

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

## REPRESENTATIONS

Number of contributors	<b>13</b>
Number of objections	<b>13</b>
Number of representations	<b>0</b>
Number of supporting	<b>0</b>

March House  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6RL

**Comments:** 17th May 2022

As new residents to the road, we have already become very aware of the parking issues on 'The Reddings' and would be most anxious about the additional congestion inevitably caused by the development of apartments as suggested. It is also most evident to us that the road is used as a commuter route and the potential for serious accidents to occur, particularly on the corner where this development is proposed, would increase considerably, for drivers, busses and pedestrians alike.

We echo the other concerns of our neighbours regarding the appropriateness of scale and character of the proposed development, over-development of the site, and transparency of planning applications.

We trust that all objections will be given serious consideration.

Lynwood  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6RL

**Comments:** 17th May 2022

I object to this application.

I endorse the comments made via Flowerdale House and Hedgerows. In particular, there is certainly not enough parking for 9 apartments, and it is over-development of the area.

The permission given was for a single dwelling, and a change to 9 apartments is a wide deviation from this.

**Comments:** 17th May 2022

I object to this application.

I support the comments made via Flowerdale House and Hedgerows. In particular, there is certainly not enough parking for 9 apartments, and it is over-development of the area. The permission given was for a single dwelling, and a change to 9 apartments is a wide deviation from this.

6 The Old Surgery  
Prestbury Road  
Cheltenham  
Gloucestershire  
GL52 3DD

**Comments:** 10th May 2022

I used to live at March House, opposite the Hayloft site, and am familiar with the devious activities of the developer of this site. This has been the subject of a raft of planning applications dating back to 2009. The developer's policy may be summarised as follows:

- Put in a planning application
- Build something completely different
- Apply for retrospective planning approval for the revised building

He has used this technique (successfully) several times, the latest being 16/02205/FUL . This was refused by the Planning Committee in June 2017, but allowed on appeal in March 2018. The Inspector's decision included the condition that the development be used as a single dwelling: any change to this would have to be the subject of a separate planning application, (i.e. this one).

By examining the floor plans submitted with 16/02205/FUL, it was pretty obvious that the building would never have been commercially viable for use as a single dwelling; i.e. it was always intended for conversion into separate self contained apartments. It is somewhat surprising that it has taken the developer 4 years to provide this latest application; perhaps he thought that the neighbours and the planning committee members would forget the history.

On pure planning grounds replacing this single dwelling with 9 apartments (6 x 1 bed, 2 x 2bed and 1 x 3bed) is clearly a massive over-development of this green belt site. It would also introduce traffic hazards as follows:

The site is on a residential road which is also a bus route AND used as a rat run by many commuters. The site location is approx. 50 metres from a T junction with Badgeworth Road, and adjacent to bus stops on each side of The Reddings.

Using the data provided in the comments from Cambria, there should be at least 13 on site parking spaces to meet planning guidelines, and there are only eight viable spaces shown on the plans. This will lead inevitably to on road parking and unnecessary traffic hazards.

I therefore consider that the application should be refused.

Bethany House  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6RL

**Comments:** 17th May 2022

I object to the planning application being put forward for a number of reasons.

The planning statement submitted with this application states that a dwelling has existed on this site for a number of years, implying that following the previous planning process this project has finished and been occupied. This is not the case for as far as I am aware; the development has never been finished as a single dwelling and the sole aim has been to reach the end goal of this multiple dwelling development. The tactics being used with the multiple phases of planning applications are intended to distract the focus from the entirety of this building project.

The Planning Committee minutes of 22.6.2017 for application 16/02205/FUL correctly identified this as the long term goal of the development, with comments from members of the committee, and other residents:

"....., neighbour, in objection

The Hayloft site has been subject to a raft of applications since 2005, two of which are relevant to the current one. In 2012, Planning Committee gave permission for a replacement dwelling of contemporary design, approximately 4,000 square feet - similar to the original building. Constructions started and it soon became apparent that what was being done bore no relation to the approved plans. Work stopped, and in December 2014 a new application for extensions (part retrospective) was made, including a massive basement and ground floor extension to the rear, and major changes to the lay-out and orientation of the rest of the building. This increased the overall size to approximately 7,000 square feet, but the application was approved by the planning department without going back to Planning Committee. Construction started again, and it was soon clear that this building was not in accordance with approved plans; a stop notice was issued, and the current planning application was subsequently made. The proposed building is now over 8,000 square feet - a true monster - and totally inappropriate for an important site on the border of the green belt. This alone is grounds to reject the proposal.

