



## **CHELTENHAM BOROUGH COUNCIL**

### **Notice of a meeting of Planning Committee**

**Thursday, 14 December 2017**

**6.00 pm**

**Council Chamber - Municipal Offices**

<b>Membership</b>	
<b>Councillors:</b>	Bernard Fisher (Vice-Chair), Paul Baker, Mike Collins, Colin Hay, Karl Hobley, Garth Barnes (Chair), Adam Lillywhite, Helena McCloskey, Chris Nelson, Tony Oliver, Louis Savage, Diggory Seacome, Pat Thornton, Simon Wheeler and Alex Hegenbarth

The Council has a substitution process and any substitutions will be announced at the meeting

### **Agenda**

- 1. APOLOGIES**
- 2. DECLARATIONS OF INTEREST**
- 3. DECLARATIONS OF INDEPENDENT SITE VISITS**
- 4. PUBLIC QUESTIONS**
- 5. MINUTES OF LAST MEETING** (Pages 7 - 22)
- 6. PLANNING/LISTED BUILDING/CONSERVATION AREA CONSENT/ADVERTISEMENT APPLICATIONS,  
APPLICATIONS FOR LAWFUL DEVELOPMENT  
CERTIFICATE AND TREE RELATED APPLICATIONS –  
SEE MAIN SCHEDULE**
  - a) **16/02208/FUL Land at North Road West and Grovefield Way** (Pages 23 - 572)
  - b) **17/01390/FUL 10 Greenway Lane** (Pages 573 - 606)
  - c) **17/01411/OUT Phase 1, Land at Old Gloucester Road** (Pages 607 - 640)
  - d) **17/01459/FUL Gallagher Retail Park, Tewkesbury Road** (Pages 641 - 672)

- e) **17/01566/CONDIT** Door 4, 4 Montpellier Walk (Pages 673 - 692)
- f) **17/02022/FUL & LBC** The Cheltenham Townhouse, 12-14 Pittville Lawn (Pages 693 - 700)
- g) **17/02037/FUL** 5 Bournside Road (Pages 701 - 720)
- h) **17/02348/TPO** 92 Evesham Road (Pages 721 - 730)

**7. ANY OTHER ITEMS THE CHAIRMAN DETERMINES URGENT AND REQUIRES A DECISION**

**Contact Officer:** Judith Baker, Planning Committee Co-ordinator,  
**Email:** [builtenvironment@cheltenham.gov.uk](mailto:builtenvironment@cheltenham.gov.uk)







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### Planning Committee

16th November 2017

**Present:**

**Members (14)**

Councillors Barnes, Chair (GB); Fisher, Vice-Chair (BF); Baker (PB); Collins (MC); Colin Hay (CH); Hegenbarth (AH); Hobley (KH); Lillywhite (AL); McCloskey (HM); Nelson (CN); Oliver (TO); Savage (LS); Seacome (DS); Thornton (PT); Wheeler (SW).

**Substitute:** Councillor Rowena Hay (RH)

**Present as a speaker:** Councillor John Payne (JP)

**Officers**

Martin Chandler, Team Leader, Development Management (MC)

Emma Pickernell, Senior Planning Officer (EP)

Harry DuBois Jones, Planning Officer (HDJ)

Gary Dickens, Planning Officer (GD)

Adam Dyer, Heritage and Conservation Officer (AD)

Chris Morris, Senior Heritage and Conservation Officer (CM)

Nick Jonathan, Legal Officer (NJ)

**1. Apologies**

Councillors Baker and Collins.

**2. Declarations of interest**

**17/01790/FUL Playground, Old Reddings Road**

Councillor Seacome – is a member of the Public Art Panel which commissioned the artwork – does not consider this to be a prejudicial interest and will therefore take part in the debate and vote.

**17/01303/FUL 66 Townsend Street**

Councillor Fisher – didn't view the application site from the neighbour's property, but has had dealings on case work with the speaker, and given guidance – will withdraw from the Chamber.

**3. Declarations of independent site visits**

None.

**4. Public Questions**

None.

**5. Minutes of last meeting**

Resolved, that the minutes of the meeting held on 19<sup>th</sup> October 2017 be approved and signed as a correct record *without* corrections.

Councillor Barnes introduced Chris Morris, Senior Heritage and Conservation Officer, to Members and welcomed him to CBC.

## 6. Planning applications

Application Number: **17/01411/OUT**

Location: **Phase 1, Land at Old Gloucester Road**

Proposal: **Outline application for proposed residential development of up to 90 dwellings, associated open space, landscaping and infrastructure, including new vehicular access to Old Gloucester Road**

**DEFERRED**

Application Number: **17/01220/FUL**

Location: **Cotswold View The Reddings Cheltenham**

Proposal: **Demolition of existing dwelling and erection of 3no. dwellings**

View: **Yes**

Officer Recommendation: **Permit**

Committee Decision: **Permit**

Letters of Rep: **48** Update Report: i. **Letter from applicant, email from neighbour**  
ii. **Letter from Councillor Collins**

EP introduced the application as above, reminding Members that it was deferred in September, for Members' concerns about two issues to be further investigated. Firstly, highway safety: following the meeting, the applicant commissioned a speed survey with a Highways Authority approved consultant. This demonstrated that the 85<sup>th</sup> percentile speed travelling to the south west was 31mph, requiring visibility splays of 48m, and to the north east 19.9mph, requiring a splay of 25m. These results have been passed to highways officers, who are confident that the visibility splays provided will exceed those required. The plans have also been amended to accommodate a 1.2m-wide pavement. Secondly, the status of the building: the conservation officer had previously stated that the building had been significantly compromised over the years, and does not have the architectural merit to warrant listing. The recommendation therefore remains to permit, subject to the conditions set out in the report.

### Public Speaking:

#### **Mr Paul Thomas, on behalf of Reddings Residents Association, in objection**

At the September meeting, committee members wanted a traffic survey because of road safety concerns. Peak traffic speeds were recorded at over 60mph, although the positioning of equipment not in line with Highways standing advice. This was raised with the highways officer, as the equipment was located near a bus stop, near a junction, and where cars regularly park outside a shop. Guidance states to avoid these as the results are not representative of the true speed. Residents

asked Highways for a survey in accordance with guidance, and were told it would be unreasonable to ask for another survey – in view of the safety issue, an unacceptable response. The visibility splays and narrow pavement can only be realised if both adjacent neighbours remove fences in their ownership which they will not do – so how will the development work. The applicant has attempted to incorporate a narrow pavement, exposing other issues with that are wrong with this proposal. The proposed pavement is 1.2m wide, narrow in the context of traffic volume and peak speeds, and unsafe for parents with small children or a push chair. The adjoining pavements are 1.8m with a 1.5m grass verge. This amendment also makes the drives shorter, exacerbating safety worries as any large parked vehicle on the driveways will block visibility further. Given the known road dangers, all the neighbouring properties, near the roundabout have turning areas. The revised proposals have removed most of the green landscaping at the front of the properties; the tree officer wants to preserve the Rowan and requested a landscaping plan, but these have not been submitted. The drawings are confused and contradictory; the 3D images show shrubs and trees where there is a small patch of grass, which will inevitably be tarmacked over. The street scene from the road looks like one continuous ugly slab of tarmac, 22 metres wide; there are no other examples of this in Reddings Road – the proposal will represent an open car park. To rectify the safety and landscaping aspects, the build line would need to be moved back, but this can't be done because of the minimum separation distance – all pointing to an overdevelopment of the site. Notwithstanding the heritage issue to be addressed by the ward councillor, an application for two suitably spaced houses was submitted, the safety and landscaping objections could be resolved

### **Mr Mark Le Grand, applicant, in support**

As Members know, the application was deferred in September; is here tonight to confirm the actions undertaken to deal with Members' concerns relating to the existing property, the pedestrian footpath, . highways safety, and over-development. A 1.2m pavement has been incorporated into scheme, the full length of site frontage, linking the existing pedestrian footpaths on the north side. The footpath has been designed in strict accordance with Manual for Streets and will be adopted by Gloucestershire Highways on completion. In response to Members' concerns about highways safety and vehicle speed, two speed surveys have been carried out by Highways-approved contractors, collecting data over seven days. The Highways report states that '*the speed survey confirmed that the 85th percentile speed travelling to the SW was 31mph, this requires visibility splays in accordance with Manual for Streets of 48m and NE an 85th percentile speed of 19.9mph which will require a splay of 25m.*' Drawings illustrate that highway visibility will be greater than 61m in both directions, far exceeding requirements set out in Manual for Streets, and that two large cars on the driveway of each plot will not compromise the visibility splays. Regarding the demolition of the existing property, the conservation officer and Historic England have confirmed the building doesn't warrant local or national protection. Regarding over development, the size and scale of the proposed dwellings, plot dimensions, driveways and gardens are all appropriate to the locality; the Architects Panel raised no objection, stating that the site layout, density and scale are all in keeping with other plots in the area. . With additional information and amendments provided, all previous concerns have been addressed; is confident that the scheme is suitable for the site and locality, and hopes that Members will be minded to approve.

### **Councillor Britter, in objection**

At the last meeting, the decision was deferred to fully investigate two issues: highways safety, and a full review of the current historical status of the existing dwelling. Neither of these issues has been properly undertaken or answered; many residents have been in contact, reconfirming their opposition to the proposal, and their belief that the property is of historic importance to village and town warrants it. Cotswold View is the oldest building still standing in the Reddings – there are none of this architectural style or character in the area, both key requirements for listed status. There is no

argument about age – 200+ years – which is another key factor for listing. The conservation officer report states a large number of alterations have resulted in the building losing its architectural and historic interest, but the previous owner confirms that many features still exist, and a letter from a local resident who has been in contact with Historic England tells a different story – the opposite, in fact. It is a fact that many of the requirements of listed status are met; the Council has a duty to review application in a fair and transparent way, but in this case it has not. No further investigation or referral to Historic England for full assessment. Why not? Many key elements are there, and once the building is gone, it is gone for ever.

This is a ‘garden grab’ development – three houses where there was one – and a blatant over development, contrary to NPPF guidance, inappropriate, and impacting adversely on the overall environment. The development will impact on road safety in the area. The proposed pavement is welcome but only adequate for a single pedestrian and makes the drives shorter as a result, and a large car or van parked on the front driveways will impede visibility from neighbouring driveways. To accommodate the pavements the majority of green landscaping to the print has been removed, and a small decorative wall, leaving one continuous slab of tarmac 22 metres wide on this part of the road. There are no examples of this type of street scene elsewhere in The Reddings, and it will look out of place – other properties have walls, hedges or lawns. In addition, does this large expanse of tarmac comply with sustainable urban drainage requirements?

Regarding the second issue referred back to officer – highway safety – the residents’ association still has major concerns. The submitted traffic survey is not conducted in accordance with highways standards, with the monitoring equipment positioned in the wrong place. This was repositioned on the slowest part of the road, and the results are not a true reflection of the traffic speed adjacent to the proposed development. To achieve the required 54m visibility splays from each access point, and to implement the new footpath, the boundary fences on both sides of the development will need to be modified, but the applicant doesn’t own the fences in question, and both neighbours categorically confirm they will not alter or amend their boundaries. If this application is permitted, there should be a planning condition to ensure that development cannot commence until this issue has been satisfactorily resolved.

**Member debate:**

**PT:** do the visibility splays have to be in place before the building starts?

**CN:** can officers address the issues raised by the speakers: firstly, the location of the speed equipment – is this a significant issue?; secondly, the visibility splays – how dependent are these on the neighbours’ fences and how significant is that issue?

**SW:** Condition 6 states that the new dwellings shall not be occupied until the visibility splays are sorted; this should state that the *building work shall not start* until this is sorted. Conditions are not followed up retrospectively – the excuse always being ‘it’s a bit late ... can’t pull it down now...’ but once demolition starts, there is no going back.

