centre.

The northern boundary is separated from the dual carriageway at the A40 by an earth bank with a belt of tree planting. The eastern boundary is bounded by Grovefield Way and residential development beyond. The Southern and Western boundaries are formed by existing hedgerow, which will be retained as part of the proposals.

CONTEXT



Unit	Gross External Area (GEA)	Gross Internal Area (GIA)
Costa	304 sq m	204.4 sq m
Aldi	2037 sq m	1741 sq m
Happy Days Nursery	800 sq m	502 sq m
Office 1	3016 sq m	2279 sq m
Office 2	3577 sq m	2755 sq m
Office 3	6626 sq m	6176 sq m
Office 4	2110 sq m	1858 sq m

Site Location & Proposed Development - Corinthian Park, Grovefield Way, Cheltenham

3.0 Development Proposal

The site plan provides an overview of the development proposal in terms of layout and access for both the full and outline application sites.

The site access road is at the junction with Grovefield Way and has been agreed in principle with the Local Highway Authority as part of the permitted B1 use on the wider site. The site access junction on Grovefield Way and an approximate 160 metre section of the access road has been constructed as part of the approved BMW Mini car showroom development up to the boundary of the BMW site. This access road will be extended into the application site to serve the proposed development.

Both the NPPF and the CBLP require new development to be of the highest standards in terms of design. This Design and Access Statement demonstrates that the proposed scheme is the result of a sound design process that has carefully considered the opportunities and constraints of the site.

The proposed development in addition to the BMW Mini dealership will provide further opportunity to open up views to the site to enhance the prominence of the proposed development and take full advantage of its gateway location to Cheltenham to provide views to a modern and high quality family of buildings.

4.0 Design Considerations

Rather than looking at the site as two separate components; the detailed and outline application sites, the masterplan considers the entire site. It is important that the buildings are designed as a family of buildings that sit within an inclusive landscape scheme.

The proposed layout and design have been informed by the site and surrounding area. The site has been evaluated as set out below to ensure that the proposals minimise impact on the surrounding landscape and deliver a useable and high quality design solution.

Flooding;

A detailed flood risk assessment has been undertaken by Complete Design Partnership Ltd (CDP). The proposed development site is low risk (Zone 1) for flooding. The development will not increase the risk of flooding in the wider catchment as the surface water will be contained within the site, and released on an attenuated basis. The surface water drainage arising from the phase 2 development will discharge on an attenuated basis, to an existing balancing pond system located along the northern boundary of the site which were constructed as part of the BMW Mini Dealership.

Ecology;

An Ecological Appraisal of the site was conducted by Ecology Solutions Ltd. The application site was originally surveyed in June 2006 and updated walkover surveys have been carried out in September 2011, May 2013 and September 2016. In addition, specific surveys were undertaken within the application site in respect of bats and badgers. The proposed design has been guided by the recommendations and enhancement measures provided by the Appraisal. As a result, the design will include the provision of bird and bat boxes as well as native planting and landscaping throughout.

Highway Safety;

A transport assessment has been prepared by Transport Planning Associates (TPA). This report demonstrates that the forecast trip attraction for the current proposal will be less than that calculated for the previous business park proposals on the site. It also confirms that the traffic associated with the current proposal will be less than the previously consented uses on the site. This notwithstanding, the proposed design has sought to minimise the impact on the the local highway network to ensure its safe operation.

Parking;

The proposed car and cycle parking provision and internal layout is considered to be appropriate to cater for operational requirements and the forecast maximum parking demand.

Ground Investigation;

A desk study appraisal was undertaken by Structural Soils Ltd. prior to a site investigation being completed in 2008. The study suggests that made ground is likely to be present across the site due to historic uses. This report indicated that the buildings can be constructed on conventional strip or pad foundations. The foundations should be taken down through the made ground and upper superficial clays to a minimum depth of 1.00m depth. It also confirmed that Shallow soak aways are not practical at this site. Further ground investigation works and gas monitoring were undertaken in Oct 2016 and will be submitted when it is received.

Noise;

A noise assessment has been undertaken to evaluate the potential noise impact of the proposed plant and delivery programme at the closest existing residential receptors on North Road West and across Grovefield Way. It is considered that noise does not pose a material constraint to the operation of fixed plant items or deliveries taking place and predicted noise levels will be below existing ambient traffic noise levels. The scheme design has been carefully developed with nearby residential properties in mind.