In view of the previous devious manoeuvrings of the developer, it is hard to believe that this building is intended to be a single dwelling: the word 'dwelling' no longer appears in the title of the application; the rooms are labelled 'dining room'. 'drawing room' etc, but this doesn't appear to be genuine attempt to design a house of this size and status - it would not be marketable; the design and lay-out is more suited to 12 or 13 self-contained apartments. The developer has proceeded with little regard to the requirements of the planning process, and if permission is granted tonight, other developers will be encouraged to behave in a similar fashion. If the committee does decide to approve the application, however, can a condition be added to ensure that the building is used only as a single dwelling unit, as implied by the plans."

"Councillor Britter, ward councillor, in objection

Is speaking on behalf of residents of The Reddings, who believe that the current application is invalid because it is for the retention of works carried out under the 2014 planning permission, but The Hayloft has been completely demolished and replaced with a wholly new building. As such it doesn't represent appropriate form of building in the green belt, and its scale and proportions are not in keeping with the environment or the area. This is at odds with Policy CO7, and the replacement building in its more prominent position detracts from the openness of the green belt, contrary to Policy CO8. Approval of this application would be in effect rewarding the developer for systematic breaches of the planning process and disregard for the green belt, which may encourage similar actions by others. The majority of local people are disappointed by the lack of clarity, transparency and responsiveness, and the lack of response to their requests for information from the planning department has seriously undermined their confidence in the planning system.

Several applications have been submitted for this site, and each time the developers have flagrantly breached the approved scheme and built what they want; there can be no clearer example of the flagrant abuse of the planning system, which has warranted frequent involvement of the enforcement team. If this application is permitted, it makes a mockery of the whole planning process; granting approval for the retention of what is obviously an abuse of procedure would further undermine public confidence in the planning system. If the Council doesn't draw a line, it will encourage further breaches and make planning policy a travesty, sending a message to developers and residents that anything is possible without appropriate prior planning permission, that it is fine to build whatever you like in the area, green belt or not, and then get retrospective planning permission; this brazen precedent sets a strong case to do just that.

The application should be refused on a number of grounds: one, it is an illegal development without planning permission; two, it is 'inappropriate development' in the green belt; three, it is devoid of architectural merit or sensitivity, visual or otherwise, to its surroundings; four, its size, depth, width, height and massing will adversely impact on neighbouring amenity; five, approval would reward the developer for breaching the planning process and disregarding the green belt; and six, it is detrimental to community cohesion, causing disputes and tensions between neighbours which will increase in the future."

"SW: Councillor Britter and the speaker said that the original building has now gone, which means that any proposed work under permitted development rights, or any further extensions, no longer stand - we are, in effect, looking at a brand new building in a greenfield site, asking for retrospective planning permission to build it. The question is whether we would allow this building to be built on a clear site in the green belt? No, we wouldn't. Is therefore not happy with this proposal. It is a new build, with no relevance to what was there before."

"MC: in all his years in planning, has never come across a case like this. Having listened to the objections, read the representations, heard what the agent and Councillor Britter have to say, it would appear that the applicant and developer are waving two fingers at the planning process and the DCLG. Not just flouting the rules, they have shown a crass disregard for the full process. What are members being asked to approve today? This current application? The one before? What is the fall-back position if this application is refused? Why didn't the applicant build the scheme for which he had permission? Why has there been no activity on site since Christmas 2016? As a local ward member, receives many phone calls and visits from people in the ward; one phone call in particular

stands out, from someone who would not give a name and address or any other details. This person, having made an objection on line, was visited by the applicant the following day, and found his behaviour very intimidating. The long history and tone of the objections says it all. There is also a feeling among local people that this building will not be used as a single dwelling. It could easily be divided into several self-contained units. Officers tell us that if this is what the applicant wants, a change of use application will be needed, but this isn't a particularly comforting response, bearing in mind the applicant's flagrant disregard for the process. He is more likely to do what he wants, then apply retrospectively.

If the people of Cheltenham are to take any comfort, we need to stop these free hits. We have listened to both sides of the argument. If the application is refused, maybe CBC will be able to maintain some degree of public confidence in the process. There is nothing of any merit in this application; if enforcement action is required, we should stand by that, even if it results in demolition of the building. The planning process must be respected. The application should be refused on the grounds of CO7 and CO8."

As can be seen from those minutes, this development was considered an illegal development then, and a complete abuse of the planning process to achieve an objective, which has clearly been replicated and continued here. The planning committee recommended serving a stop notice at that time, and should do so now.

The previous application did succeed on appeal and it was only allowed as a new development in the green belt due to 'very special circumstances'. That was because it was only considered as a single dwelling:

Appeal decision extract

"Although the dwelling is larger than the pre-existing property, it would not result in a significant increase in traffic nor is there any evidence that significant areas of hard standing are proposed."

"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."

As stated before though, the property has never been completed and occupied as a single dwelling. The development should therefore be seen as one continuous process, and as such it would not have been successful on the original appeal, as the multiple dwelling considerations would have been taken into account. By working through the non-existent single dwelling phase the developers are hoping to separate this dwelling from what it is, a new multiple residency development that is inappropriate in the green belt and that is not in consideration of the character and appearance of the area. An area of single residence, single occupation properties.