Regarding the architectural merit of Cotswold View, is disappointed in the officers’ view. Can see tremendous value in the building. It’s true that it’s altered over the years, and is not good at the back, but if that work hadn’t been done, the place wouldn’t have been suitable for modern living and would have been demolished many years ago. How many times has Lypiatt Lodge been altered since it was built, yet it is now a GII listed building. Cotswold View has been altered but cannot see that this makes a lot of difference, as it is the view from the street that is most valued. Walks through The Reddings a lot – there are a lot of modern buildings and only one or two beautiful old ones like this. It

even includes an old smithy's workshop in the back garden, adding historical interest and offering tremendous value to the area, making The Reddings what it is. It was once a little village – it's now encompassed by Benhall, but it is nice to look back at what it was. This beautiful building – the market garden, the blacksmith, the post office – has enormous historical value.

The first speaker said that it doesn't appear that anyone at CBC has done any real work in evaluating the building – he said the officer has cut and pasted the neighbour's notes about the building, and the rest is speculation. Has anyone really been to have a look at this or done any real work to discover the true historical value of this building. It doesn't appear so, and will find it very difficult to support the application until this work has been done. Is minded to vote to refuse the proposal. Realises an appeal is likely, but it would allow time for a proper assessment of the building; if this shows that the building isn't worth keeping, then fair enough, but it could be of enormous value.

**CH:** has some questions about the fences on the adjoining properties. Why has the condition been changed? It previously stated that works couldn't start until the conditions were satisfied. Since the last meeting, it's become apparent that planning officers at County Highways don't talk with local highways managers who know the roads and traffic situations well. Would be interested to know if the highways officer has been in touch with the highways manager to see if he has any views on the development and the way in which it will impact on the street.

**BF:** this building is not locally listed, but there have been a few applications over the years for locally indexed buildings – so Members know that it is very difficult protecting buildings that are locally indexed. The speaker said that if the application was for just two houses rather than three, the local residents wouldn't object – even though this would involve demolition of the building they are trying to protect.

**EP, in response:**

- Regarding the visibility splays and fences: the condition was suggested by the county council – vehicle access not until the roadside frontage boundaries have been set back to provide splays. Alterations on the boundaries are needed for this; even if this is not in the control of the applicant, the applicant will be under obligation to fulfill the condition. At the moment, there is a trigger in the condition – not to use the vehicle access until the visibility splays are achieved. We could change the trigger to 'prior to any works on site' to satisfy Members' concerns;
- Regarding the location of the speed monitoring equipment: this was initially placed at a point where highways officers felt it would not give accurate results; it was subsequently moved and the remainder of the survey was carried out in accordance with highways advice, in keeping with the criteria set out in the Manual for Streets, regarding the junction/roundabout;
- The Reddings is a busy road, with parked cars and a bus stop, and highways officers felt that the position chosen was representative of the road. The speeds recorded were not particularly high, or even borderline, and were considered acceptable for the area, demonstrating that the visibility splays provided far exceed the requirements – this has been confirmed by highways officers, who are confident in these results;
- To CH, some of the conditions have changed from the previous application, but the highways conditions are identical to last time;
- The conservation officer is present at the meeting to give further elaboration on the situation relating to the historical value of the building.

**AD, in response:**

- Regarding any special architectural or historical interest relating to Cotswold View, carried out a desk-top survey, looked at historic maps, made two site visits, discussed the case with the new conservation officer, and had an informal chat with Historic England. All confirm that the property

- is not eligible for listing, and the local authority is therefore not put it forward for special status; anyone can put in a request for listing to Historic England however;
- The building has a two-storey flat-roofed extension, a uPVC conservatory, uPVC windows and porch, no original fireplaces; it has lost its original two-up two-down plan form, the roof is angled at the front and flat at the back, and architectural character is gone;
  - If local residents submit a request for the building to be listed, Historic England will look at it quickly, as it is under threat of demolition.

**PT:** the pavement proposed by the builder is narrower than the adjoining pavement, and it will be very difficult for a wheelchair user or someone with a pushchair to negotiate – it will not be safe. Has looked at this on the drawings – it is a nice touch but doesn't do the job. Also notes that this isn't included in the list of conditions; unfortunately, developers sometimes promise things to get their plans accepted which don't materialise. The pavement should be enshrined in a condition to prevent any mistakes. It is a fact that the visibility splays should be in place before any work is done on the site. Lorries will need vision of the road as they come and go.

**SW:** the conservation officer said residents could seek listing of the building. If Members vote to permit the scheme, they won't have the opportunity to do this. The applicant will say permission has been granted, but the neighbours may want to go further forward with the listing. We need to further defer or refuse the proposal tonight, to give residents the opportunity to do that work.

**RH:** to clarify with EP – can we put in a condition to stipulate that no work at all can take place until the visibility splays are in place?

**TO:** supports SW. The decision should be deferred again, to give residents the opportunity to apply for listed status.

**EP, in response:**

- The trigger for the implementation of the visibility splays could be set for pre- or post-demolition, though it would be cleaner to set it as before *any* work is done on the site;
- To PT, re a condition to ensure the pavement is included – this will be included on one of the approved drawings, which will be set out in the conditions, but if it would give Members extra comfort, an additional condition can be added to ensure that the pavement is implemented.

**PT:** will the pavement be full width?

**EP, in response:**

- It will be in line with the altered plans. The highways officer has said that a pavement 1.2m in width is OK in this location, and there is no basis for requiring it to be any wider as it meets the criteria used by highways;
- Regarding a further deferral to allow residents the opportunity to apply for listing – they have always had this opportunity, and the application has been in since July. Would therefore be reluctant to recommend that course of action;
- The conditions require certain works to be carried out before demolition, and this time will allow residents the opportunity to apply for listed status. Historic England say they would deal with such a request quickly.

**BF:** can the conservation officer confirm that if a building is locally indexed, it is not protected from demolition.

**AD, in response:**

- That is correct. Local indexing shows that a building is important but offers no protection in legislative terms.

**AL:** if the building was to be nationally listed in the near future, would it be protected even though planning permission had been granted?

**AD, in response:**

- Listed building consent would then be required to demolish it.

**RH:** for clarification re. the splays – unless the adjoining residents give their permission to sell or change the boundary line, nothing can happen there anyway?

**EP, in response:**

- If they own the boundaries, they would have to come to some arrangement with the applicant. Who owns the boundaries is not relevant in planning terms.

**MJC, in response:**

- We don't know who owns the boundaries and nothing can be done on the site or to the building until the condition regarding visibility is discharged. The ownership issue needs to be resolved, and the dwelling cannot be demolished until that happens.

**BF:** understood that if a hedge belonging to another property is not allowing proper visibility, the highways authority can insist it is removed.

**MJC, in response:**

- We are not talking about a hedge here, but a physical structure;
- Feels that the debate is going round in circles. Members have received clear advice on the two issues for which the decision was deferred in September;
- the conservation team has explained the relevance of the building, and although no one wants to see the building demolished, we have to work within the planning system, which is offering it no protection. Although this is what Members want, the building is unlikely be listed by Historic England. Members of the public had the opportunity to apply, and the Committee didn't request officers to do so;
- regarding the highways issues, the splays needs to be resolved before the building is demolished, which allows an opportunity for residents to apply for listing.

**Vote on Councillor Wheeler's move to defer**

2 in support

9 in objection

3 abstentions

**NOT CARRIED**

**Vote on officer recommendation to permit with additional condition stating that no work can be carried out on the site until the splays and pavement have been resolved**

8 in support

5 in objection

1 abstention

**PERMIT**

Application Number: **17/01521/FUL**  
Location: **32 Noverton Lane, Prestbury**  
Proposal: **Replacement of single storey sunroom and internal alterations (retrospective)**  
View: **Yes**  
Officer Recommendation: **Permit**  
Committee Decision: **Refuse**  
Letters of Rep: **2** Update Report: **None**

HDJ introduced this retrospective planning application for further extension, which was deferred in October to allow Members the opportunity to visit the neighbouring property and witness the effect of the extension on the sunroom. There are no changes to the application, and the officer recommendation remains to permit.

**Public Speaking:**

**Ms Unett, neighbour, in objection**

Owns the connecting semi-detached bungalow – has lived there for 13 years. The sunrooms are adjacent, separated by just over a foot, originally built in similar styles to give balance and consideration to the rotation and reflection of the sun. The new structure at No. 32 raises the adjacent wall by over 4ft, resulting in a looming wall which blocks the sun and makes her conservatory redundant for much of the year. During the summer shadow is cast over half the conservatory, leaving the sofa in constant shade. A conservatory is designed to benefit from the sun but this is being denied by this extension, with no consideration for the impact on her property. The majority of the blame for this falls with the architect and builder, who have proceeded without checking or understanding building regulation requirements or the restrictions of permitted development. The neighbours are also accountable for ignoring neighbourly consideration. The council's original advice was not to do anything but to let the process take its course, which was extremely difficult advice to follow. Seeing the building develop daily while waiting for planning enforcement to attend the site and deem that planning permission was required was excruciating and has led to the current situation. For this reason, CBC planning enforcement team is equally responsible with the architect and builder. They were first notified 24 hours after the initial wall was built, but turned up two weeks later when the structure was complete. Both she and the applicants have been failed by the system. Is not opposed to development within reason, but this is unnecessarily intrusive and has been constructed with no consideration for her adjoining property.

**Mr Tucker, on behalf of the applicants, in support**

Is speaking on behalf of his parents-in-law, the applicants, to put over an accurate representation of the situation. The extension at 32 Noverton Lane was well considered, taking into account numerous extensions of a similar type in the area, and to achieve one consistent floor level throughout the bungalow. A trusted draughtsman and local builder with good reputations and skills were employed, who have done their jobs to the best of their ability. The ground slopes away from the front of the bungalow to the back, and the previous structure had a poorly designed sun room, with damp and subsidence problems, as well as a dangerous one-foot step down into it from the back bedroom, making it difficult for the owner and any future occupants to move around safely. The height of the ceilings had to be balanced to match the rest of the bungalow. Before building work started, the neighbour was approached and made aware of the proposed plans. There is no reduction of light to her sunroom, and no compromise in her privacy; her position has been discussed with care and consideration by the family, who care how she feels. The applicants are happy to reduce the parapet, and want to install a system so that any waste water from the roof will not run off between the two properties or onto the sunroom next door. Understands that the neighbour is currently looking at an unrendered structure, but once it is finished, it will blend in seamlessly and never be seen from the front or side of the property. Once it is painted white, it will offer more illumination to the neighbouring

sun room. Is looking for a definitive solution today, so everyone can move forward, and the applicants can move into their new home without undue stress or anxiety.

**Councillor Payne, in objection**

At the last planning committee meeting, Members agreed to defer their decision, and have now heard from both sides, which explain the situation better than he can. Had hoped that deferral would result in the two parties reaching an agreement with each other, to find some way to settle the problem, and has met with both the applicants and the neighbour in an effort to explore the options available. Agrees with the first speaker that the builder has to be culpable for the error in construction, but the process that has brought us to this point also has to be examined closely. Neither party has been served well by CBC officers. Planning enforcement officers did not respond appropriately when the neighbour originally alerted them, and by the time they did, the building had been built. Had hoped that Planning Committee would have a better idea of what remedial actions could be taken, if appropriate and proportional. Was concerned by an email sent by a planning officer advising not to proceed obtaining costs – understood that the whole point of deferral was to obtain a proportionate response. Planning Committee Members don't know the implications if they approve or refuse the proposal – this has happened time and time again, and we need to look at the process. Both sides have put their case well tonight, and now the Committee must decide the outcome. The interference of officers has not helped.

**Member debate:**

**CN:** both speakers have provided interesting input. Is concerned about the enforcement issue. Has no gripes with the officers themselves, who do a very good job, but the issue is with their workload – there aren't enough officers to respond rapidly. Would like to ask the Chair to consider writing a letter to the leader about the issue – depending on what other Members of the Committee feel – emphasising the importance of recognising the issue of the shortage of enforcement officers. Councillor Payne mentioned that he hoped deferral would allow the opportunity to look at remedial actions and costings, which could lead to reconciliation of the two parties – this is always better than a blunt decision.

**GB:** has noted CN's comments.

**BF:** Members have viewed this site twice now. The east-facing wall which is being disputed will be reduced in height and white rendered; there will be a gap between the extension and the neighbouring conservatory. Went into the neighbour's conservatory; an uplighter was on, and when this was switched off, there was little or no shading from the other side of the room, on the application side, where the conservatory was built under the neighbouring guttering. The conservatory faces east and the sun comes in from the west, so a little shading will be caused. Couldn't witness this on Planning View as it wasn't a sunny day. Members have to make a judgement on what they saw, and he saw more shading on the left than on the right.