The proximity between existing and proposed buildings and positioning of new landscape planting has been carefully considered to minimise impact on existing residential uses.

Arboriculture;

Treework Environmental Practise undertook a survey of all individual trees onsite and identified the above and below ground constraints. No tree preservation orders have been placed on any of the trees on site. All tree features will be retained, protected and integrated into the development, except for two category 'U' trees which are of poor quality and have been recommended for removal. Sufficient space and adequate protection measures have been set out to ensure that retained trees are not damaged during pre-construction and construction phases. The scheme design has sought, where possible, to enhance the provision of trees on site and act as a natural continuation of the existing landscape strategy at the BMW site.

This section sets out how the scheme proposals for the application site have been modified and developed through consultation and consideration of key design issues and appraises and addresses the physical characteristics of the site, under the following headings:

- Constraints and opportunities
- Scheme evolution
- The buildings
- The landscaping strategy
- Sustainability Issues
- BREEAM

To create an attractive and functional development which will enhance the streetscape and improve the amenities of the area, the first requirement was to identify the opportunities and constraints as follows:

Constraints

- Topography

The general topography of the site is such that the land is at its highest in the south east and east with the land falling away as you move north-west and then west across the site. The proposed development will be constructed at or as near as possible to the current ground levels to provide minimal impact on the surrounding area and existing access.

- Access

The site access junction on Grovefield Way and an approximate 160 metre section of the access road has been constructed as part of the BMW Mini car showroom development up to the boundary of the BMW site. This access road will be extended into the application site, as shown on the masterplan. The existing access needs to be maintained.

- Residential properties

Residential properties on North Road West and across Grovefield Way are the closest noise sensitive receptors to the site. Any development will therefore need to address these, ensuring adequate distance and screening.

- Brand Identity

The new buildings' that are purpose designed for the named occupiers need to meet the specific corporate identity standard set by those occupiers.

- Greenbelt

Although the principle of development has been previously accepted here, the impact on the site's character and setting must be kept to a minimum.

Opportunities

- Frontages

It is possible to build in active frontages and entrances which address Grovefield Way and the spine road.

- Development of a gateway site

The scheme provides an opportunity to further open up views to the site to enhance the prominence of the site and take full advantage of its gateway location to Cheltenham enhancing the approach to Cheltenham along the A40; in conjunction with the new BMW flagship building.

- Pedestrian/cycle routes through the Site

The development provides the opportunity to deliver pedestrian and cycle movement through the site using the landscaped central spine.

- Scale

The newly developed BMW Mini building along with the previously approved B1 schemes have set a precedent for the scale of building on this site.

- Public Realm

The development will create high quality public realm which is key in delivering an attractive, high quality scheme.

5.0 Scheme Evolution

The design of the proposed scheme has been developed to address the character and appearance of the local area and the opportunities and constraints detailed above. The current design has also considered the layout and form of the previously approved scheme at the site to ensure that the key design principles, characteristics and appearances have been adopted and developed to produce the scheme now proposed.

With the previously consented schemes in mind, the proposed development takes a similar approach in terms of layout and the landscape treatments. The key design principals, characteristics and appearances have been adopted and developed to produce the scheme that is being considered for approval.

The Buildings

The relationship between internal operation, external appearance and site context has been extensively considered and developed to inform the proposals.

The scale and massing of the buildings has been developed to respond to the site's immediate context, namely the newly developed BMW Mini Dealership.



BMW Mini Dealership under construction 2015

The surrounding area currently lacks any historical or distinctive built environmental context for the proposal to reflect; albeit that the new BMW building has provided a high-quality precedent and building style. The attractive semi-rural setting in which the site is located requires the design response to be sensitive, simple and sustainable. The proposals must sit comfortably within the generously landscaped setting.

The outline scheme was characterised by a family of low rise, flat roofed contemporary buildings. The central feature being the meandering spine road that featured high quality landscaped borders and was free of parked vehicles. The proposed buildings address the spine road and are set behind a landscaped buffer. The style and materials have been governed to ensure that the general design ethos set out by the previously consented schemes is followed and the character of the development is maintained, while upholding the brand identity of Aldi, Costa and Happy Days Nursery.