In addition to the above, the current objections to this application also raise concerns about the traffic levels that would be increased, and were not considered by the appeal as they were not judged relevant at the time as they were hidden under the single residence application. The inadequate amount of parking for what is proposed has also been highlighted in detail.

Currently the construction related vehicles at the Hayloft and former Pigeon Racing HQ, as has been pointed out by other comments is leading to parking on the road, or rather the pavement, directly in front of and opposite the 97/98 bus stops on either side of the road. There is also no pavement on the other side of the road at this point, and it blocks the free flow of traffic to the restricted view junction with Badgeworth Road.

With the inadequate parking provision for this development, this will only be replicated in perpetuity, and increase over time.

Stoneleigh  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6RL

**Comments:** 17th May 2022

We strongly endorse the comments made by others. This should be a single dwelling and the developer should not be rewarded for abusing the planning system.

Folly House  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6RL

**Comments:** 17th May 2022

We object to the planning application and have commented on the variety of proposals put forward by the developer over many years. The original proposal for a contemporary modern house on the same footprint as the original Hayloft was generally accepted by the local community. Therefore, we fully support the objections put forward by the residents relating to this application. Parking is a definite issue and even without any building activity cars are still parked in the road adjacent to The Hayloft. It is unlikely that this will change. Referring to the application it does not seem to meet in para.4.13b, 4.13c and 4.13d the requirements of para.1.30 of the NFF. It could be hardly be described as an attractive building or in keeping with the local environment. Additionally, in para.4.14 of the application, notes the JCS Policy SD4 (design requirements). The application does not seem to meet the spirit of the design requirements.

If this overall application was newly submitted we suspect it would not get approval. It should certainly be referred to the Planning Committee.

Iona  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6RL

**Comments:** 18th May 2022

I wish to object to this application.

I concur with all the previous objections raised prior to this objection.

This property has been the subject of various planning applications, one of which was to build a single dwelling which was accepted. The plans for this property showed various rooms including games room and a library. It was clear from the design that this was never going to a single dwelling.

During construction the building did not comply with the approved plan and an order to cease work was issued until retrospective planning was approved. Therefore I am concerned that the property will be converted into more than the nine apartments stated and retrospective planning will be applied for.

Glyndon  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6RL

**Comments:** 18th May 2022

I am writing as a local resident to object to the above application. I am greatly concerned that the proposal, if it goes ahead, will have significant detrimental effects on the environment and the local community.

The Hayloft has been the subject of a number of planning applications dating back to 2009. The latest was refused by the Planning Committee in June 2017, but allowed on appeal in March 2018. The Inspector's decision included the condition that the development be used as a single dwelling.

The application to replace the single dwelling with 9 apartments is clearly a massive over-development of this green belt site. National Planning Policy Framework: states that greenbelt is to be protected and requires exceptional circumstances to be built on. There is nothing exceptional about this further development of the site which is entirely out of character for its location.

The parking provision provided is clearly insufficient for 9 dwellings, meaning excess cars will be parked along a main bus and commuter route into Cheltenham. This would predictably result in increased on-pavement parking causing hazards to pedestrians and road users.

Because of the site location additional traffic hazards are likely due to its proximity to a T junction which already has egress problems and being adjacent to bus stops on each side of The Reddings.

Furthermore, as planning has been granted for a single dwelling - there is no justification to deviate from this. The proposed conversion would not be in keeping with the area, as all dwellings along The Reddings are houses, not apartments.

The Hedgerows  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6RL

**Comments:** 5th May 2022

The developers of this site are seeking planning permission for 9 apartments. However, they have also applied to Building Control for approval under Building Regulations for the conversion of the building into 11 apartments.

Which is correct?

I would suggest that the applicants be requested to explain the discrepancy and to clarify exactly what they are proposing for the site.

I feel that this is particularly pertinent bearing in mind what happened in March 2015 (Planning Ref: 14/02249/FUL). In that case the developer substantially increased the internal floor area of the building by constructing the basement floor, without planning permission, only to be granted permission retrospectively by a planning officer using delegated authority and thereby circumventing scrutiny by the Planning Committee. This, despite many vociferous objections from local residents who viewed the proposals as completely out of scale and out of character.

In the light of this and in the interests of openness and clarity I would suggest that it is most appropriate for this application to be referred to the Planning Committee for consideration.

However, working on the assumption that the proposal is for 9 units, my thoughts on the application are as follows:

- 1) A multi-unit development of such density, replacing a single unit, would be a gross over-development of the site and entirely out of character with its location.
- 2) There is clearly insufficient space available on site for the provision of car parking for the number of units proposed and there is no alternative provision for off-street parking elsewhere. This would inevitably result in on-street overflow parking of cars by residents, visitors, delivery vans etc immediately adjacent to two bus stops and the junction with Badgeworth Lane on what is a very busy commuter route. A circumstance that would inevitably result in increased on-pavement parking and the likelihood of serious traffic accidents and pollution.

