

Officer Report

APPLICATION NO: 22/00749/FUL	OFFICER: Mrs Emma Pickernell
DATE REGISTERED: 23rd April 2022	DATE OF EXPIRY: 18th June 2022
DATE VALIDATED: 23rd April 2022	DATE OF SITE VISIT:
WARD: Benhall/The Reddings	PARISH:
APPLICANT:	Guild Residential Ltd
AGENT:	SF Planning Limited
LOCATION:	The Hayloft The Reddings Cheltenham
PROPOSAL:	Conversion of the existing dwellinghouse into 9 self-contained apartments, and associated works

RECOMMENDATION: Permit



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1. DESCRIPTION OF SITE AND PROPOSAL

- 1.1 The application site is on the south side of The Reddings, east of the junction with Badgeworth Road. The site is surrounded by open fields to the west and south and by residential properties to the north and east. The site is within the Greenbelt. It is also within the Principal Urban Area.
- 1.2 The lawful use of the building is as a single dwelling. Planning permission is sought for the conversion of the building into 9 flats. There would be no external changes to the building proposed as part of the proposal.
- 1.3 There is a complex history to the site which will be set out below. Most recently an application was refused by planning committee in June 2017. The application sought consent for:

Retention of works carried out; including those under planning permission reference 14/02249/FUL as well as the removal and replacement of elements of the original Hayloft building not covered by planning permission reference 14/02249/FUL and minor alterations to the approved scheme.

This was subsequently allowed at appeal and the appeal decision is appended to this report.

- 1.4 The extensions and external works approved under this consent have now largely been implemented. At the time of visiting the site the building was being occupied by one household in a small section of the building.
- 1.5 The application is to be determined by planning committee at the request of Cllr Collins because of the long history connected to the site, the various applications which have been submitted in the past and the high levels of local interest.

2. CONSTRAINTS AND RELEVANT PLANNING HISTORY

Constraints:

Airport safeguarding over 15m
Greenbelt
Principal Urban Area

Relevant Planning History:

85/01395/PF 22nd January 1985 REF

Outline application for the erection of a detached dwelling. Construction of a new vehicular and pedestrian access.

85/01396/PF 7th August 1985 REF

Outline application for the erection of a detached dwelling house. Construction of a new vehicular and pedestrian access.

86/01651/PF 16th April 1986 PER

Alterations to existing barn to provide a dwelling unit

01/01704/OUT 18th January 2002 PER

Outline application for the erection of 1 no. dwelling following demolition of existing dwelling and stables

08/00296/COU 18th April 2008 PER

Minor extensions and alterations and change of use to four apartments

09/00656/COU 17th July 2009 PER

Change of use from residential into an elderly peoples home, including extensions to the front and rear.

10/00372/CLPUD 5th May 2010 REFLPU
Erection of a garage and garden store

10/01800/CLPUD 4th February 2011 CERTPU
Alterations and extensions

11/00497/CLPUD 6th June 2011 WDN
Alterations and extensions

12/00318/TIME 26th April 2012 PER
Application to extend the time limit for implementation for 09/00656/COU for change of use from residential into an elderly peoples home, including extensions to the front and rear.

12/01271/FUL 16th October 2012 PER
Replacement dwelling following demolition of existing property

14/02249/FUL 3rd March 2015 PER
Extensions to dwelling (Part retrospective)

16/02205/FUL 23rd June 2017 REF – appeal allowed
Retention of works carried out; including those under planning permission reference 14/02249/FUL as well as the removal and replacement of elements of the original Hayloft building not covered by planning permission reference 14/02249/FUL and minor alterations to the approved scheme.

17/01540/DISCON 6th September 2017 DISCHA
Discharge of conditions 3, 4, 5, 6, 7, and 10 of Planning Permission 12/01271/FUL, Demolition and construction phasing plan (condition 3) Full site survey and additional details (condition 4) Design and details of materials and finishes (condition 5) Sample of materials (hardwood cladding and cotswold stone) (condition 6) Tree protection plan (condition 7) Scheme to deter Seagull nesting (condition 10)

3. POLICIES AND GUIDANCE

National Planning Policy Framework

Section 5 Delivering a sufficient supply of homes
Section 8 Promoting healthy and safe communities
Section 9 Promoting sustainable transport
Section 11 Making effective use of land
Section 12 Achieving well-designed places
Section 13 Protecting Green Belt land

Adopted Cheltenham Plan Policies

D1 Design
SL1 Safe and Sustainable Living

Adopted Joint Core Strategy Policies

SD3 Sustainable Design and Construction
SD4 Design Requirements
SD5 Green Belt
SD10 Residential Development
SD11 Housing Mix and Standards

Supplementary Planning Guidance/Documents

Climate Change (2022)

4. CONSULTATIONS

Building Control

29th April 2022

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

GCC Highways Planning Liaison Officer

16th June 2022

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.