Illustrative Masterplan, Outline Scheme 14/01323/OUT

The design of the scheme is modern and contemporary throughout with variations in design driven by the end users, but the material choices and palette remain similar and tie in with the precedent of the BMW Mini dealership.

The increase in activity in the area will provide increased natural surveillance, improving the environment for pedestrians and cyclists and positively contributing to the public realm.

COSTA

The proposed Costa Drive Thru will be in a prominent position on the entrance to this important gateway site. The building fronts the car park to enable the easy navigation for customers from the car park to the building entrance, however glazing and the drive through window ensure that active frontage and visitor activity address both Grovefield Way and the entrance to Corinthian Park, ensuring that the approach to the Park and Costa are attractive and inviting.

Costa's current brand design takes a clean, simple modern approach that incorporates a flat roof and deep over hanging eaves. This small, uncluttered building embodies many of the design principles that have driven the design of the flagship BMW Mini building. The limited palette of quality material typically used by the Costa brand, have been adapted to ensure that the building is appropriate to its setting and in keeping with the car showroom as well as the family of buildings proposed.

The proposed building facades are treated in a mixture of architectural stonework and self-coloured render. The windows, screens and cladding are polyester powder coated aluminium.



Proposed Elevations, Costa

Standard brand signage will be installed by Costa and details of the signs will be included in a separate planning application.

As previously mentioned the building fronts the car park with an outside patio immediately adjacent to the main entrance. This provides an area of outside seating for customers to enjoy their food and drinks in this relatively semi-rural setting. Decorative railings will provide separation between the patio and the car park and a 'jumbrella' in the Costa brand colours will afford shelter to people seated in this area. Outdoor seating will encourage visitors to spill outside of the cafe and create interaction between the pavement and building. From a security point of view the building is highly visible within the site from the Park entrance, highway and customer car park. It will provide a high degree of vitality through the daytime and evening and be accompanied by good natural surveillance to all sides.



Design Development, proposed drive thru, carpark and Costa



Design Development, proposed drive thru, carpark and Costa

There is a traditional drive thru' arrangement of a narrow drive taking vehicles to the serving kiosk, passing menu boards and the drivers' order point. At the end of the drive thru' lane two parking spaces (grill bays) are provided for customers waiting to receive hand delivered orders. The service entrance, refuse storage and plant are located away from the entrance and all shielded by a secure timber fence.

The building and site layout satisfies the exact operational requirements of Costa, while respecting the setting and the landmark building that is the BMW Mini dealership. Standard brand designs are important to companies such as Costa, they are regularly changing but always retain a strong element of brand and familiarity.

ALDI

Aldi has the largest foot print of the proposed buildings and is situated close to the Southern and Eastern boundaries of the site. The large mono pitch building will be clearly visibly from Grovefield way and will be a feature when approaching the site from all aspects. The building will greet visitors when entering the car park from the spine road, the proposed entrance will have a large glazed shop front and canopy providing focus to the main elevation and creating active street frontages to the car park.

The scale and massing of the buildings has been developed to respond to the site's immediate context. In addition to site context, Aldi's policy is to only build the volume required for the operation of the building so that no space is wasted or unnecessarily heated and serviced.



Design Development, proposed carpark and Aldi

Large areas of glazing have been incorporated into the principal elevations where new displays will be clearly visible from the street frontage as will the movement of shoppers and staff creating an active frontage to Grovefield Way and this area of Corinthian Park.

The proposed store will provide a modern shopping environment, featuring high levels of glazing and cladding to give a crisp, clean finish. The customer entrance and exit is situated on the front elevation and is a large glazed area that creates an active focal point to direct customers and guide movement through the site. A glazing strip down the length of the building allows natural daylight to flood the retail space generating a pleasant ambience.



Proposed Elevations, Aldi

Much like Costa, Aldi has a current store design that retains a strong element of brand and familiarity. The proposed building is a clean, simple, modern design that fits well amongst the proposals and alongside the existing BMW dealership. The limited palette of quality materials typically used by the Aldi brand, have been adapted to ensure that the building is appropriate to the setting of the building and in keeping with car showroom and family of buildings proposed.