**DS:** is not happy with retrospective applications. On Planning View, felt oppressed when viewing the wall next to the conservatory, and the intention to lower it by 300mm is not enough – it needs to come down further. Is not happy about the punitive aspect of this, but the whole structure is imposing and something drastic needs to be done to allow light into the neighbour's conservatory.

**SW:** agrees with DS. Stood in the conservatory on Planning View and understands what BF is saying, but the photographs show the situation on a sunny afternoon and it is clear to see that there is a shadow. It is a north-facing conservatory so will never be bright and sunny, but the difference in height isn't marginal – it is considerable. Somewhere along the line, someone could have done things

differently. When his own kitchen was extended into the garage, there was a height difference, and a choice to be made – to remove the roof and rebuild, with a step down, or have a lower ceiling. Eventually went for a compromise, resulting in the ceiling of the new part of the kitchen being lower than the rest. This is not unacceptable, and similarly in this case, the applicants could have gone for a lower ceiling or step down. The point that gets him is being told time and again that retrospective applications must be viewed in the same way as a new application. If this was a new application, would not put his hand up in favour – it doesn't look right and harms the neighbour's amenity. There could have been several good solutions, and will therefore struggle to vote in support.

**KH:** in the interests of brevity, agrees with all DS's remarks, which DS put better than he could.

**MJC, in response:**

- addressing an issue raised by one of the public speakers, no planning officer would ever stop an applicant from doing something – they cannot do this. Planning officers can only give their professional advice, and in this case, they advised that the applicants shouldn't touch the structure following the last Planning Committee, as the decision had been deferred pending a site visit for Members to view the effect from the other side of the fence;
- the planning team would never say 'don't do this' – it is not in our gift. Everything is done in the interests of transparency, and officers wanted Members to see the site exactly as it was when the application came to Committee last month;
- officer advice remains as it was last month – yes, there is an impact on the neighbouring conservatory; the development next door will have a limited effect on the amount of sunlight entering the conservatory, which will change with the seasons and with the time of day, but not so significant as to warrant refusal of planning permission;
- planning officers are relaxed about what is on the site. It is an unfortunate situation, but a Planning Inspector is likely to be clinical in his or her deliberation, with proportionality as the main consideration – would removal of the roof be proportional to the level of harm? Officers feel it would not.

**PT:** wasn't going to speak, but is a bit concerned. Sometimes planning officers view things from a highly professional angle and lose the human aspect. We are talking about this lady's home, where she lives, and spends a lot of time in her conservatory. Disputes the officer's comment that there will be no significant harm. It is disgraceful, and officers can't empathise with the neighbour but can with the applicant. Will vote against, and hopes someone will be able to find a solution which is better for both parties.

**GB:** hopes that officers always work in a sympathetic and professional way. In this case, it is up to Members to make the final decision.

**CH:** is happy to accept planning officer advice regarding the light. This application is similar to one in Giffard Way, and proportionality is the main consideration. Agrees with a point raised by a number of councillors, that if this proposal was presented in the first place, would not have been comfortable to agree with it – the extension is overbearing and will have a big impact on the neighbour's property. The proposal could be refused on design grounds, and for the overbearing impact it will have on neighbouring amenity. Is minded to refuse.

**GB:** Members needs the wisdom of Solomon to decide this one. It was clear on Planning View that there will be an impact on neighbouring amenity, but the officer view is that it will be hard to defend a refusal at appeal.

**BF:** officers have clearly said that there is nothing from a planning officer point of view to justify refusal, if this was a new application.

**Vote on officer recommendation to permit**

5 in support

7 in objection

1 abstention

**NOT CARRIED**

**Vote on CN's move to refuse, on CP4 and CP7**

7 in support

5 in objection

1 abstention

**CARRIED - REFUSE**

**MJC, in response:**

- feels that officers can phrase a refusal reason on these issues – one drives the other.

**SW:** thanks to MJC for this statement, which will involve working against his original view to word a refusal.

**GB:** a sign of true professionalism.

Application Number:	17/01303/FUL
Location:	<b>66 Townsend Street, Cheltenham</b>
Proposal:	<b>Two-storey side extension</b>
View:	<b>Yes</b>
Officer Recommendation:	<b>Permit</b>
Committee Decision:	<b>Refuse</b>
Letters of Rep:	<b>0</b>
Update Report:	<b>None</b>

**GD** introduced the application as above, for a two-storey side extension. It is at Committee at the request of Councillor Hobley. The recommendation is to approve.

**Public Speaking:**

**Mr Patel, neighbour, in objection**

Objects to loss of sunlight to his property resulting from the extension; the back of his property overlooks the railway bridge, so the front outlook is particularly important. Also has concerns about the whole process with property landlords. Living opposite this house, is aware of a variety of anti-social behaviour - comings and goings throughout the night, car doors slamming between midnight and 6.00am – the police have records of previous tenants. Struggles to keep the street clean, scrubbing it with bleach some mornings, and is concerned about the effect on his young daughter of living opposite this house. The landlord won't speak to him, despite there being no communication issues. Is also concerned about the number of HMOs, in Townsend Street. Parking is a big problem, and often ends up parking 2-3 streets away. This proposal will mean the loss of a parking slot, making the situation even worse. There is an increasing number of HMOs – with 60 houses, the street could easily end up with 150 cars. Has a serious objection to this proposal for the number of HMOs, the anti-social behaviour of the tenants, and the loss of a parking space

**Member debate:**

**SW:** has enormous sympathy with the speaker but unfortunately very little of what he has said can be considered by Members when judging the application. Can see that he is frustrated with the situation, but his concerns regarding the tenants' behaviour are a police matter and cannot be taken into consideration. Regarding the loss of light, the proposal would easily pass the light test, and is nowhere near having any impact on the property opposite.

**KH:** asked for this application to come to Committee, because of the issues raised by the speaker, and because he is ward councillor for the area. Has not done an independent site visit, but works down the road and knows the area well. BF is the county councillor for the area and is aware of the issues mentioned by the speaker; it is a shame that he cannot take part in the debate. Members are always frustrated and annoyed that they can't take the impact of parking into account when making planning decisions. At the moment, the space this application proposes to build on is used for off-road parking; Townsend Street is an extremely difficult road on which to park. It is not safe, is always busy, and because it was left out from the county council's residents' parking scheme, it has become the place for all the displaced parking from St Paul's, causing real difficulties for residents of Townsend Street and the surrounding streets. It is very important that we pay attention to what the objector has said; this proposal may result in the loss of only one parking space, but it is an extremely busy road. The houses on this street, including this one, are small properties, but this small house is being made much bigger. It will have six bedrooms; Bedroom 5 is incredibly small, and fitting a double bed into Bedroom 2 is ambitious. The planning system doesn't have regard for all we want it to; it should have regard for all we want it to do, for the people using the building in the future. The house is clearly used as an HMO – there will be six or more people in this very small house, two rooms with en-suites, one bathroom to share – are these the living conditions we want for the people of Cheltenham?

How close together the properties on this street are may not be a planning consideration but there are obvious problems regarding anti-social behaviour, usage of the property, sufficient noise inclusion, loss of amenity – there is nothing in place to protect the neighbours against this. Realises the need to maintain a sense of balance – is pleased that something is being proposed for this building, which is in need of TLC. Finds the situation frustrating as a local member – cannot support the application but is pleased someone will invest money in the building.

It is a shame that the applicant is not present to better inform the debate. Most Members are aware that there are discussions with planners and others regarding the possibility of an Article 4 directive, which will have an impact on HMO properties. It is a future plan of the authority to bring this in in St Paul's, which shows that this is an important issue to the local people who live there.

**GB:** to confirm, the light test was discussed on site view, and all appropriate standards have been met.

**GD, in response:**

- confirmed that the speaker's property was visited on site view, and the light test was comfortably passed – there are no planning concerns in this regard;
- regarding the house itself, it has been the subject of consultation with the council's housing standards officer, with reference to the habitable space. The appropriate standards are met;
- the applicant is caught in the middle of the housing standards officer and the planning officer and has achieved a design which satisfies both, in terms of size of bedrooms and number of bathrooms.

**SW:** realises that this is not a planning issue, but understands that an HMO for more than six requires extra planning permission – does this mean six bedrooms or six individuals? This house has six bedrooms, but there could be double that number of people living there.

**GD, in response:**

- a house lived in by 3-6 residents is classed as C4, a small HMO. Change from a dwelling (C3) to a small HMO (C4) is a permitted development change. The plans show six bedrooms, but if more than six residents live here, an application for a large HMO will be needed. However, although the drawings show double beds in the rooms, there won't necessarily be two people in each bed.

**SW:** there is quite a big question mark over this then.

**Vote on officer recommendation to permit**

4 in support

7 in objection

1 abstention

**NOT CARRIED**

**GB:** Members need to provide reasons why the application should be refused.

**KH:** his knowledge of specific reasons is limited. Would suggest design grounds.

**CN:** CP4 – safe and sustainable living – would be appropriate.

**PT:** Also the fact that there are too many HMOs in the area.

**CN:** CP1, CP4 and CP7 could all be used.

**MJC, in response:**

- KH's comments have clearly resonated, and officers can pick up on a few of his points. He mentioned parking difficulties and the loss of a space on the street; this will add to the difficulties for future residents. The high number of HMOs can also be put forward as a refusal reason;
- These aren't the strongest of reasons, but they are the will of the Committee, and if the applicant goes to appeal, it might be helpful regarding what CBC does with future policies and with Article 4;
- Officers will craft a refusal reason based on displacement of parking, proliferation of HMOs, the type of environment being set up, and the fact that there are six bedrooms without planning permission – none of this is unreasonable.

**PT:** saw the internal layout of the house – one room appears to be big enough for a double bed and nothing else. These are not acceptable living conditions.

**GB:** as officers have said, housing standards requirements are fulfilled, and MJC has helpfully offered an option for refusal.

**CN:** reading MJC's body language, wonders if he has any stronger ideas that might apply.

**MJC, in response:**

- Is not aware of a different argument. KH has made an articulate case. Doesn't necessarily agree with all he has said, and doesn't know how well it will do at appeal, but the reasons put forward are not unreasonable;

- CP4 and CP7, together with the NPPF requirement to generate nice places to live can all be used. Suggests officers put the words together and run past the Chair and Vice-Chair before issuing the decision notice.

**CH:** regarding housing standards requirements, in this case a number of very small bedrooms will be created. If there were just one or two, together with communal living spaces, can see that this would be acceptable. Abstained from the vote – could not see there was any good reason to object, although felt very uncomfortable about the building. The total environment being created in the house is not conducive to people's well-being, living on top of each other. Looking at the bigger picture, the effect this will have on the well-being of the people in the house will spill over on to the well-being of the neighbours, causing undue stress, which comes out in various forms. Having abstained from the first vote, in the light of these further discussions, will vote for refusal on grounds of sustainability.

**GB:** MJC has set out the reasons for refusal, and the Chair and Vice-Chair will take a view on these.

**AH:** to build on CH's comments, as a student, lived in a similar house to this and it was awful. The residents had no quality of living, the environment was very stressful, there was no communal space. We talk about 'planning considerations' regarding the physicality of the building, but there is a difference between a house and a home, and being able to park near one's home is an important consideration. It may not be a planning consideration now but is something that should be looked at in the future.

**DS:** notes the suggestion that the refusal reasons are agreed by the Chair and Vice-Chair, but the Vice-Chair (BF) has not been part of the debate.

**MJC, in response:**

- Suggests that KH is included as the relevant councillor;
- A core planning principle of the NPPF is to create high-quality accommodation of good design and sustainable, this being better for the people who live there;
- Will put together a refusal reason incorporating this and the other issues discussed this evening.

**GB:** all agreed that GB and KH will agree the final reasons for refusal.

**Vote on CN's move to refuse**

10 in support

1 in objection

1 abstention

**MOTION CARRIED - REFUSE**

Application Number: **17/01719/FUL**

Location: **Lindens Tower, New Barn Lane**

Proposal: **Replacement windows and new doors (part retrospective)**

View: **Yes**

Officer Recommendation: **Permit**

Committee Decision: **Permit**

Letters of Rep: **0** Update Report: **None**

**MJC** introduced the application for replacement windows and doors in the Prestbury conservation area. It is at Planning Committee due to an objection from the Parish Council. The officer recommendation is to approve.