The proposal, based on its scale, is not perceived likely to result in a severe impact on the operation and safety of the adjacent network. The application site is located within walking distance to bus stops that provide for regular commutable services (service no. 97 gold) to Gloucester and Cheltenham, as well as within cycling distance to other services and facilities. The proposed parking provision conforms with the guidance set out in Manual for Gloucestershire Streets Addendum October 2021. The proposed access appears to have reasonable visibility splays in context of the requirements set out in Manual for Streets for 30mph speed roads. It is not clear from the submitted plans how wide the proposed access will be; however it is noted this must be of a minimum width of 4.1m for the first 15m behind the back of the carriageway in order to allow for two vehicles to enter and leave the site simultaneously. On this basis, the Highway Authority would not wish to object to the

proposal subject to access details be submitted to ensure the safe and free flow of traffic onto the highway, and a condition for electric vehicle charging points in order to promote sustainable modes of transport.

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

Conditions

Site access (Details not provided)

The Development hereby approved shall not commence until drawings of the site access have been submitted to and approved in writing by the Local Planning Authority; and the building shall not be occupied until those works have been constructed in accordance with the approved details.

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

Electric Vehicle Charging Points (Residential)

Before first occupation, each dwelling hereby approved shall have been fitted with an Electric Vehicle Charging Point (EVCP) that complies with a technical charging performance specification, as agreed in writing by the local planning authority. Each EVCP shall be installed and available for use in accordance with the agreed specification unless replaced or upgraded to an equal or higher specification.

Reason: To promote sustainable travel and healthy communities.

Informatives

Alterations to Vehicular Access

The Local Highway Authority has no objection to the above subject to the applicant obtaining a section 184 licence. The construction of a new access will require the extension of a verge and/or footway crossing from the carriageway under the Highways Act 1980 - Section 184 and the Applicant is required to obtain the permission of Gloucestershire Highways on 08000 514 514 or highways@gloucestershire.gov.uk before commencing any works on the highway. Full Details can be found at www.gloucestershire.gov.uk .

4th August 2022

Following our consultation response dated 16th June 2022, I have some additional comments:

There are no recorded PIC's within the most recent 5no. years fronting the site, however there are 4no. incidents at the junction of The Reddings with Badgeworth Rd, all of which are classified as 'slight' in severity. Please see the details below:

1. September 2018 – Vehicle travelling south on Badgeworth Rd collided with vehicle travelling north and turning right into The Reddings and another vehicle stationary at the junction of The Reddings with Badgeworth Rd.
2. October 2018 – Rear end shunt on Badgeworth Rd with vehicle turning right into The Reddings.
3. January 2020 – Vehicle traveling south on Badgeworth Rd collided with vehicle travelling north and turning right into The Reddings.
4. April 2020 – Vehicle turned right out of the junction of The Reddings with Badgeworth Rd leading to a collision with another vehicle travelling south on Badgeworth Rd.

It is my understanding that there is a committed safety improvement scheme carried out by GCC at this junction which involved adding additional warning signs and countdown road markings on both approaches.

I have carried out a TRICS assessment in order to ascertain likely number of vehicle trips. The proposal, based on its scale, is likely to generate 5 and 4 two-way trips in the AM and PM peak times, respectively. Based on the expected daily throughput of vehicles at Badgeworth Rd and The Reddings, the level of vehicular impact of this proposal would not be classified as severe.

Manual for Streets requires 43m visibility splays either side of the edge of the carriageway from a 2.4m setback for new accesses onto 30mph design speed roads. I believe this can be achieved, however if there are concerns in respect of the maintenance of that visibility in perpetuity of the development, I am happy to include the below condition to this effect.