The proposed building facades are treated in a mixture of high quality cladding, self-coloured render and glazing. The windows, doors and rainwater goods are polyester powder coated aluminium.

Standard brand signage will be installed by Aldi and details of the signs will be included in a separate planning application.

The loading bay and refuse storage is located on the west side of the store, away from the entrance. The plant is in a screened enclosure to the rear of the store, that will be further screened by proposed boundary planting.

The building and site layout satisfies the exact operational requirements of Aldi, while respecting the setting and the landmark building that is the BMW Mini dealership.

HDN

The Happy Days Nursery (HDN) building forms a boundary between the retail development fronting Grovefield Way and the B1 office development to the rear of the site. HDN have a standard site layout and floor plan, however unlike Costa and Aldi, do not have any brand standards for their buildings external appearance.

The proposed building responds to the immediate site context and the proposed floor plan has been altered to fit to the site layout. The building adopts the same design principles as detailed above and as used for the BMW Mini showroom.



Planning Elevations, BMW Mini Dealership

The building is long and linear with a split-level roof. Proposed canopies extend from each level to accentuate the length of the building and continue beyond the external walls to provide shelter over designated play areas. The canopy to the high-level roof extends towards the car park to provide shelter to the entrance for parents and children visiting the nursery. The canopy also 'wraps around' from the roof to floor to form a physical barrier between the access walkway, landscaping and HGV delivery area beyond.

Large areas of glazing have been used, primarily to flood the internal space with as much natural daylight as possible, creating a pleasant environment inside for children and staff. The fronting car park and pedestrian routes will benefit from active frontages because of this.



Proposed Elevations, Happy Days Nursery

To ensure that this building is part of the Corinthian Park identity the palette of quality materials used by Costa and Aldi has been adopted here. The proposed building facades are self-coloured render with architectural stonework providing a robust plinth at ground level which mirrors design features of the BMW Mini Building. The windows, screens and cladding are polyester powder coated aluminium.

Standard brand signage will be installed by HDN and details of the signs will be included in a separate planning application.

Refuse storage is located in the car park, screened with secure timber fencing and in an easily accessible location for collection by refuse vehicles.

HDN has been designed to sit among the suite of proposed buildings and reinforces the strong design identity that is being forged for Corinthian Park. Designated pedestrian routes and play areas are thoughtfully contained and fenced to ensure that children are safe, enclosed and appropriately supervised at all times.

OFFICES 1 & 2

The application seeks detailed planning permission for office buildings 1 and 2 as identified on the Masterplan. The previously approved planning applications has set the design brief for the office buildings and much inspiration for the detailed design has been drawn on from the key principles previously outlined.

The offices have been aligned and front the spine road. Connected pedestrian plazas have been created at the front of each building, providing an attractive public realm and pleasant environment which will encourage social interaction. Creating public realm to the front of the building results in the creation of two private feeling parking courtyards to the rear.

These buildings have not been designed with an end user in mind, meaning the buildings must be open plan, to allow for easy sub-division and appeal to a wide range of potential occupiers. Taking this approach also ensures that the buildings will be versatile and adaptable, ensuring that they will remain viable into the future.

One of the key features of the previous design scheme were entrance 'pods' containing the core elements of the building which contain the entrance location into each building.

DESIGN CONSIDERATIONS

The pods have been included as part of the detailed design and aim to increase the functionality of the buildings by allowing each building to be subdivided as necessary whilst still being accessed via a single common point. These entrance pods can be accessed via the pedestrian plaza at the front of the building or via a side door from the under-croft parking areas. The under-croft parking has been provided to make the most efficient use of the site area and will also provide some sheltered staff parking.