**Public Speaking:**

None.

**Member debate:**

None.

**Vote on officer recommendation to permit**

12 in support – unanimous

**PERMIT**

Application Number: **17/01790/FUL**

Location: **Playground, Old Reddings Road**

Proposal: **Proposed installation on 3 public realm art panels**

View: **Yes**

Officer Recommendation: **Permit**

Committee Decision: **Permit**

Letters of Rep: **7** Update Report: **None**

**MJC** introduced the application as above, to install a piece of public art at Humpty Dumps playground in Old Reddings Road. It is at Committee because CBC is the applicant, and the recommendation is to permit.

**Public Speaking:**

None.

**Member debate:**

**SW:** this is a wonderful piece of artwork. Is glad to see it installed.

**RH:** it has taken an awfully long time to spend this S106 money. Well done to everyone involved for getting to this stage.

**Vote on officer recommendation to permit**

12 in support – unanimous

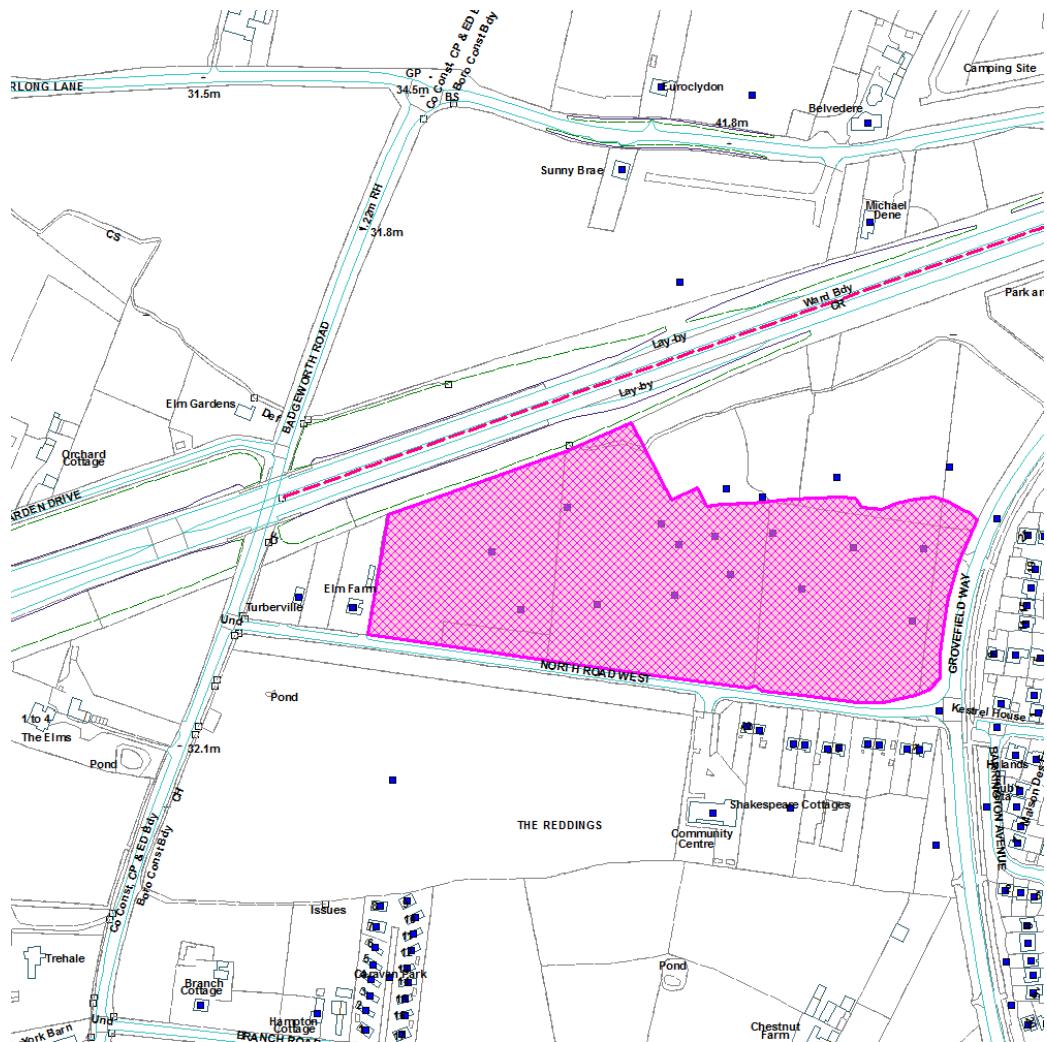
**PERMIT**

*The meeting ended at 7.50pm.*

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<b>APPLICATION NO:</b> 16/02208/FUL	<b>OFFICER:</b> Mrs Emma Pickernell
<b>DATE REGISTERED:</b> 13th December 2016	<b>DATE OF EXPIRY:</b> 14th March 2017
<b>WARD:</b> Benhall/The Reddings	<b>PARTY:</b>
<b>APPLICANT:</b>	Hinton Properties (Grovefield Way) Ltd
<b>AGENT:</b>	Hunter Page Planning
<b>LOCATION:</b>	Land At North Road West And Grovefield Way, Cheltenham
<b>PROPOSAL:</b>	Hybrid application seeking detailed planning permission for a 5,034 sq.m of commercial office space (Use Class B1), 502 sq.m day nursery (Use Class D1), 1,742 sq.m supermarket food retail unit (Class A1), a 204 sq.m coffee shop retail unit and drive-thru (Use Classes A1 and A3), with associated parking, landscaping and infrastructure works. Outline planning permission sought for the erection of 8,034 sq.m of commercial office space (Use Class B1), together with associated car parking, landscaping and infrastructure works, with all matters reserved (except access).

**RECOMMENDATION:** Permit subject to a 106 Obligation



## 1. DESCRIPTION OF SITE AND PROPOSAL

### 1.1.1 Description of site

- 1.1.2 The application site is a parcel of land extending to 4.15 ha located north of North Road West and west of Grovefield Way and immediately south of the A40. To the north is the recently opened BMW dealership and beyond that is the Park and Ride.
- 1.1.3 Residential properties adjoin the site to the south, east and west.
- 1.1.4 At the time of writing the report the site was in the Green Belt however it is proposed to be removed from the Green Belt through the adoption of the JCS which will be discussed further below.

### 1.1.5 Background

- 1.1.6 There is a significant and complex history of planning applications for this site as follows (Full list at section 2):
  - Planning consent was originally given for the whole site (including the BMW site), on appeal in May 2007 following a public inquiry. The description of development was: *Outline planning permission for B1 industrial uses and the extension to the Arle Court Park and ride facility.*
  - A reserved matters application was approved in relation to the layout of the access road and parking and the siting of the proposed buildings (May 2009)
  - A reserved matters application was approved for landscaping masterplan, design code, boundary treatment, design and external appearance of phase 1, hard and soft landscaping for phase 1 and car parking provision. (December 2012)
  - An extension of time application for the implementation of the original outline consent was granted in June 2012. A subsequent Judicial Review application was refused.
  - In July 2010 a further reserved matters application was approved for phase 2 including the design and external appearance of buildings and hard and soft landscaping.
  - In May 2011 a reserved matters application was made which sought to amend the design handbook however this was quashed following judicial review as it was brought outside the time limit specified in the outline consent.
  - In August 2013 an application was made in respect of the reserved matters for the Extension of Time application.
  - In March 2014 full planning permission was granted for “*flagship BMW, mini and motorrad dealership including vehicle sales and servicing facilities including creation of access form Grovefield Way*”
  - Subsequent amendments to the above mentioned consent were approved during 2015 and 2016 and the scheme has now been implemented.
  - In 2014 outline planning permission was granted for: “*Outline application for up to 16,800 sq.m. of B1 Employment Use (on part of site already having the benefit of an extant planning permission for 22,000 sq.m. of B1 Employment Use, granted permission under applications 05/00799/OUT and 10/00468/TIME)*”. This permission is extant until October 2019.

### 1.1.7 **Proposal**

- 1.1.8 The current application is a ‘hybrid’ application meaning that some parts are in outline and some parts are full. The full application seeks consent of 5,034 sqm of commercial office space within two no. 3 storey flat roof buildings fronting the spine road, the elevations of which comprise a combination of glazing, grey cladding and stone. The scheme also provides for a, 502 sqm day nursery adjacent to the spine road in a single storey building the elevations of which would be white render a projecting grey aluminium roof and a pewter split face stone detail to the plinth. A 1,742 sqm food retail store (Aldi) is proposed adjacent to the southern boundary of the site which is a monopitched building the elevations of which comprise a mixture of render, silver and dark grey cladding with full height glazing on the east elevation and high level glazing on the north elevation. Finally a 204 sqm drive-thru coffee shop is proposed at the entrance to the site in the north eastern corner the elevations of which comprise pewter masonry, white render and a grey aluminium cladding. These ‘full’ elements of the proposal occupy the southern part of the site, adjacent to the BMW development and into the western portion of the site. The two office buildings are accessed off a spur into a 222 space car park and the supermarket, office and café are accessed off a spur into a 154 space car park.
- 1.1.9 The outline element of the proposal seeks consent for up to 8,034 sqm of commercial office space. The indicative plan suggests that this would be provided in two buildings located on the northern part of the site with parking around, however this is purely indicative at this stage.

### 1.1.10 **Environmental Impact Assessment – Screening**

- 1.1.11 The application site has a site area of 4.15 ha and therefore the development falls within category 10 (infrastructure projects) of Schedule 2 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017. It is therefore necessary that the Local Planning Authority offers a screening opinion in relation to whether or not the development proposed will have significant effects on the environment. This opinion informs whether or not the proposed development required an Environmental Impact Assessment.
- 1.1.12 The merits of the development will be discussed in the report however the site is not so sensitive in nature or the development of such a scale that an EIA is considered necessary. The indicative threshold suggested in available guidance is 20ha.

## **2. CONSTRAINTS AND RELEVANT PLANNING HISTORY**

### **Constraints:**

Greenbelt

### **Relevant Planning History:**

**04/01790/OUT 15th December 2004 WDN**  
Outline application for B1 industrial uses

**05/00799/OUT 29th March 2006 REF**

Outline planning permission for B1 industrial uses and the extension to the Arle Court Park and ride facility

**06/01427/OUT 5th September 2014 DISPOS**

B1 Business Park, extension to the Arle Court Park and Ride facility, new access, and exit slip road to A40

\*\*\*PLEASE NOTE - THIS APPLICATION IS A NON-DETERMINATION PLANNING APPEAL\*\*\*

**09/00720/REM 18th December 2009 APREM**

Application for the approval of reserved matters following the grant of Outline Permission ref 05/00799/OUT dated 01.05.07:

1. The landscape master plan for the whole site along with a landscape management plan and schedule of landscape maintenance;
2. A design handbook prepared to provide guidance against which the design and external appearance of future phases of the development will be assessed;
3. Details of boundary treatment;
4. The design, external appearance of the buildings to be constructed in Phase 1;
5. Details of hard and soft landscape design for Phase 1.
6. The car parking provision for all phases of the development.

**10/00468/TIME 22nd June 2012 PER**

Extension of the time limit for implementation of planning permission reference 05/00799/OUT. (Outline planning permission for B1 industrial uses and the extension to the Arle Court Park and Ride facility)

**12/01086/REM 21st August 2013 APREM**

Reserved matters in connection with permission 10/00468/TIME. Details of the access, siting, design, external appearance of the buildings and the landscaping of the site . In addition details required by conditions 4,6, 7, 8, 11, 12,13, 15 and 16 (full details of both hard and soft landscape works including proposed finished levels; means of enclosure; car parking layouts; other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures proposed; and existing functional services above and below ground; retained landscape features; surface water drainage works, incorporating sustainable drainage systems; the positions, design, materials and type of boundary treatment to be erected; landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas; schedule of landscape maintenance for a minimum period of 5 years; detailed waste management strategy for the treatment, recycling, and re-use of waste arising from the construction of the development; renewable energy plan to provide sufficient on site renewable energy to reduce carbon dioxide emissions by at least 10%; Car parking levels on the site overall and for each completed building; secure covered cycle parking).