It is also a serious concern that there is no provision for parking for the disabled.

Looking further into the planning history of this site, I note that permission has previously been granted for four self-contained apartments on 17th April 2008 (Planning Ref:



08/00296/COU). That proposal was approved without any objection to its scale and seems a much more appropriate solution, given the restricted space available for car parking.

Sycamore Lodge  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6RL

**Comments:** 5th May 2022

It is important to consider the application in the context of the previous applications that have been submitted and declined.

The previous applications have been refused for valid reasons which still exist, and the retrospective application now submitted should be treated accordingly.

The fact that works have already been undertaken, and that there appears to be no intention to comply with the permission granted of single dwelling should also be considered.

The parking provision provided is inadequate for 9 dwellings, meaning excess cars will be parked along a main bus route into Cheltenham, causing a hazard to cars and pedestrians.

The subject property is also adjacent to a bus stop, and the additional traffic generated by 9 - 18 cars is further hazard at an already dangerous junction.

There is an accident at least once a week at the end of The Reddings, and the increased traffic, exactly where buses are pulling out is a real danger.

The homes opposite the proposed site have no opposite neighbours other than the one dwelling permitted. Allowing 9 dwellings as proposed will mean potentially 9 - 18 cars if homes are occupied by 1 to 2 adults traveling in and out each day. The associated noise and disruption will be tangible in an otherwise quiet area.

Furthermore, the development itself is not in keeping with the area, and the planning has been granted as one dwelling - there is no justification to deviate from this.

Carobs  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6RL

**Comments:** 9th May 2022

Letter attached.

Cambria  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6RL

**Comments:** 4th May 2022

Letter attached.

Flowerdale House  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6RL

**Comments:** 11th May 2022

We are writing about the above planning application.

We think that this boils down to four things:

1. The car parking facilities appear to be inadequate. This has been covered extensively in other comments and we concur with them - there are insufficient parking spaces, they are too small, and the turning space appears to be insufficient to allow several of them to be used. We suspect that this in turn will lead to additional street parking, which leads to the second concern:
2. Street Parking - The Reddings is a busy "rat run" and bus route - fortunately the amount of traffic has reduced considerably whilst the Brookfield Road bridge over the M5 has been closed - so traffic surveys at present should be deemed irrelevant. When cars are parked on the road in that vicinity - as can be seen by the developers' vans on the former Pigeon Racing development - they are often parked to block the pavement which makes it highly dangerous for pedestrians to reach the adjacent bus stop and to access the public footpath to Churchdown on the opposite side of Badgeworth Lane. At the very least the bus stops here should be marked on the road as such and consideration should be given to parking restrictions in that area together with a by-law prohibiting parking on pavements with appropriate signage and enforcement.
3. This development is close to a junction which needs serious improvement - the turn is tight especially for traffic approaching from Badgeworth and turning right into the

Reddings and this is difficult for the buses and larger vehicles. The egress out from The Reddings is also difficult as the vision towards the North along Badgeworth Lane is limited and vehicles travel at considerable speed within and outside of the 50mph speed restriction. Recent traffic calming measures have helped, but not eliminated the issue.

4. The developers appear to be taking a similar approach to others, (for example the Hinton Group in Grovefield Way) in clearly having an end goal but "playing the system" by chipping away with regular planning applications to get to the next level. We believe this to be unethical and a flagrant attempt to profit from the vagaries of our planning system.

Finally, we are also concerned about the status of the adjoining field (between the Hayloft and Badgeworth Lane) and refer to comments made by ourselves on an earlier application on this site (Planning Ref 16/02205/FUL). This land must be retained within the Green Belt designated area to prevent further development - the field is big enough for a substantial development which would exacerbate the issues raised above. The Reddings and its semi-rural nature, is important in its position to prevent the urban sprawl of Cheltenham into Churchdown and ultimately Gloucester.

For these reasons we object to this application and recommend that the property is retained as a single dwelling and this application should be refused.

The Hayloft  
The Reddings  
Cheltenham  
GL51 6RL  
Planning Ref No22/00749FUL

## **Objection to the above planning**

### **1 Current Dwelling within the Reddings area**

### **Appendix**

The current Planning is for one Dwelling which is in Character with all existing dwellings within this area of the Redding. The conversion into 9 separate dwelling will not be within the Character of the area

I refer to the Planning Statement from SFP Planning

- 4.7 The building is not redundant or vacant as its in use a sole dwelling  
The current planning is for one dwelling and should be built out as such

- 4.18 4.20 The planning application is an "inappropriate development"  
and is not covered by statement 4.20

#### **4.22-4.25 Access & Parking**

This is covered below but in essence the Car park is too small and if planning were to be granted then cars would be forced to park on the road which is not safe or desirable for the area

The turning space within the proposed Car park as shown below is totally inappropriate

#### **5.0 Conclusion**

The current property has been built for a one dwelling and should therefore be completed as such. There has been a deliberate policy by the owners to use every method possible to pretend that it should be one dwelling whilst the whole exercise has been to attempt to build it out for flats.