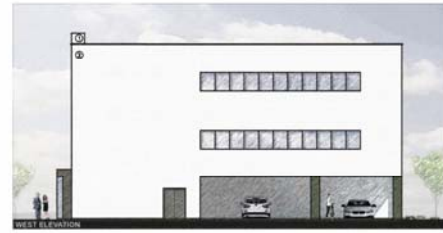
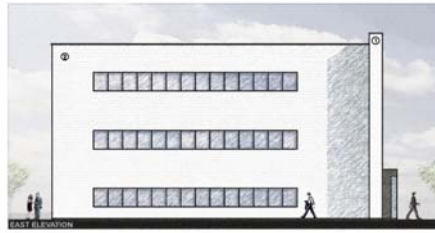
Design Development, Office 1

Office buildings 1 and 2 adopt the same design and differ only in size. They are very simple, clean and modern three storey buildings that draw inspiration from the suite of proposed buildings and the BMW Mini dealership. Large amounts of glazing mean that the internal spaces receive the maximum amount of natural daylight, providing a pleasant atmosphere for the office users, as well as create active frontages to the spine road from all floors. Long glazing strips on the East, South and West elevations not only accentuate the linear style, but minimise solar gain ensuring running costs and energy consumption are kept low.

To help create a high quality working environment, covered balconies provide users of the upper floors the opportunity to have outdoor breaks without leaving the building. This will add another dimension to the public plaza and encourage users to spill outside of the office during working hours creating interaction between the entire building and external pedestrian plaza. This will provide a high degree of vitality through the daytime that is not typical of office buildings.



Proposed Elevations, Office Building 1



Proposed Elevations, Office building 2

The quality material palette has been slightly adapted for these buildings to give the offices their own identity while still having a sense of belonging to the family of buildings in Corinthian Park. High quality architectural stone and cladding have been proposed as used in the other buildings, however a lighter tone in colour has been adopted.

Refuse storage is in the parking courtyard to the rear, away from the office entrances within the proposed landscaping.

OFFICES 3 & 4

The application seeks outline planning permission for office buildings 3 and 4 as identified on the Masterplan. The previously approved planning applications have set the design brief for the office buildings and the key design principles have informed the proposed layout.

The requirements for the design of each individual building will not be overly prescriptive to allow for innovation and creativity in design but sufficient to ensure the identity set within the masterplan.

Office 4 is intended to be very similar in style and design to Offices 1 & 2, however Office 3, much like the office proposed at the rear of the site in the outline scheme is much larger in scale than the other offices. It is hoped that this would be a 'headquarter' office building; a destination to draw people through the site. While the scale of the building creates its own sense of place, it is still intended for it to form part of the family of buildings which sit within the inclusive landscape scheme. It is proposed as part of the detailed design for the building to adopt the same quality material palette as specified above, with the entrance pod being a consistent design feature.

The style and materials proposed as part of the detailed design process will ensure that the established design ethos is followed and the character of the development is maintained.

The Landscape Strategy

The previously approved landscape masterplan established three key aims of the landscape scheme; to integrate the Business Park into the surrounding landscape, create a unique and memorable sense of place and provide a landscaped layout that is compatible with multiple uses and occupiers. It is important that these key aims are considered and carried forward as part of these proposals.

The landscape strategy includes new hard and soft landscaping throughout the car parks and along the spine road that is compatible with the previously approved B1 landscape scheme.

The meandering spine road is an important feature in the landscaping scheme. Adequate parking has been provided to ensure that the road remains uncluttered by parked cars and compliments the park like feel of the development. access routes from the spine road to the rear parking courts on the other side of the buildings will provide ideal markers for visitors and staff to each building, but also act as a form of security gateway to deter any unwanted visitors.

The development will retain all existing trees and hedgerows as detailed in the arboricultural survey. The ecological assessment has recommended that bird boxes are put in suitable mature existing trees on site.

The hard landscape strategy includes several different surface treatments to define different areas within site. To ensure that character of the site is captured and enhanced the proposed paving will utilise durable, natural materials of the highest quality, to tie in with the wider landscaping scheme for Corinthian Park. The layout and orientation of the buildings create a distinction between the public and private realm. The front of the buildings will be well landscaped, high quality and will be a welcoming and distinctive public place.

The proposed lighting ensures a safe and well-lit environment for all occupiers and visitors and accords with recommendations set out in the ecological assessment, to minimise impact on foraging bats.

The landscape design seeks to meet the aspirations of a high standard considered in its context to promote a secure, sustainable form of development. Landscaping is integral to the design and aims to provide a safe and enhanced environment for all.