**13/01101/FUL 14th March 2014 OBL106**

Proposed erection of a flagship BMW, Mini and Motorrad dealership including vehicle sales and servicing facilities and will include the creation of an access from Grovefield Way

**14/00656/FUL 12th January 2015 PER**

Erection of a flagship BMW, Mini and Motorrad Dealership including vehicle sales and servicing facilities including an access from Grovefield Way ( Revision to scheme approved 14 March 2014 under reference 13/01101/FUL - 1.Raising height of building by 1 metre to allow adjustments in floor levels to provide a mezzanine floor below ground level: 2. Rotation of vehicle ramp to allow access: 3. Increase in Motorrad element from 160 sq m to 190 sq m: 4. Revised highway layout to relocate BMW customer access point to west of approved position)

**14/01323/OUT 12th December 2014 PER**

Outline application for up to 16,800 sq.m. of B1 Employment Use (on part of site already having the benefit of an extant planning permission for 22,000 sq.m. of B1 Employment Use, granted permission under applications 05/00799/OUT and 10/00468/TIME)

**15/00788/AMEND 24th June 2015 PAMEND**

Non material amendment to planning permission 14/00656/FUL - to update and amend the landscaping scheme

## **15/01848/FUL 4th March 2016 PER**

Creation of attenuation pond for car showroom and erection of green 2.4m 358 type fence along the boundary of the A40

## **16/00061/ADV 22nd February 2016 GRANT**

3no. fascia signs, 5no. projecting/hanging signs & 11no. various other signs

## **3. POLICIES AND GUIDANCE**

### Adopted Local Plan Policies

CP 1 Sustainable development  
CP 2 Sequential approach to location of development  
CP 3 Sustainable environment  
CP 4 Safe and sustainable living  
CP 5 Sustainable transport  
CP 6 Mixed use development  
CP 7 Design  
CP 8 Provision of necessary infrastructure and facilities  
GE 5 Protection and replacement of trees  
GE 6 Trees and development  
GE 7 Accommodation and protection of natural features  
CO 6 Development in the green belt  
NE 1 Habitats of legally protected species  
NE 4 Contaminated land  
EM 1 Employment uses  
EM 2 Safeguarding of employment land  
RT 1 Location of retail development  
RT 7 Retail development in out of centre locations  
UI 2 Development and flooding  
UI 3 Sustainable Drainage Systems  
TP 1 Development and highway safety  
TP 2 Highway Standards  
TP 3 Servicing of shopping facilities  
TP 6 Parking provision in development

### National Guidance

National Planning Policy Framework

## **4. CONSULTATIONS**

### **Planning Policy**

*19<sup>th</sup> January 2017*

This is a hybrid application seeking detailed planning permission for:

- 5,034 sq.m of commercial office space (Use Class B1),
- a 502 sq.m day nursery (Use Class D1),
- a 1,742 sq.m supermarket food retail unit (Class A1),
- a 204 sq.m coffee shop retail unit and drive-thru (Use Classes A1 and A3), with associated parking, landscaping and infrastructure works.

And outline planning permission for:

- 8,034 sq.m of commercial office space (Use Class B1), together with associated car parking, landscaping and infrastructure works, with all matters reserved (except access).

## The site

The application site comprises approximately 4.15 hectares of land adjacent and to the north-west of Grovefield Way and to the south of the A40. It can currently best be described as vacant agricultural land.

The site falls within the Green Belt on the western edge of Cheltenham and is surrounded by a mix of residential, commercial and employment uses including Arle Court Park & Ride facility to the north east, commercial development including an ASDA Supermarket to the east, and residential development at the Reddings to the east and south east. A new BMW Dealership to the north east of the site is currently under construction and nearing completion.

The site already benefits from an extant planning permission for B1 employment use but according to the applicant, this revised application (which reflects two distinct development phases) is now necessary to allow a more flexible approach to the timing of development on the site.

## Policy Framework

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning decisions should be taken in accordance with the relevant adopted Development Plan unless material considerations dictate otherwise. Therefore, in determining this application, the following must be considered:

- The saved policies of the Cheltenham Borough Local Plan (CLP) Second Review 2006, which comprise the adopted development plan, and;
- Relevant material considerations which include:
  - National Planning Policy Framework (NPPF)
  - National Planning Practice Guidance (nPPG)
  - The emerging Joint Core Strategy (JCS) and its evidence base.
  - The emerging Cheltenham Plan (Part One) and its evidence base.

## Core issues in this case

The following are considered to be core issues in relation to this proposal and are considered in turn in the pages that follow:

- The need for sustainable development;
- The loss of Green Belt land;
- Development of a retail establishment and coffee shop on an out-of-centre site;
- The site's retention solely for B1 uses as originally granted by planning permission in 2007.

## The need for sustainable development

### NPPF

**Paragraphs 7-10** set out the definition of sustainable development highlighting and reinforcing the three dimensions - economic, social and environmental - and that new development should seek to achieve net gains across all three.

**Paragraph 14** sets out that the 'golden thread' of future decision making is the presumption in favour of sustainable development. For plan making this requires LPAs to positively seek

opportunities to meet the development needs of their area. In meeting these needs, the Framework requires that LPAs should objectively assess their needs with sufficient flexibility to adapt to rapid change. For decision-taking this means:

- approving development proposals that accord with the development plan without delay; and
- where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless:
- any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or
- specific policies in this Framework indicate development should be restricted.

**Paragraph 17** sets out the core planning principles that should underpin the planning system both in plan making and decision taking.

**Paragraphs 18-21** seek to build a strong, competitive economy and re-iterate and expand on the core principles.

### Cheltenham Borough Local Plan

**Policy CP1** states that development will only be permitted where it takes account of the principles of sustainable development.

**Policy CP3** seeks to promote a sustainable environment. It sets out that development will only be permitted where it would not harm the setting of Cheltenham, not harm the landscape, conserve or enhance the built environment, promote biodiversity and avoid pollution and flooding.

**Policy CP5** relates to sustainable transport ensuring that new development is located and designed to minimise the need to travel.

### **The loss of Green Belt land**

#### NPPF

**Paragraph 79** states the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts is their openness and their permanence.

**Paragraph 80** sets out five purposes served by Green Belts:

- to check the unrestricted sprawl of large built-up areas;
- to prevent neighbouring towns merging into one another;
- to assist in safeguarding the countryside from encroachment;
- to preserve the setting and special character of historic towns; and
- to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

**Paragraph 87** states that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.

**Paragraph 88** highlights that very special circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations.

Cheltenham Borough Local Plan

Although predating the NPPF, the approach of the adopted Cheltenham Borough Local Plan is entirely consistent. **Policy CO6** presumes against development in the Green Belt except in very special circumstances.

**Development of a retail establishment and coffee shop on an out-of-centre site**

NPPF

**Paragraph 24** of the NPPF states that local planning authorities should apply a sequential test to planning applications for main town centre uses that are not in an existing centre and are not in accordance with an up-to-date Local Plan. They should require applications for main town centre uses to be located in town centres, then in edge of centre locations and only if suitable sites are not available should out of centre sites be considered. When considering edge of centre and out of centre proposals, preference should be given to accessible sites that are well connected to the town centre.

**Paragraph 26** states that when assessing applications for retail, leisure and office development outside of town centres, which are not in accordance with an up-to-date Local Plan, local planning authorities should require an impact assessment subject to the proposal meeting a 2500m<sup>2</sup> floorspace threshold.

Cheltenham Borough Local Plan

**Policy RT1** relates to the location of retail development and states:

*Retail development will be permitted, subject to the availability of suitable sites or buildings suitable for conversion, which relate to the role and function of retailing centres and their catchments only in the following sequence of locations:*

- a) *the Central Shopping Area, subject to Policy RT 2;*
- b) *the Montpellier Shopping Area or the High Street West End Shopping Area, subject to Policy RT 2;*
- c) *elsewhere within the Core Commercial Area, subject to Policy RT 1;*
- d) *district or neighbourhood shopping centres, subject to Policy RT 3;*
- e) *out-of-centre sites which are accessible by a regular choice of means of transport, subject to Policies RT 7 and CP 5;*

*In considering the location of retail development, developers and operators should demonstrate flexibility and realism in format, design, scale and car parking.*

**Policy RT7** states that, subject to Policy RT 1, retail development outside defined shopping areas

will be permitted only where:

- a) *a need for the additional floorspace has been demonstrated, and the proposals*
- b) *individually or in conjunction with other completed and permitted retail development, would not harm the vitality and viability of the town centre as a whole or of a district or neighbourhood centre.....*

**The site's retention solely for B1 uses**

NPPF

**Paragaph 19** states that:

*Planning should operate to encourage and not act as an impediment to sustainable growth. Therefore, significant weight should be placed on the need to support economic growth through the planning system.*

Cheltenham Borough Local Plan

**Policy CP6** states that mixed use development will only be permitted on suitable sites that meet the following criteria:

- a) where the uses are compatible with each other and adjoining land uses; and
- b) for schemes attracting a significant number of trips only in the Core Commercial Area; or
- c) for other schemes, only in the Core Commercial Area, district or neighbourhood centres, or in locations which are highly accessible by a regular choice of means of transport, excluding the residential parts of the conservation areas.

The policy also notes that where mixed uses are proposed on employment land, proposals will be subject to Policy EM2 (see below).

**Policy EM1** is concerned with employment uses and states:

*The development or change of use of land for employment use will be permitted where the development:*

- a) involves land already in employment use; or
- b) is on a land safeguarded for employment uses in this plan; or
- c) forms part of a mixed use development in accordance with Policy CP 6; and
- d) accords with Policies CP 4, BE 2, and HS 7.

**Policy EM2** seeks to retain land that is currently or was last in use for employment purposes (in the B classes) unless one of the listed exception tests are met. It goes on to state that mixed use development will be permitted on employment land provided that certain criteria are met, including:

- a) ‘any loss of existing floorspace would be offset by a gain in the quality of provision through modernisation of the existing site. This should secure or create employment opportunities important to Cheltenham’s local economy, and
- b) the loss of part of the site to other uses does not have a detrimental impact on the range of types and sizes of sites for business uses in the area nor the continuing operation of existing business sites; and
- c) the use is appropriate to the location and adds value to the local community and area.’

## Assessment

### ***The need for sustainable development***

The NPPF makes clear that the presumption in favour of sustainable development should underpin decision making and, in this instance, that can be interpreted as meaning granting planning permission unless:

- any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF as a whole; or
- specific policies in the NPPF indicate development should be restricted.

The following matters should be considered in making an assessment of whether or not permission should be granted:

### ***The loss of Green Belt land***

The application site falls within the Green Belt and the proposed scheme when considered solely in Green Belt terms constitutes inappropriate development.

Inappropriate development is harmful by definition and the NPPF requires that when considering any planning application, substantial weight is given to harm to the Green Belt. In accord with the NPPF, it is therefore necessary to demonstrate that there are very special circumstances which clearly outweigh the harm to the Green Belt.

The applicant suggests that the submitted proposals embrace a number of beneficial factors, including helping to address the employment land deficit. The applicant also draws attention to the fact that in allowing the appeal for B1 uses at the site in 2007, the Inspector concluded the serious shortfall in local employment land provision up to 2011 at least constituted the very special circumstances that justified the use of the Green Belt site for B1 development at that time.

In the context of the current submission, the applicant considers the shortfall in the availability of employment land within the Borough today is equally as acute. In support of this, attention is drawn to the Joint Core Strategy Employment Land Review (ELR) 2011 which identified that the **B-class** employment land deficit increased since the time of the 2007 appeal.

The Planning Policy Team does not dispute the above and draws attention to the more recent NLP Employment Land Assessment update (October 2015) which has been undertaken to inform the contents of the emerging Cheltenham Plan. The Assessment confirms the continued dearth in **B-class** employment land supply compared to anticipated future needs and, as a consequence, the Cheltenham Plan is considering allocating the application site for B-class employment purposes as part of a wider policy response to employment land management.