“The development hereby approved shall not be occupied 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 43 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.”

Furthermore, the agent has confirmed the access will comprise a width of 5.8m which is considered acceptable.

Environmental Health

4th May 2022

In relation to planning application reference 22/00749/FUL for The Hayloft, The Reddings, Cheltenham, GL51 6RL, from the Environmental Protection team please can we add the following condition and query?

Condition:

For the construction phase to be kept within the times of work as follows: 7:30am - 6:00pm Monday - Friday and 8:00am - 1:00pm Saturdays with no work on a Sunday or Bank Holiday and to be mindful of noise when deliveries arrive at the site.

Query:

The living/dining room in flat 2 is directly next to bedroom 1 in flat 1 - please can the developer be mindful of this in relation to potential noise transference from a living space which is most often used for TV/reception room directly joined on to a bedroom of another dwelling.

Gloucestershire Centre For Environmental Records

11th May 2022

Report available in documents tab.

5. PUBLICITY AND REPRESENTATIONS

5.1 The application was publicised by way of letters to 17 neighbouring properties. 13 objections were received which will be provided in full for members. To briefly summarise the key points raised are as follows:

- Parking issues/insufficient parking
- Congestion
- Highway safety/proximity to junction/bus route
- Scale and character inappropriate for location and the greenbelt
- Overdevelopment of the site

- History of site – works have been carried out without permission in the past/retrospective applications etc. Intention to provide apartments was obvious from previous plans. Process makes a mockery of the planning system.
- House has never been occupied as a single dwelling
- Concern about future additional changes and development on adjacent field

6. OFFICER COMMENTS

6.1 Background, site history and fall-back position

6.2 There is a complex history to the site comprising a number of applications for additions and alterations to the original Hayloft, some of which required planning permission and some of which did not, by virtue of permitted development rights. There have also been consents for the demolition of the Hayloft and its replacement with a modern dwelling, its conversion to a care home and its conversion to 4 apartments which were not implemented.

6.3 in 2012 planning permission was granted for a replacement dwelling following the demolition of the existing property however this has now expired.

6.4 in 2015 planning permission was granted for extensions to the dwelling (part retrospective). This dealt with two storey extensions to the front and rear and single storey extensions to the south and rear which were approved as permitted development (i.e. did not require planning permission) and a number of other alterations.

6.5 In 2016 an application was made to retain works approved by the 2015 consent which had been carried out along with a series of other relatively minor alterations to the approved scheme. The application was necessary as the 2015 consent was not capable of being implemented as approved because the original dwelling no longer existed. Officers recommended this application for approval on the basis of the approved schemes and the fall-back position. However members refused the application for the following reason:

The proposed structure by reason of its size and design represents a form of development which is of an unacceptable standard of architectural design, which is harmful to the visual amenity of the greenbelt and constitutes an inappropriate form of development in the greenbelt. As such the proposal is contrary to policies CO8, CO7 and CP7 of the Local Plan.

6.6 The applicant made an appeal against the refusal to the Planning Inspectorate, who subsequently allowed the appeal in March 2018.

6.7 The fall-back position is therefore the building as approved and its use as a single dwelling.

6.8 Officers acknowledge that there was a high degree of concern at the time of the previous application that the plans suggested that the building may be laid out as flats in the future.

6.9 The appeal Inspector addressed this in the decision notice as follows:

“Unease has been expressed about the layout of the building, the means of construction, the addition of a fire escape and the size of the rooms. There is speculation that the appellant may be intending to use the building for purposes other than as a single dwelling and concerns associated with this including in respect of noise, traffic and precedent.

However this appeal must be determined on its own planning merits for the development proposed. Alternative uses of the building would require a separate application which would also be considered on its own merits.”

6.10 Whilst the sequence of events leading to this application has resulted in concern locally, the authority is duty-bound, as confirmed by the Inspector, to consider this proposal on its own planning merits.

6.11 Determining Issues

6.12 The key issues in determining this application are considered to be (i) the principle of the change of use, (ii) the impact on the Greenbelt, (iii) impact on neighbour amenity and the amenity of future residents, (iv) visual impact, (v) highway safety, (vi) sustainability.

6.13 Principle

6.14 Policy SD10 of the JCS states that on sites that are not allocated conversions to dwellings will be permitted on previously development land in the Principal Urban Area of Cheltenham except where otherwise restricted by policies within the Local Plan.