Proposed Landscaping Scheme

Sustainability

Sustainability is a core philosophy to the development and there are a number of initiatives which will be employed to enhance the environmental credentials of the site. These include:

- The building is planned to minimise depth to maximise natural light penetration.
- The buildings form will to minimise solar gain through design and provide solar shading to the glazed frontages where required.
- The project will employ sustainable drainage solutions.
- Planting of shrubs and trees will feature and will enhance the street scene.
- Construction materials will be selected to minimise their environmental impact and will be locally sourced where possible.
- The buildings will achieve a high standard of thermal and noise insulation.
- Existing site materials will be recycled and re-used where appropriate.

5.0 Access Considerations

In terms of ease of movement, the development scheme is entered from Grovefield Way and will be fully accessible via alternatives to the private car. The scheme makes adequate provision for pedestrian and cycle movements through the site using the landscaped central spine road.

Cycle Parking

Each of the units will provide a safe and secure cycle parking to help promote sustainable transport choices as shown on the site layout plan. There will be provision for on-site secure cycle parking for 52 cycles for the Aldi, Day Nursery and Costa Coffee Drive Thru and parking for 40 cycles for Offices 1 and 2. These will be for both staff and customer use in the form of Sheffield cycle stands.



Proposed Sheffield Cycle Hoops

Public Transport

The site is well located on a major public transport corridor that runs between Cheltenham and Gloucester. There will be a number of access points into the development for pedestrians and cyclists to maximise connectivity to Cheltenham town centre and bus stop infrastructure.

Car Parking

The car park will be a shared surface with pedestrian routes clearly defined, ensuring a safe environment for all.

A total of 152 car parking spaces will be provided for the Aldi, Day Nursery and Costa Coffee Drive Thru. A total of 194 spaces will be provided for the office buildings 1 and 2. There will be 5 motorcycle parking spaces to accommodate the motorcycle user's demand.

The proposed development will comply with the requirements of Part M of the building regulations. Dedicated facilities will be provided for disabled users and those with other mobility challenges such as mothers with small children.

Items that have been considered are:

dedicated disabled and parent and child car parking spaces
level thresholds and access
wide doorways
disabled toilets
legible signage
Clear pedestrian routes
Canopies at high level to provide weather protection

The Application Proposals therefore incorporate appropriate measures to ensure that development will be socially inclusive and accessible to all members of community.

6.0 Conclusions

The application site is 4.15 hectares of land known as Corinthian Park, adjacent and to the north west of Grovefield Way and to the south of the A40, Cheltenham.

The application comprises a hybrid planning application split into two parts to reflect two development phases and to allow a more flexible approach to the timing of development on the site. Each phase consists of the following elements:

- Full Application: In respect of the south-eastern portion of the site, detailed planning permission is sought for the development of 5,034 sqm of commercial office space (Use Class B1), 502 sqm day nursery (Use Class D1), 1742sqm Aldi retail unit (Class A1) a 204 sqm Costa Coffee Retail Unit and Drive Thru (Use Classes A1 and A3), with associated parking, landscaping and infrastructure works.
- Outline Application - Outline planning permission, with All Matters Reserved (except access) is sought for the erection of 8,034 sqm of commercial office space (Use Class B1), together with associated car parking, landscaping and infrastructure works.

The development will have a positive effect on the locality, bringing a key gateway location into use. The proposals have taken design cues from the previously permitted schemes at the site.

The proposed development has been designed to the highest standards and:

- will deliver a quality design which responds to its local context
- will introduce active commercial uses to the street scene
- includes a number of sustainable design initiatives making the project sustainable in social, economic and environmental terms

Careful consideration has been given to site access and parking, and the proposal will not be harmful to the highway safety or the wider transport network. The site is also easily accessible by a range of sustainable modes of transport, including buses and bicycles.

Overall the proposal complies with the development plan and in the absence of material considerations to indicate otherwise, planning permission should be granted, to allow the development of this prominent gateway site.

APPENDIX 1

APPLICATION DRAWINGS

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178 – 71 Rev A	Existing Site Plan
178 – 36 Rev Q	Proposed Site Plan

Costa

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178 – 25 Rev D	Proposed Elevations
178 - 64	Proposed Sections
178 – 61 Rev A	Proposed Tracking
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Aldi

178 – 33 Rev C	Proposed Floor Plans
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HDN

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178 – 27 Rev D	Proposed Elevations
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