Whilst the submitted proposals are not exclusively for B-class employment uses, it is accepted that overall, the proposal offers an opportunity for economic growth, which is a national objective and is an important material consideration set out in the NPPF.

### ***Development of a retail establishment and coffee shop on an out-of-centre site***

As the proposed development is located out of centre, the NPPF requires the applicant to demonstrate there are no suitable, available and viable sequentially preferable sites that could accommodate the proposed development.

A sequential test has therefore been undertaken and concludes that “whilst allowing for a reasonable degree of flexibility and the requirement for a site to be available immediately, no sites have been identified for the proposed development that are sequentially superior and capable of accommodating the proposed development.” The submission identifies that the application site is demonstrably the most appropriate location for the proposed development.

This is accepted and it is noted that several sites including 3 in the town centre have been discounted on the basis of a variety of constraints including the existence of existing permissions.

In this instance, the applicant is not required to undertake an impact assessment because the proposal is smaller than the default threshold of 2500m<sup>2</sup> (gross) stipulated in the NPPF. However, it is noted that an impact assessment has been undertaken to assist in the determination of the proposal and consider the effect on planned in-centre development and in-centre vitality and viability.

By way of the submission, it is demonstrated that the proposal will result in only a small increase in trade diversion from the town centre over and above that associated with existing commitments in the Borough. It is considered this will have an ‘imperceptible’ impact on the sustained vitality and viability of the town centre, which remains strong, popular and attractive. It is also identified that the proposal will not adversely affect any other policy-protected centre in Cheltenham.

**The site's retention solely for B1 uses**

The proposed development does not fall completely within the B1 use class of development which currently benefits from planning permission at the site. As such, a key consideration in determining the acceptability of the proposed development is whether or not the proposed uses (B1, D1, A1 and A3) sufficiently contribute to meeting the employment needs of the Borough such that the aforementioned very special circumstances can still be considered applicable to this application and therefore justify development within the Green Belt.

*JCS Employment Land Review (2011)*

There has been a policy shift in recent years in relation to what is considered to constitute employment development and what is now regarded as economic growth. The Cheltenham Borough Council Employment Land Review (ELR) 2011 notes (at paragraph 1.7) the shift in regional and national planning policy that has sought to no longer restrict the consideration of employment uses to B use classes only. Accordingly, other non-B Class employment generating uses were considered as part of the study.

The ELR also notes that the current key non-B Class sectors within the JCS area can be identified as retailing, health and social work and education and goes on to note that, in the light of the anticipated changes in employment levels in the various non B-Class sectors, the aforementioned sectors are likely to become more dominant by 2026.

The above is a factor that has been given due recognition in the new Cheltenham Plan particularly through the emerging policy framework which proposes allowing changes of use to other job generating uses on some of the Borough's existing B-class employment sites. However, it should also be noted that both the JCS and Cheltenham Plan are facilitating additional site provision to help address the identified shortfall in B-class employment land as part of a coordinated approach to employment land management in future.

*Previous planning decisions*

It is noted that the appeal inspector on the 2007 application did not seek to limit the permission to office development only, but considered the shortfall in local employment land provision amounted to the very special circumstances that justified the granting of permission for B1 use at that time. Given current, similar circumstances, it is not unreasonable to consider this stance is still valid today (although the aforementioned emerging plans are setting out to address this).

In determining the application for the aforementioned BMW scheme in 2014, the determining officer considered that approving the scheme would not undermine the Borough Local Plan's commitment to retain B-class uses under Local Plan Policy EM2 as the policy was of only limited relevance. Furthermore, that the loss of part of the Grovefield Way site to a Sui Generis Use which has some B-class characteristics would still generate much needed jobs.

The same can be said to be true today; EM2 is concerned with protecting existing or last employment uses rather than unimplemented planning consents and is therefore of little relevance. Whilst it is retail use (rather than Sui Generis use) that has caused a loss of B-class use within today's updated scheme, retail still contributes valuable employment opportunities and it is considered that the proportion of the floorspace proposed to be given over to retail (approximately 12%) is sufficiently small not to overly affect future prospects for B-class job provision at this location. It is also noted that the NPPF seeks to promote economic growth and does not distinguish between development that falls within B class uses or otherwise.

**Miscellaneous**

The site is situated within the Environment Agency's Flood Zone 1 posing a low risk to flooding. It is noted the planning application is therefore accompanied by a Flood Risk Assessment as necessary and appropriate.

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 some 2km to the west and Cheltenham town centre approximately 4km to the east. It is noted a Transport Assessment also accompanies the application and details impacts on the surrounding road network together with implications on walking, cycling and public transport.

## **Summary Conclusion**

Taking all the above into account and on balance, the Planning Policy Team does not raise any objection to the principle of this scheme.

- Very special circumstances for developing in the Green Belt at this location were considered to exist by a planning inspector in 2007. Similar circumstances are considered still to exist today (as evidenced through the 2011 Employment Land Review / JCS process) and given the planning history of the site, the JCS Inspector has made clear there is no purpose in retaining this land as Green Belt.
- There remains a shortfall in B-class employment land across the Borough as evidenced by both the 2011 Employment Land Review (undertaken for the JCS), and the 2015 Economic Strategy (undertaken for the new Cheltenham Plan).
- The JCS and its evidence base recognise the overriding importance of B-class employment to the Borough whilst acknowledging that other uses may also have some employment generating characteristics.
- The retail element of the proposal equates to a very small amount (approximately 12%) of the overall floorspace to be provided, and this small amount is job generating.
- As it has not proved possible to identify sequentially superior sites at this time, it is accepted that the proposal offers conformity with the priorities of the NPPF (Para 24) and Policy RT1 of the adopted Cheltenham Borough Local Plan.
- Sufficient evidence has been provided to demonstrate limited impact on town centre and neighbourhood centre retailing arising from the scheme thus affording compliance with the NPPF (Para 26) and Policy RT7 of the adopted Cheltenham Borough Local Plan.
- The application site is situated within close proximity of a number of public transport routes, a number of shops and opportunities for employment, schools and hospitals. It is therefore situated within a sustainable location and conforms to the thrust of national planning policy embodied within the NPPF together with the spatial priorities of the adopted Cheltenham Borough Local Plan, including Policies CP1 and CP6.
- The Cheltenham Plan is considering this site for a B-class employment land allocation as means of helping to address the identified shortfall in that employment use category.

*12<sup>th</sup> September 2017*

In response to the further consultation on this application, the policy team has no additional comments to make other than to note the provision of an indicative site plan for the area which indicates the potential layout of the office / business park element of the scheme. Clarification of the fact that construction of Office 1 and its associated road infrastructure and parking will take place within 12 months from the date of non-office use occupation as specified in the draft Unilateral Undertaking is also noted.

In helping to convey the developer's intentions for the wider site, the additional information demonstrates the scheme's potential to help address the identified shortfall in B-class employment land across the Borough and help fulfil the emerging Cheltenham Plan's aspirations to develop the site for B-class employment in light of green belt proposals emanating from the JCS process.

**Land Drainage Officer**  
20th January 2017

Given that the drainage strategy proposes the use of SuDS to attenuate flow up to the 1 in 100 year (+ 40% climate change) event and limits flow to no greater than green field scenarios; I raise no objection.

Detailed drainage design and layout including SuDS features should be submitted in the first instance to the Lead Local Flood Authority. Email: suds@gloucestershire.gov.uk

**GCC Local Flood Authority (LLFA)**  
1st February 2017

I have reviewed the above planning application in relation to surface water drainage and flood risk. As this is a hybrid application I have separated my comments for Phase 2 & 3 as set out below.

#### Phase 2

The Lead Local Flood Authority (LLFA) has no objection to this application but recommends that any approval is dependant on the below described Conditions which take account of the following comments. The applicant has outlined a surface water drainage strategy for Phase 2 of this development which incorporates the balancing pond approved and constructed for Phase 1. Surface water runoff from roofs and impermeable areas will be managed via a combination of permeable paving and cellular storage with a controlled discharge through a balancing pond at the Phase 2 pre-development Greenfield QBar runoff rate. This rate is 8.4 l/s but will combine with the existing 1.8 l/s entering the balancing pond from the access road runoff (Phase 1) resulting in a controlled discharge of 10.2 l/s. Discharge is to the unnamed watercourse at the northern boundary of the site. Please note that any related structures within this watercourse may require consent under the Land Drainage Act from Cheltenham Borough Council.

Whilst a quantity of 487m<sup>3</sup> of attenuation is attributed to the site's permeable paving it is unclear whether this surface water is to be discharged via the balancing pond and to the watercourse or whether it is proposed to infiltrate directly to ground. If infiltration is proposed evidence is required how this will be achieved given the ground investigation results provided. Clarification will be required within the detailed design on these points. Regarding the use of cellular storage, in addition to its inclusion in a detailed maintenance schedule the LLFA would wish to see details of how any proprietary system proposed can be effectively cleaned.

#### Phase 3

This is an outline application and the LLFA has no objection to the proposed drainage strategy of discharging the Phase 3 surface water runoff to the same watercourse as Phase 2. This is the natural catchment for the runoff and it is proposed to limit the discharge to the pre-development Greenfield QBar rate of 5.7 l/s. It is recommended that any approval is also dependant on the below described Conditions.

#### Conditions

Condition 1: No development approved by the permission shall be commenced until a detailed drainage strategy based upon the approved drainage strategy submitted for Phase 2 and 3, Corinthian Park, Cheltenham, Reference 16-6953 has been submitted to and approved in writing by the Local Planning Authority. If an alternative strategy or amendments are required, it must be submitted to and approved by the LPA. The drainage scheme shall be carried out in accordance with the approved details.

Reason: To ensure the development is provided with a satisfactory means of drainage and

thereby preventing the risk of flooding. It is important that these details are agreed prior to the commencement of development as any works on site could have implications for drainage and water quality in the locality.

Condition 2: No development shall be put in to use/occupied until a SUDS maintenance plan for all SuDS/attenuation features and associated pipework has been submitted to and approved in writing by the Local Planning Authority. The approved SUDS maintenance plan shall be implemented in full in accordance with the agreed terms and conditions.

Reason: To ensure the continued operation and maintenance of drainage features serving the site and avoid flooding.

NOTE 1 : The Lead Local Flood Authority (LLFA) will give consideration to how the proposed sustainable drainage system can incorporate measures to help protect water quality, however pollution control is the responsibility of the Environment Agency

NOTE 2 : Future management of Sustainable Drainage Systems is a matter that will be dealt with by the Local Planning Authority and has not, therefore, been considered by the LLFA.

NOTE 3: Any revised documentation will only be considered by the LLFA when resubmitted through [suds@gloucestershire.gov.uk](mailto:suds@gloucestershire.gov.uk) e-mail address. Please quote the planning application number in the subject field.

*29th August 2017*

I have reviewed the additional drainage and Flood Risk Assessment documents dated 1/8/17 reference: Issue 2, FRA-16-6953.

The proposed discharge rates from Phases 2 & 3 remain as described in the applicant's first submission i.e. 10.2 l/s via the Highway pond for Phase 2 (and existing access road) and a proposed 5.7 l/s controlled by a separate device for Phase 3. Both Phases discharge to the watercourse on the site's northern boundary.

The additional information clarifies that infiltration will not be viable and therefore the proposed permeable paving will accommodate surface water for storage only. The remaining storage requirement will be held in geocellular crates with the final amount to be determined in the detailed design stage.

The LLFA therefore recommends that the Conditions suggested in correspondence dated 5 January 2017 remain valid.

NOTE 1 : The Lead Local Flood Authority (LLFA) will give consideration to how the proposed sustainable drainage system can incorporate measures to help protect water quality, however pollution control is the responsibility of the Environment Agency

NOTE 2 : Future management of Sustainable Drainage Systems is a matter that will be dealt with by the Local Planning Authority and has not, therefore, been considered by the LLFA.

NOTE 3: Any revised documentation will only be considered by the LLFA when resubmitted through [suds@gloucestershire.gov.uk](mailto:suds@gloucestershire.gov.uk) e-mail address. Please quote the planning application number in the subject field.

**Natural England**  
10th January 2017

Thank you for your consultation on the above dated 21 December 2016 which was received by Natural England on 21 December 2016.