6.15 Therefore the principle of the conversion of the building to provide additional residential units is acceptable in principle.

6.16 Impact on Greenbelt

6.17 The local plan policies referred to in the previous decision/appeal no longer apply as the Local Plan has been replaced by the JCS and Cheltenham Plan.

6.18 Section 13 of the NPPF relates to Green Belt land. At para 147 it states that inappropriate development should not be approved except in very special circumstances. New buildings should be regarded as inappropriate development except in a number of circumstances. The proposal does not involve a new building. Other forms of development are not inappropriate in the Green Belt provided they preserve its openness and do not conflict with the purposes of including land within it, including reuse of existing buildings and changes of use.

6.19 Policy SD5 (Green Belts) of the JCS generally gives advice specific to the JCS area such as the racecourse, airport and safeguarded areas. It reaffirms that within the boundaries of the green belt development will be restricted to the types deemed appropriate by the NPPF.

6.20 The Cheltenham Plan contains 2 Green Belt policies; GB1 relates to residential infilling in the Green Belt and policy GB2 relates to the rebuilding or replacement of dwellings in the green belt. The policies do not strictly apply to the proposal, however they reiterate the main requirement within the green belt which is to preserve the openness.

6.21 The proposal will result in the conversion of the building into 9 flats. There are no external changes to the building. As such it cannot be concluded that the proposal results in any harm to the openness and therefore there is no conflict with Green Belt policy. The appeal inspector found that the building had an acceptable impact upon the Green Belt.

6.22 Impact on neighbouring property

6.23 Section 12 of the NPPF requires development to create places with a high standard of amenity for existing and future users. Policy SL1 of the Cheltenham Plan advises that development will only be permitted where it will not cause unacceptable harm to the amenity of adjoining land users or the locality. In assessing impact on amenity, the

Council will take account of matters including, but not limited to, loss of privacy, loss of light and outlook. The policy is consistent with adopted JCS policy SD14.

- 6.24** There are no extensions proposed as a result of the works and as such there would be no additional impact upon any neighbour by way of loss of light or overbearing impact.
- 6.25** No additional windows are proposed although the conversion of the building into flats would result in different rooms being served by the windows than would have been the case in the approved scheme. Whilst internal layouts and room uses could change from the approved plans, officers can advise on the situation as indicated by the drawings.
- 6.26** The adjacent property, Cambria is the only property which shares a common boundary with the site. Within the approved scheme there was a lower ground floor window serving a games room. On the proposed drawings this is indicated as serving an ensuite, however this sits within a lightwell and does not overlook the neighbouring property. The ground floor windows within the approved scheme were indicated to serve a drawing room, guest suite, cloakroom, kitchen and breakfast room. The same windows in the proposed scheme would serve the kitchen of flat 5, the living/dining room and bedroom of flat 4, living/dining room and bedroom of flat 1. There are no first floor windows on the facing elevation.
- 6.27** Whilst the rooms the windows are serving on the ground floor would change it is not considered that this would result in any additional loss of privacy to the neighbouring property; Cambria.
- 6.28** As such the use of the building as flats would not result in an additional loss of privacy or light.
- 6.29** It is acknowledged that the use of the building by 9 households will inevitably result in a general increase in activity around the site and additional vehicular movements. The area is generally characterised by good sized detached dwellings and in this sense the more intensive use of the building is out of character with the area. Whilst this needs to be considered and balanced against the other issues, it is considered that the harm in terms of general disturbance would not be to a high degree.
- 6.30** The Environmental Health Officer has asked for controls to be added in terms of working hours. The main construction works are now complete with any other works being internal conversion works. As such this has been added as an informative.
- 6.31** As such, overall the impact upon neighbouring properties is considered to be acceptable.
- 6.32** Amenity of future residents/living standards
- 6.33** The NPPF requires that planning decisions deliver places to live with a good standard of amenity for future occupiers. The Council does not have adopted space standards, however the Nationally Described Space Standards (NDSS) are generally used as a 'rule of thumb'. This document provides a minimum gross internal floor area based on the number of bedrooms and bed spaces (persons) and how many storeys the dwelling has.
- 6.34** A schedule of accommodation has been provided for the proposed apartments as follows:

Apartment Number	Floorspace (sqm)	Type
1	61	2 bed/3 person
2	73	2 bed/4 person

3	63	1 bed/2 person
4	49	1 bed/1 person
5	273	3 bed/6 person
6	46	1 bed/1 person
7	42	1 bed/1 person
8	41	1 bed/1 person
9	43	1 bed/1 person

6.35 The floorspaces provided meet the minimum standards within the NDSS and as such are considered to provide an acceptable standard of accommodation in terms of space. In addition the flats would benefit from communal hallways, parking area and a shared garden.