Given the history of the site and the way in which the current owners have tried to portray the site at different planning application then this should go for a full planning hearing and not be done under delegated authority.

**It is an too important decision to allow it to be delegated**

## **2 Parking**

**(1)**

- A** The Parking plan is incorrect and does not reflect the footpath and other garden features which have reduce the size of the parking area

I attach a scale drawing showing the actual layout of the parking as applied for which demonstrates that the parking area is insufficient for the 10 parking slots  
The following reduce the car parking area

- (i) Adjacent to the main Dwelling is a 1.5m footpath as shown on the attached plan
- (ii) Adjacent to the fence on the east side is a 1 m garden strip
- (iii) Adjacent to the bin area is a 1m garden strip
- (iv) Adjacent to the fence on the north side is a 1/2 m garden strip

All the above reduces the area for car parking within the site

## **B Comment on the 10 Parking Bays**

Recommended Parking is 5 m long by 2.5 m wide

- (i) Parking Bay 1-5 fits the above criteria being 12.5 m wide \* 5 m deep
- (ii) Parking Bay 6-8 can only accommodate 2 cars being 6 m wide \* 5 m deep
- (iii) Parking Bay 9-10 are not feasible as they block in Bays 1 to 5 with only a 4m distance between them
- (iv) in addition the parking Bays 9-10 do not allow for the turning of vehicles safely

## **3 Electrical Charging Points**

**(2)**

I enclose an article whereby all dwelling should have an electrical charging point  
If 9 dwelling are granted the there should be 9 Charging points  
By 2030 all new cars being sold will be electrical

## **4 Disable Parking**

Given the number of flats involved and there is communal parking then there should be at least 2 disabled parking spaces which are need to be extra wide

## 5 Parking requirements for Private Dwellings

(3-5)

- (i) I attach an article from South Gloucestershire Council which must be similar to that of our local council that specify the number of parking space per dwelling.

1 Bed Dwelling	1
2 Bed Dwelling	1.5
3 Bed Dwelling	2
Visitors spaces	1 for every 5 parking spaces

- (ii) The application consists of the following dwellings

<u>Dwellings Type</u>		<u>Parking Requirement</u>	<u>Parking Spaces</u>
6	One Bed	1	6
2	2 Bed	1.5	3
1	3 Bed	2	2
Visitors			2
<b>Total</b>			<b>13</b>

The parking design is not sufficient for 9 Dwellings

THE Cycle spaces within the application is for 13 spaces which would indicate 13 people living at the dwellings with 13 Cars

## 6 Cycle Shed

(6)

The planning application proposes 13 spaces

The existing plans for the cycle shed is 5 m \* 2 m

The attached bike design shows bike storage to be 1.8 m in length by .64 wide per Bike

In addition a passage way within the storage unit to get a the bikes should be approx. 1.5 m

Therefore the shed should be 3.3 m wide (1.8+1.5) and 8.32 m in length (13\*.64)

## 7 Existing Restrictions

Appeal APP/B1605/D/17/3184074

As per para 29 it was a condition that the Flat Roofs are not to be used as Balconies