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

The Wildlife and Countryside Act 1981 (as amended)

The Conservation of Habitats and Species Regulations 2010 (as amended)

Natural England's comments in relation to this application are provided in the following sections.

Statutory nature conservation sites - no objection

Natural England has assessed this application using the Impact Risk Zones data (IRZs) and is satisfied that the proposed development being carried out in strict accordance with the details of the application, as submitted, will not damage or destroy the interest features for which Badgeworth SSSI has been notified. We therefore advise your authority that this SSSI does not represent a constraint in determining this application. Should the details of this application change, Natural England draws your attention to Section 28(l) of the Wildlife and Countryside Act 1981 (as amended), requiring your authority to re-consult Natural England.

Protected species

We have not assessed this application and associated documents for impacts on protected species.

Natural England has published Standing Advice on protected species.

Page 2 of 2

You should apply our Standing Advice to this application as it is a material consideration in the determination of applications in the same way as any individual response received from Natural England following consultation.

The Standing Advice should not be treated as giving any indication or providing any assurance in respect of European Protected Species (EPS) that the proposed development is unlikely to affect the EPS present on the site; nor should it be interpreted as meaning that Natural England has reached any views as to whether a licence is needed (which is the developer's responsibility) or may be granted.

If you have any specific questions on aspects that are not covered by our Standing Advice for European Protected Species or have difficulty in applying it to this application please contact us with details at [consultations@naturalengland.org.uk](mailto:consultations@naturalengland.org.uk).

Local sites

If the proposal site is on or adjacent to a local site, e.g. Local Wildlife Site, Regionally Important Geological/Geomorphological Site (RIGS) or Local Nature Reserve (LNR) the authority should ensure it has sufficient information to fully understand the impact of the proposal on the local site before it determines the application.

Biodiversity enhancements

This application may provide opportunities to incorporate features into the design which are beneficial to wildlife, such as the incorporation of roosting opportunities for bats or the installation of bird nest boxes. The authority should consider securing measures to enhance the biodiversity of the site from the applicant, if it is minded to grant permission for this application. This is in accordance with Paragraph 118 of the National Planning Policy Framework. Additionally, we would draw your attention to Section 40 of the Natural Environment and Rural Communities Act (2006) which states that 'Every public authority must, in exercising its functions, have regard, so far as is consistent with the proper exercise of those functions, to the purpose of conserving biodiversity'. Section 40(3) of the same Act also states that 'conserving biodiversity includes, in relation to a living organism or type of habitat, restoring or enhancing a population or habitat'.

### Sites of Special Scientific Interest Impact Risk Zones

The Town and Country Planning (Development Management Procedure) (England) Order 2015 requires local planning authorities to consult Natural England on "Development in or likely to affect a Site of Special Scientific Interest" (Schedule 4, w). Our SSSI Impact Risk Zones are a GIS dataset designed to be used during the planning application validation process to help local planning authorities decide when to consult Natural England on developments likely to affect a SSSI. The dataset and user guidance can be accessed from the data.gov.uk website

We would be happy to comment further should the need arise but if in the meantime you have any queries please do not hesitate to contact us.

For any queries regarding this letter, for new consultations, or to provide further information on this consultation please send your correspondences to [consultations@naturalengland.org.uk](mailto:consultations@naturalengland.org.uk).

We really value your feedback to help us improve the service we offer. We have attached a feedback form to this letter and welcome any comments you might have about our service.

*5th September 2017*

Thank you for your consultation.

Natural England has previously commented on this proposal and made comments to the authority in our letter dated 10 January 2017

The advice provided in our previous response applies equally to this amendment although we made no objection to the original proposal.

The proposed amendments to the original application are unlikely to have significantly different impacts on the natural environment than the original proposal.

Should the proposal be amended in a way which significantly affects its impact on the natural environment then, in accordance with Section 4 of the Natural Environment and Rural Communities Act 2006, Natural England should be consulted again. Before sending us the amended consultation, please assess whether the changes proposed will materially affect any of the advice we have previously offered. If they are unlikely to do so, please do not re-consult us.

### **Urban Design**

*28th September 2017*

Comments: Access and connectivity

Please integrate the scheme layout with existing developments and wider movement network within and beyond the site, as well as prioritise movement by sustainable transport modes.

### Soft landscape

Planting layout details appear random & there is no evidence of a planting strategy to demonstrate any logic to the detail information. Please submit a planting strategy drawing.

Please submit a landscape management plan.

Please submit a drawing clearly indicating existing vegetation and proposed planting arrangements

### Hard landscape

Please submit a drainage and water management plan incorporating sustainable design.

Please modify hard landscape proposal to facilitate pedestrian/cyclist access and reinforce a sense of place.

### Contradictory/unclear information

- Unmatched legend/unexplained symbol in planting proposal and illustrative masterplan
- Spelling error with planting schedule
- East elevation of Office 1 didn't reflect the proposed design.

### **Architects Panel**

*6th February 2017*

#### Design Concept

The Panel had no objection to the principle of the development on this site which had already received outline consent ref 14/01323/OUT. However, the panel had concerns that the quality of the architecture proposed was generally poor and a wasted opportunity for such a "gateway" site location on the edge of Cheltenham.

#### Design Detail

The panel felt the site layout of the approved Masterplan where the new buildings address the spine road was more successful than submitted scheme which is dominated by a sea of car-parks. The architecture is very bland and uninspiring.

The spaces around the buildings provide no amenity value and the panel questioned the suitability of a Nursery in the location proposed.

#### Recommendation

Not supported.

*13th October 2017*

#### Design Concept

The panel had already reviewed this application before. Revised drawings had been submitted which the panel thought was for a better scheme with improvements to the site layout and landscape treatment.

#### Design Detail

The panel remained concerned by the lack of external amenity spaces. The layout of the offices 2, 3 and 4 to the west of the site looked particularly cramped and could be improved.

**Tree Officer**  
*6th January 2017*

The Tree Section does not object to this application providing various clarifications and adjustments can be made.

Ash T21-The Root Protection Area of this tree is within the proposed car park. As such a suitably sized 'no dig' construction must be undertaken for parking in this area.

T28 is recommended for re-coppicing back to the original coppice points. It may be more successful if the new coppice height can be changed to 1-1.5 metres.

Trees 1-9 have been subject to an altered (increased) ground level. Whilst soil has been taken away from the trunk area, all new soil needs to be removed if these trees are to continue to thrive. This needs to be undertaken as a matter of urgency-whether planning permission is granted or not.

All Tree Protective Fencing must be installed prior to the commencement of any on site-work. Trees within G38, 39, 40 +41 are primarily ash with an understory of hawthorn. It is important that this ash and hawthorn is retained and the proposed 'Buffer Mix' is acceptable. This should make this hedge line denser and act as a visual screen from/into properties along North Road West (Shakespeare Cottages) as it matures. Due to the native species nature of that proposed, this should also enhance local wildlife.

Similarly, the 'woodland' (G34) screening between this site and the A40 needs to be retained. It appears to have been already thinned of weaker specimens and no further thinning work is currently required. It is noted that new trees are to be planted within this area (or just south of it). Whilst the overall palette of trees is acceptable (native species), the Outline Landscape Masterplan does not specify which trees are to be planted where- this needs clarification. Similarly, the planting size of the proposed trees are very large. It may be more cost effective to plant more numerous smaller trees along the edges of woodlands (or where such tree planting are not to become landscape features). Any financial savings could be put towards enhanced aftercare and maintenance.

Similarly the Outline Landscape Masterplan needs clarification so it is clear where trees are to be planted. Given the apparent poor nature of the soil, planting pit details need to be submitted and agreed. Such planting pits should incorporate new soil as well as root barriers (where trees are to be planted near hard surfaces).

It was noted that the soil within the site is very heavy clay. Such clay soil can become desiccated and shrink through tree root action which can lead to building subsidence. As such tree planting species selection needs to be carefully made and suitable foundation depths and designs made so that and such future nuisance will be avoided.

*13th September 2017*

Given that the majority of trees are of low BS5837 (2012) category and are due to be retained as well as a high quality soft landscape proposal, the CBC Tree Section does not object to this application providing various clarifications can be made as a part of the application or agreed as Reserved Matters:

- 1) The proposed Aldi supermarket is to be adjacent to North Road west and opposite several private dwellings. The proposed Planting proposals drawing (no 07-sheet 2 of 3) of 23/6/17 shows boundary treatment planting of hedgerow species with several lime and pine oak and alder trees within metres of the side of this building. It is anticipated that if these trees are allowed to mature, they will be considered too close to this building and there will likely be pressure from the owners to remove them. Similarly, in winter months, such trees (other than the canopy of the pine) will not offer sufficient

screening to the residents of these properties. It may be better to choose evergreen species along this area. Holm oak (*Quercus robur*) is one such broadleaved evergreen which grows fast even in poor conditions and will also tolerate harsh pruning (away from the side of Aldi). It may be prudent to change the proposed *Tilia cordata* (lime) for shade tolerant hornbeam to grow adjacent as well as a high proportion of native holly within the hedgerow planting mix.

- 2) It is noted that there are many ash trees within this hedgerow along North Road West. Given that ash die-back has now reached Cheltenham, most ash trees are anticipated to have died within the next decade. As such new planting proposals along the whole of the boundary with North Road west should be reconsidered and significant numbers of proposed new alternative species should be proscribed. Alder trees may grow well and be suitable to this location.
- 3) The hedge line along North Road west is species rich and of significant ecological value, but requires maintenance. Details of all pruning/thinning should be agreed. This should also take account of the need to create space for new planting mix as recommended as well as proposed new trees.
- 4) There are also several 'stand alone' young ash trees along Grovefield Way which are shown as being retained. Such trees should now be removed and replaced. The planting of eg Japanese hornbeam (*Carpinus japonica*) may look well against the *Acer X freemanii' Autumn Blaze'* in the autumn.
- 5) It is noted that there are many ash trees adjacent to but outside this site boundary adjacent to the A40. Unless new trees are planted now, this dual carriageway could be substantially denuded of trees and views into the site from the A40 will be most apparent. Similarly, noise from the A40 traffic will be perceived to be more noticeable within the site. The absorption of airborne particulates will decrease if such an existing boundary treatment all but disappears. Agreement should be made with the County Council (the owner) to replant and this area.
- 6) Experience has shown that the ground is composed of a high proportion of heavy clay. Similarly, clay was spread over the surface of this site from the adjacent BMW site 3-4 years ago. As such all buildings must take account of such ground conditions in the foundation design. Alternatively, if buildings beginning to subside, the removal of trees to reduce/remove such incidence of subsidence may become inevitable.
- 7) Root trainers must be inserted into all tree pits where such tree pits are within or adjacent to hard surfacing. Whilst such root directors have been described within car parking areas, there are many shallow rooted trees (alder, birch etc) recommended in other hard landscaped areas.
- 8) There are no planting details evident for the western most part of this site (ie the Elmfarm side of the site). It is assumed that this is an oversight.
- 9) T's 26+27 (a blackthorn and a crab apple are situated outside the site and within the garden of Elm farm. It is also noted that there is a proposed parking area designated. Whilst the parking bays themselves are outside the Root Protection Area of these trees, and given that the land slopes away in this corner of the site, it is important that land levels are not increased to the boundary. Any such levelling must finish outside the 4.7 metres RPA of the adjacent apple.

**GCC Highways Planning Liaison Officer**

24th October 2017

Please see letter appended to this report.

**Environment Agency**

22nd December 2016

Thank you for sending through this consultation. The checklist accompanying the consultation has ticked:

- (i) Development within 8m of Main River (red lined on GIS map);

However the watercourse at this location is an ordinary watercourse not a main river. As such the application does not feature in our checklist and we would refer you to our flood risk standing advice and advise you seek the advice of the Lead Local Flood Authority.

*25th August 2017*

We are in receipt of the additional information consultation for the above application. There was no checklist attached, however as advised at the time of the original application the development does not feature in our checklist for consultation and as such we would refer you to our Standing Advice and have no bespoke comments to make.

**Parish Council**

*11th January 2017*

I am writing on behalf of Up Hatherley Parish Council. At our most recent meeting, those present unanimously agreed to endorse the previous communications from Councillor Roger Whyborn, one of our own members as well as being a Borough Councillor (see below for his repeated comments).