6.36 As such the proposal is considered to provide a good standard of living for future occupants.

6.37 The Environmental Health Officer has raised a query in terms of the placement of rooms. This has been added as an informative as the internal layout of the apartments could be changed without the need for planning permission.

6.38 Visual Impact

6.39 Section 12 of the NPPF sets out that good design is a key aspect to achieving sustainable development and creating better places to live. Similarly, Policy SD4 of the Joint Core Strategy (JCS) requires development to respond positively to and respect the character of the site and its surroundings. This is reiterated in Policy D1 of the Cheltenham Plan which requires development to achieve a high standard of architectural design that complements neighbouring development.

6.40 As mentioned above there are no external changes to the building. The proposal does result in the provision of a shared parking area to the frontage of the property with the provision of 10 parking spaces. A bin store is proposed adjacent to the vehicular access. This arrangement is common along The Reddings and is not considered to be harmful in appearance or to detract from the openness of the Green Belt. It is recommended that a condition is attached requiring details of the bin store given its prominence in the site.

6.41 Given the fall back position of the retention of the building in its current form officers are content with the visual impact of the proposal.

6.42 Access and highway issues

6.43 Policy INF1 of the JCS required that all development provide safe and sufficient access to the highway network. Where appropriate connections should be made to existing sustainable transport infrastructure and sustainable travel choices made possible. The policy goes on to state that planning permission will only be granted where the impact of development is not considered to be severe.

6.44 The Highway Authority have commented on the proposal and raise no objections. They explain that the site is within walking distance of bus stops, and cycling distance of other services and facilities. The parking provision conforms with adopted guidance and the

entrance has acceptable visibility splays. It has been suggested that a condition to maintain the visibility splays may be considered and officers have added this to the recommendation.

6.45 It has been confirmed that the access as indicated on the plans is of appropriate dimensions to fulfil the requirement of the suggested condition and as such, subject to a condition requiring the development to be completed in accordance with the plans a separate condition is no longer necessary.

6.46 A condition is recommended requiring the provision of EVCPs and this is included in the recommendation.

6.47 Subject to the conditions discussed there are no objections on highway safety grounds.

6.48 Sustainability

6.49 Policy SD3 of the JCS requires proposals to demonstrate how they will contribute to the aims of sustainability, increasing energy efficiency, minimising waste and avoiding unnecessary pollution.

6.50 The Cheltenham Climate Change SPD (adopted June 2022), sets out a strategy for decarbonising homes over the next decade.

6.51 The application has been accompanied by a climate change checklist which confirms that the proposal will include the following measures:

- Installation of photovoltaic panels on the flat roof elements of the building at the rear on the south side of the building.
- Use of LED lights
- Electric heating and smart meters rather than gas boilers
- Use of water efficient fixtures and fittings
- Electric Vehicle charging points
- Permeable hard surfaces
- Recycling storage areas.

6.52 It is considered that these proposed measures represent a good response to the approach set out in the SPD given that the proposal is for the conversion of an existing building. Officers are content that the proposal is acceptable in terms of sustainability.

6.53 Other considerations

6.54 Use of adjacent land

6.55 There has also been speculation regarding the future of the adjacent site which has been used to allow temporary access into the application site. On this point the Inspector stated:

6.56 *“The use of the field access is not part of the appeal development and so a condition to require that its use ceases is not necessary. It would be neither reasonable nor necessary to impose a condition to seek to prevent the submission of further planning applications for development at the site.”*

6.57 Ecology

6.58 The Gloucestershire Centre for Environmental Records has provided their standard report for this site which confirms any sightings of protected species within a 500m radius of the site. The nearest record to the site was a bat within 200m of the site. The proposal is for the conversion of an existing building and therefore has no implications for protected species.