HAYLOFT

CAR PARK OUTLINE

KEY

CAR PARKING

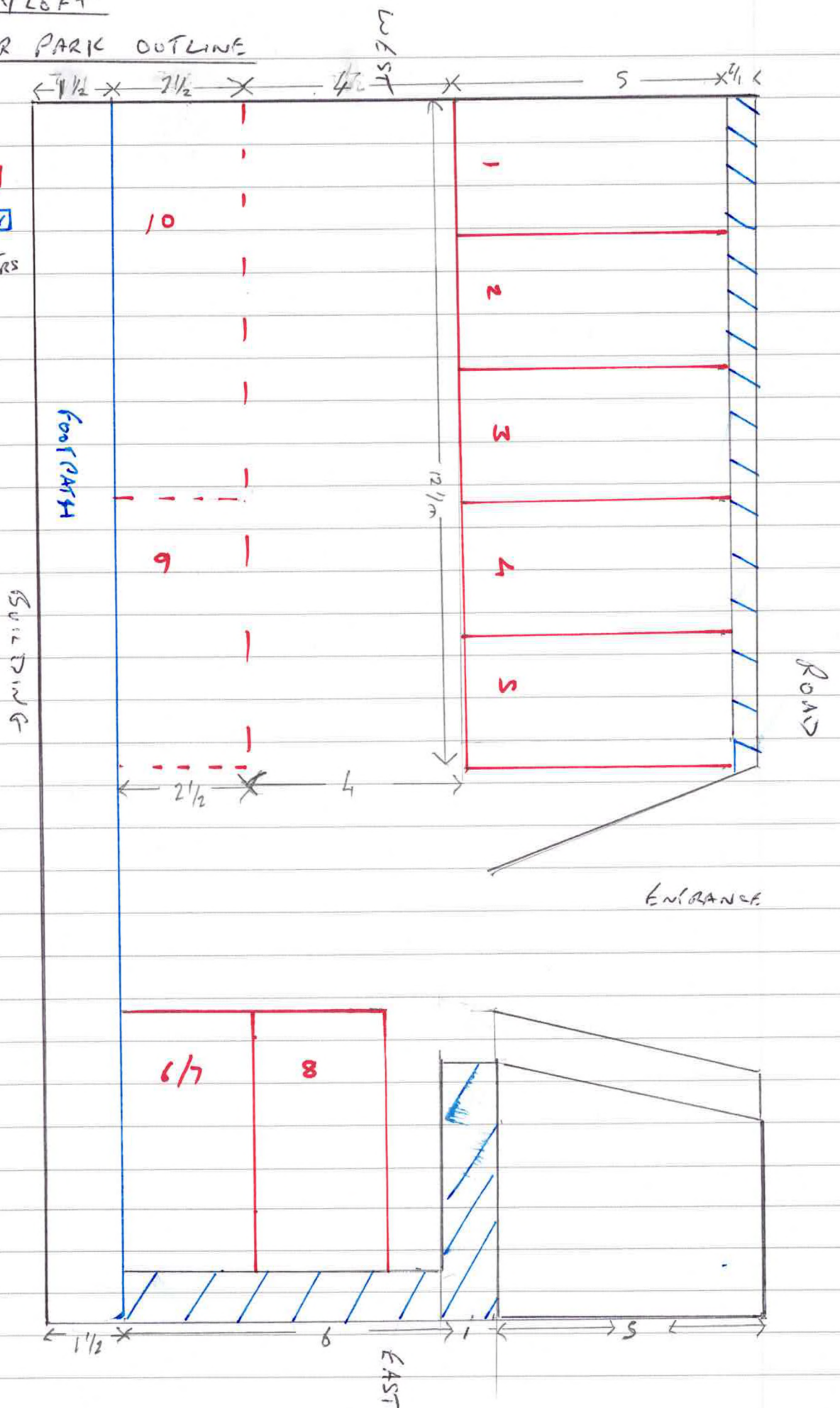


GARDEN STRIP



LENGTHS

Meters

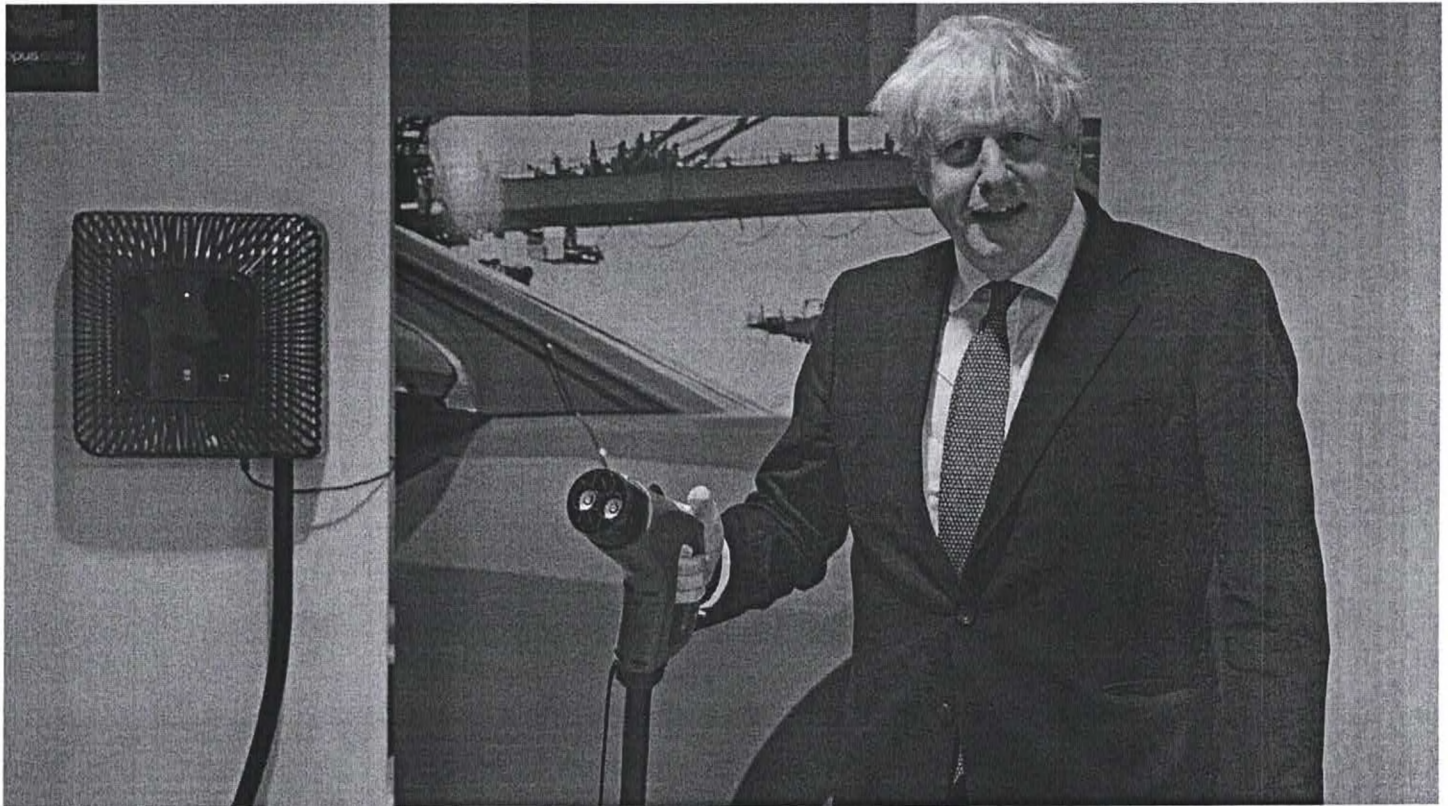


**T** Why you can trust Sky News >

**Electric vehicle charging points will be legally required in new build homes from next year, the prime minister is to announce.**

The government has already announced that it wants to end the sale of traditional petrol and diesel cars and vans by 2030 - although critics say there is no clear plan to achieve this.

The new initiative is set to be another part of the current government's strategy to reduce emissions and act as a world leader on green issues.



Boris Johnson is expected to tell the CBI the UK will gain advantages from being first to change its economy and transition to net zero.

As well as new build properties having to provide charging ports, buildings which have "major renovations" will also be forced to make the upgrade as well.

Charging ports are used to top up the batteries in fully electric vehicles (EVs) like the Tesla Model 3, the Skoda Enyaq and the Fiat 500 EV.





South Gloucestershire Council

# Residential parking standards

Supplementary Planning Document  
Adopted December 2013

[www.southglos.gov.uk](http://www.southglos.gov.uk)



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## Appendix A - Parking standards

### Minimum number of parking spaces<sup>14</sup> plus visitor allowance

Table A – Minimum parking spaces per dwelling

Type	Spaces
1 Bed dwelling	1
2 Bed dwelling	1.5 <sup>15</sup>
3 Bed dwelling	2
4 Bed dwelling	2
5+Bed dwelling	3

### Garages

**Only garages that meet the following internal space standards will count towards the parking standards:**

**Single garage: 6m x 3m**

**Double garage: 6m x 5.6m**

Where a garage is provided to the minimum size standards it will be accepted as providing the 'secure undercover [cycle] spaces' as required in policy T7 of the South Gloucestershire Local Plan. Where garages are provided below the minimum size requirements only 50% of them will count towards the parking standards. Garages will not be acceptable as the sole parking space(s) serving a dwelling.