6.59 Public Sector Equalities Duty (PSED)

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

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

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

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

7. CONCLUSION AND RECOMMENDATION

7.1 The Hayloft is an existing building, the form of which is as approved following a series of planning applications and an appeal. This proposal relates to the change of use of this existing building into 9 flats. It is acknowledged that flats are not a common feature within The Reddings and as such the use is somewhat out of character, however the use would result in very little harm, over and above the approved scheme. There would be no adverse impact upon neighbour amenity in terms of light or privacy. The proposal is acceptable in terms of the standard of accommodation, highway safety, sustainability and would have no impact upon the openness of the Green Belt. The intensification of the use may result in a minor negative impact upon nearby properties in terms of general activity and vehicular movements, however this is not at a level which would warrant the refusal of the application. As such officers conclude that the proposal is acceptable.

7.2 The authority are currently unable to demonstrate a 5 year housing land supply (currently 2.6 years). As such the housing policies of the JCS are out of date. The implications of this are set out in paragraph 11 of the NPPF. This says that in such circumstances planning permission should be granted unless the application of policies in the NPPF that protect areas of particular importance provides a clear reason for refusing the development proposed, or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the NPPF as a whole. This is known as the ‘tilted balance’.

7.3 The proposal would result in the provision of a net increase of 8 dwellings. This is a modest yet useful contribution to the shortfall and adds weight to the conclusion that the proposal should be allowed.

7.4 Therefore the recommendation is to approve the planning application subject to the following conditions.

8. CONDITIONS / INFORMATIVES

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

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

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

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

3 Before first occupation, each dwelling hereby approved shall have been fitted with an Electric Vehicle Charging Point (EVCP) that complies with a technical charging performance specification, as agreed in writing by the local planning authority. Each EVCP shall be installed and available for use in accordance with the agreed specification unless replaced or upgraded to an equal or higher specification.

Reason: To promote sustainable travel and healthy communities.

4 Prior to first occupation of the development, secure covered cycle storage shall be provided in accordance with the approved plans. The cycle storage shall thereafter be retained available for such use in accordance with the approved plans at all times.

Reason: To ensure the adequate provision and availability of cycle parking, so as to ensure that opportunities for sustainable transport modes have been taken up, having regard adopted policy INF1 of the Joint Core Strategy (2017).

5 The flat roof area of the development hereby permitted shall not be used as a balcony, roof garden or other external amenity area at any time. Access to the flat roof shall be for maintenance purposes only.

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

6 Prior to the first occupation of the development hereby approved refuse and recycling storage facilities shall be provided in accordance with details which shall first have been submitted to and approved in writing by the Local Planning Authority. The approved facilities shall be retained as such thereafter.

Reason: In the interests of sustainable waste management and recycling, having regard to Policy W36 of the Gloucestershire Waste Local Plan. Approval is required upfront because the design of the refuse and recycling storage is an integral part of the development and its acceptability.

7 The development hereby approved shall not be occupied 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 43 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

INFORMATIVES

- 1 In accordance with the requirements of The Town and Country Planning (Development Management Procedure) (England) Order 2015 and the provisions of the NPPF, the Local Planning Authority adopts a positive and proactive approach to dealing with planning applications and where possible, will seek solutions to any problems that arise when dealing with a planning application with the aim of fostering the delivery of sustainable development.

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

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

- 2 The Local Highway Authority has no objection to the above subject to the applicant obtaining a section 184 licence. The construction of a new access will require the extension of a verge and/or footway crossing from the carriageway under the Highways Act 1980 - Section 184 and the Applicant is required to obtain the permission of Gloucestershire Highways on 08000 514 514 or highways@gloucestershire.gov.uk before commencing any works on the highway. Full Details can be found at www.gloucestershire.gov.uk .

- 3 The applicant/developer is advised that no demolition or construction works should be carried out outside of the following hours:

Monday to Friday - 0730 to 1800 hours

Saturday - 0800 to 1300 hours

No such works should be carried out on Sundays, Public or Bank Holidays.

- 4 It is noted that the living/dining room in flat 2 is directly next to bedroom 1 in flat 1. The developer is advised that this may result in potential noise transference from a living space which is most often used for TV/reception room directly joined on to a bedroom of another dwelling.