### Visitor Spaces

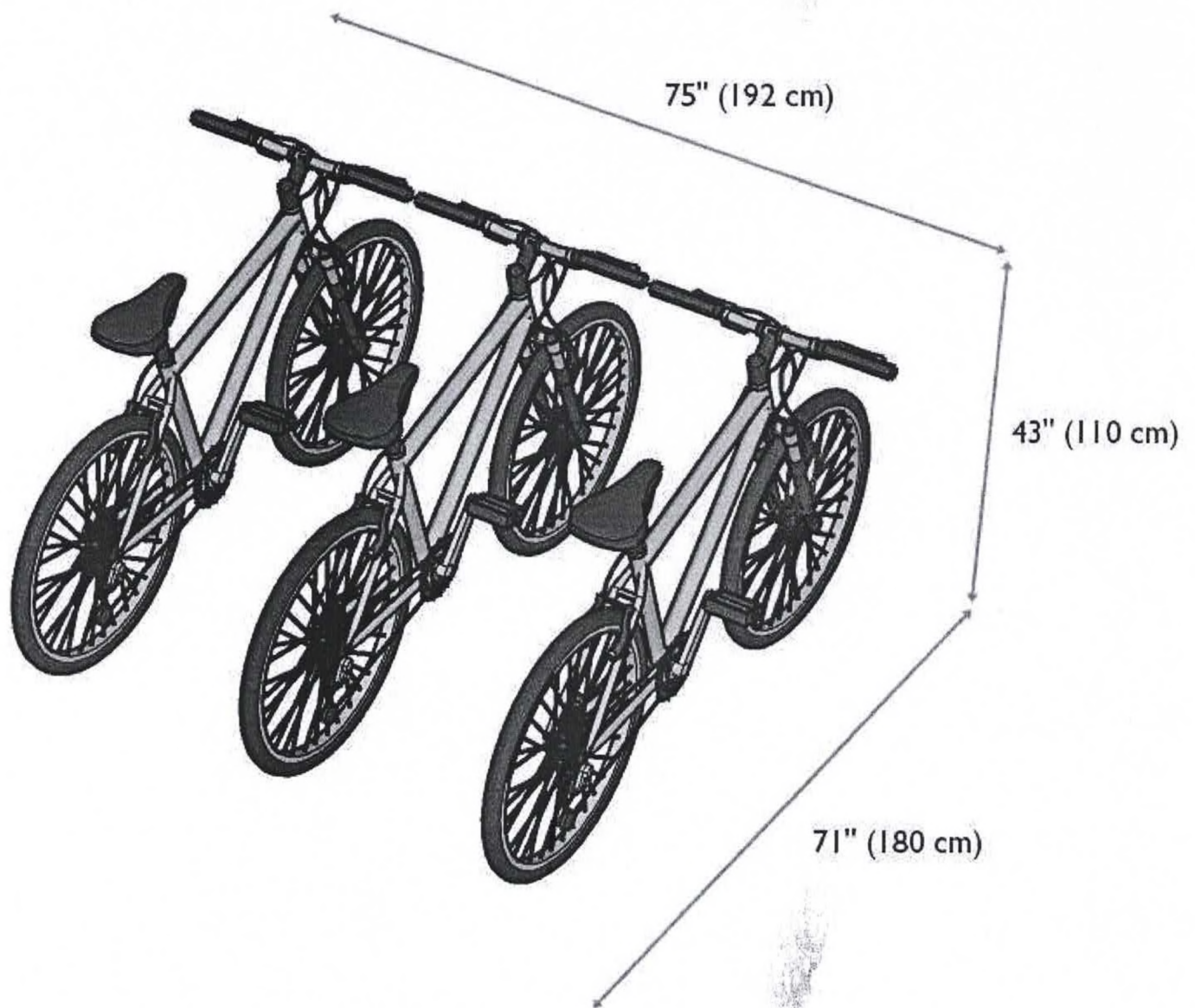
**An additional 0.2 spaces per dwelling for use by visitors should be provided unless otherwise agreed by the council<sup>16</sup>.**

<sup>14</sup> An external parking space is typically a minimum of 2.4 x 4.8m in size. Roadside visitor parking spaces plotted parallel to the highway may well need to be up to 6m in length but may also be narrower than 2.4m depending on the location. Spaces to the side / between flank walls of dwellings should allow additional space for access to the vehicle. A minimum of 3m is recommended to accommodate a single space between two dwellings.

<sup>15</sup> Requirement rounded down to the nearest whole number. Where 2 bed flats are proposed the council will encourage the provision of 1 parking space per flat, with the remainder of the requirement provided as unallocated visitor spaces in close proximity of the units they serve.

<sup>16</sup> The minimum number of dwellings that will require an additional visitor space is 5. The requirement for visitor spaces will be rounded to the nearest whole number.

# BIKE RACK.



ONE BIKE 64 cm x 180 cm

Carobs  
The Reddings  
Cheltenham  
GL51 6RL

8th May 2022

Cheltenham Borough Council  
Municipal Offices  
Promenade  
Cheltenham  
GL50 1PP

**Objection to the Following Planning:  
Hayloft, The Reddings, Cheltenham  
Reference: 22/00749/FUL**

Dear Mrs Pickernell,

We are writing to state our objection to the recent planning application (22/00749/FUL) for conversion of the Hayloft into 9 self-contained apartments. We live at Carobs, The Reddings, which is located opposite the Hayloft. We are aware that there is extensive history surrounding planning permission for the Hayloft, including a number of previous rejections, with the current planning being for a single dwelling. However, the look of the building, the construction work of which was just finished just a few months ago, does not seem to be in keeping with a single dwelling, but instead seems to have been built with this retrospective planning intent in mind.

Our main objections to this planning proposal include:

- **Parking.** The provision of 10 car parking spaces does not seem sufficient for 9 apartments. In addition, the parking area in front of the house does not look like it is of sufficient size for 10 parked cars, plus turning space. This will force cars to park along the road and block the pavement. This is not safe as (1) the road has poor visibility and there is restricted driveway access when cars are parked opposite/next to driveways given the narrowness of the road, and (2) it blocks access for pedestrians on the pavement, forcing them to walk in the road.
- **Not in keeping with the road.** The majority of dwellings along The Reddings are houses, not apartments, and therefore the conversion into so many apartments is not in keeping with the area.

Yours sincerely,

[Redacted Signature]