In addition to our wish to protect the unique local Green Belt from further desecration (it is the only one in the country which actively separates two large towns), we are particularly concerned about how the proposed development will impact on both local roads and smaller businesses.

We also request sensible use of S106 money in order to develop a traffic scheme in the area which will work for everyone. We would also point out there appears to be a surfeit of vacant office space in Cheltenham so why build any more?

**Gloucestershire Centre For Environmental Records**

*9th January 2017*

Biodiversity Report available to view in on line.

**Ward Councillors**

*21st September 2017*

In my role as local ward councillor and a resident, having studied the revised plans and receiving much feedback from local residents I would like to confirm that I strongly oppose this application and my previous objections still stand.

There is extremely strong public opposition to the development which is supported by Alex Chalk, Cheltenham's MP and Martin Horwood the Lib Dem parliamentary candidate for Cheltenham. I have encouraged residents to forward their objections to you. Most repeat their existing objections on the basis that it still does not address the fundamental issues. In their view the proposal constitutes a real issue of overdevelopment and will have an adverse effect on the neighbourhood.

Residents' objections and concerns to this proposal are as follows in no particular order:

Greenbelt

The site is currently within the greenbelt for which the National Planning Policy Framework, is explicit in stating that Green Belt boundaries should only be altered in exceptional circumstances. This proposal is not an exceptional circumstance with absolutely no evidence of a need for additional retail outlets or a child nursery. Within a short distance of the proposed site there is already a supermarket and a drive-through coffee shop all available within maximum 5 minutes' walk. The area also has a great deal of existing childcare especially at The Reddings Community Centre adjacent to the site.

The application attempts to pre-empt the current process of consultation and refinement of the emerging Joint Core Strategy. The Reddings Residents Association have lodged new evidence to the inspector in regard of this location which was not placed before her when the draft proposal was prepared. Until the inspector's findings are published, I do not believe that there are any valid grounds to permit consideration of this application.

The proposal to remove greenbelt status from the site once developed will be 'the thin end of the wedge' Already, I am aware that Newland Homes are seeking to develop housing on the new "defensible" greenbelt boundary on the opposite side of North Road West, adjacent to the community centre. This is in spite of Cheltenham Borough Council having already made its strategic allocations for housing and the land having assessed as being undeliverable and unsustainable.

As mentioned there are no exceptional circumstances to permit this proposed A and D class development within the greenbelt. The developer has extant outline planning permission for B1 office development which he could and should progress with.

Flood risk.

The development site has historically acted as soakaway and in more recently a run off for Grovefield Way. Since the adjacent BMW development has taken place localised flooding has occurred on many occasions not just as a result of heavy rain storms.

The National Planning Policy Framework suggests that new developments should not pass on flooding to a neighbouring sites yet I am told by neighbouring homeowners that their properties did not flood before the BMW development. Since its existence neighbours have written complaining that because the drainage system is antiquated and generally combines foul and storm water even during moderate rainstorm, the manholes in North Road West regularly lift and local flooding occurs. The Reddings Community Association are of the belief that the existing drainage system does not have adequate capacity and should be assessed before permission is granted as any upgrade work required will be a taxpayers expense.

The revised drawings do include additional water storage but it does seem that the discharge rates to the brook are unchanged and do not take account of the discharge that is already being directed there by the BMW development. Furthermore there are no calculations to show that the existing ditch drainage system can support the total discharge from both developments. In the absence of any obvious allowance for the site to be able to deal with the excess storm runoff from the A40 and Grovefield Way it seems logical that either Severn Trent Water/Gloucestershire Highways will need to improve the drainage from Grovefield Way to stop it flooding the development site and neighbouring properties or, that the proposed site designs need to be re adjusted to accommodate it.

Traffic congestion.

The transport infrastructure in this area is already congested without adding further Heavy Goods Vehicle traffic. The traffic problems that would be created by the proposed development are very serious with implications for The Reddings and the surrounding area. Traffic will be vastly increased along The Reddings, Grovefield Way and Hatherley Lane. Grovefield way, which was constructed as a link road is already unable to deal with the existing volumes of traffic at peak times and will become chronic with this proposed

development opening. There has been a considerable amount of additional large local developments since the applicants submitted 2013 report which have not been taken into account. In addition, the bus route 99 which serves staff and patients of both Cheltenham General and Gloucester Royal hospitals now stops at the Park and Ride which will inevitably encourage more traffic into the area and will increase the requirement for parking in the Park and Ride again not included within the traffic modelling

A further important point picked up by The Residents' Association is that the applicant's transport statement reports that data was collected between 6 and 12 July 2016 and on Saturday 9 July. However, this is not a representative "neutral" month as set out in the Department of Transport's TAG Unit N.12 "Data sources and surveys" criteria. The transport statement report does not include consideration of servicing arrangements, or schedules, nor to undertake deliveries outside of normal opening hours although with the opening hours extending between 05:30 to 23:00, seven days per week, this would clearly be unpalatable in a largely residential area. This alone would be grounds to reject the application.

I am also aware as discussed at an earlier meeting the use of the JCS traffic evidence is limited and that further traffic surveys would be needed to verify the statements made

Residents have also raised concern about the Aldi service area, where delivery vehicles pulling into the supermarket car park will be close to the day care provision. The potential resulting conflict with users in particular the risk to the safety of children is considerable.

### Traffic pollution.

The impact from the additional traffic created by the adjoining BMW showroom has been greater than anyone had envisaged. To increase it further would be disastrous. With the traffic becoming stationary with engines running, the pollution levels will inevitably increase. This is contrary to emerging evidence regarding pollution and health which is particularly detrimental on the physical and academic health of the very young.

As well as the pollution danger to residents, there is also a health risk to drivers and passengers inside vehicles. Tests have shown that the majority of pollutants inside a car originate from the vehicle immediately in front. The type of situation where vehicles queue nose to tail at an average gap of 3 to 4 metres between vehicles is particularly bad. Some vehicles, notably buses and heavy goods also ingest their own emissions and studies have shown that the worst pollution levels can be inside buses in a queue. Cyclists and motor cyclists would also experience high pollution levels.

### Landscaping

It is acknowledged that the landscaping has been improved. However, the landscaping is still short of what is required. More tree screening is required along the whole boundary of the site especially with Grovefield Way and Shakespeare cottages to mitigate the light pollution from the development, as was the inspector's intention in 2007. Light pollution to neighbouring buildings and road users will be further aggravated by sun reflecting off the abundance of glazing and white render contained within the buildings.

### Litter

As a result of the existing drive through a short distance away residents already have to clear up huge amounts of rubbish thrown out of cars ruining the appearance of residential roads and the surrounding area and impacting on the wildlife already struggling in the area. No additional bins have been suggested or clear up plan.

### Damage to wildlife

The loss of natural habitat in the area will dramatically affect the wildlife.

Parking

There will be a further increase in parking in nearby roads from customers and employees of the new amenities. This has been proved by BMW staff not being allowed to park onsite and thereby parking in nearby residential areas. The applicant's intentions with regard how parking will be controlled is extremely worrying. As found with the 'Pure' office development insufficient parking provision was made as on any working day the nearby roads and pavements are clogged with parked vehicles. It is believed by residents that yet again the developer is being allowed to provide inadequate parking spaces and then just expecting neighbours and the Park and Ride to take the over spill. Currently neither Grovefield Way or the adjacent residual roads have any parking restrictions. Will a plan be developed to consider double yellow lining to avoid this potential issue before it even becomes a massive problem?.

Opening Times

The proposal to open between 05:30 to 23:00 hours, seven days per week, and 365 days of the year, is unacceptable it does not reflect any of the previous planning decisions and enforcements made upon other nearby similar businesses, and is entirely incompatible with a largely residential area.

A controversial development of this size, located on Green Belt land does not appear to be offering anything back to the community in terms of improved or additional amenities. The developer has gone against the clear indications of the inspector at the 2007 appeal in many ways. This behaviour would not be tolerated from domestic owners and a great many residents feel it unfair that different rules seem to be being applied. The residents of The Reddings are looking to the planning authority to fairly apply all of the planning regulations, the emerging JCS and local plans, properly assess the local development and erosion of the greenbelt and defend the main aim and ambitions of the area, which is to create well-paid, quality employment and not to throw precious sites away and exacerbate the existing challenges.

If local means local as the government have suggested then the community has spoken and their wishes and concerns should be listen to. For these reasons the application must be refused.

*3rd January 2017*

I have a number of concerns about application 16/02208/FUL in several areas, and this email should be reads as constituting an objection (unless my views change as a result of later argumentation):

- I share residents' concerns acutely about the effect of traffic in the approaches to the Grovefield Way (B&Q) roundabout, and knock-on effects to Arle Court, particularly in peak hours. It should be remembered that, at the time of writing, the BMW garage is not operational so the amount of traffic it will add is not yet being experienced; though I would agree with residents that it will likely be at the beginnings and ends of the day, where the roads in this area to and from Arle Court are already at saturation point.
- It also has the potential to push additional traffic through both Hatherley Lane and Hatherley Road, and the Reddings, in an attempt to avoid Grovefield Way. At the moment you will possibly be ware that GCC are holding ASDA S106 money for traffic calming, (let alone making the problem worse with this new development). This needs to be sorted out before proceeding. I would slightly clarify the position as raised by objectors from Springfield on this subject. The true problem was that GCC botched the consultation by not listening to the recommendations of councillors and residents, and this subject therefore needs to be revisited.

- The master plan gives every appearance of overdevelopment for the size of plot, and the infrastructure supporting it. I have concerns about the number of people who are going to be working and shopping on a relatively small site in relation to the number and size of businesses on it.
- Can you assure me that there will be an impact assessment on other businesses in the area, particularly given the proximity of both Asda and other day nurseries, also the "Springfield Stores" in The Reddings & the smaller shops in Hatherley. And question about Usage category/Green Belt.
- The Costa Coffee drive-thru application is concerning. Either it is serving Aldi and the nearby developments in which case it doesn't need to be drive though, or it is catching passing traffic in Grovefield Way, in which case we should be concerned about yet more traffic movements to/from Grovefield Way. The matter we should particularly worry about is users of the BMW garage who on being forced to wait at the garage, as people do for various reasons, may find the Costa fare (with some food?) more attractive than the single coffee provided by the garage; so an easy pedestrian access between the sites I see as important, which does not currently appear to be the case.

### **Environmental Health**

*22nd December 2016*

I have reviewed this application and have no objections in principle, however further information will be required before the development can commence, hence I offer the following comments:

#### Noise:

The application includes an assessment of noise from the proposed development and how it will affect nearby noise-sensitive properties. The report has identified suitable limits for noise from a variety of sources including vehicle deliveries and fixed plant. I would therefore recommend that a condition is attached to any permission for this development that requires the detail of such plant to be approved before first use of the site. This condition is required to ensure there is no loss of amenity due to noise from these sources.

I would also recommend a condition is attached that requires details of a delivery plan for the supermarket unit to be agreed before first use. Such a plan should identify suitable precautions to ensure that noise from this activity is kept to a minimum, and in any case within the levels identified in the presented acoustic report.

#### Impact from construction

As with all large construction sites there is a potential for an impact on existing property, I would therefore request that a plan is produced for the control of noise, dust and other nuisances from work of demolition and construction. Such a plan is likely to include limits on the hours of this work. Currently, CBC recommends the following working hours:

- Monday - Friday 7:30AM - 6:00PM
- Saturdays 8:00AM - 1:00PM
- Sundays and Bank Holidays - No work producing noise audible beyond the site boundary, unless with prior approval.

If you have further queries, please let me know

*23<sup>rd</sup> October 2017*

With regard to this application I should like to see the inclusion of conditions reinforcing the applicant's recommendations in their Contaminated Land report.

Contaminated Land

1) Provide gas protection to CS2 of CIRIA C665. The type of building proposed is commercial and for this Table 8.6 of CIRIA 665 indicates that the following special protection measures are required in the new buildings.

- Reinforced cast in-situ floor slab with at least 1200 gauge DPM
- Beam block or precast concrete slab and at least 2000 gauge DPM/reinforced gas membrane
- Underfloor venting
- All joints and penetrations sealed

Underfloor venting is not required in large spaces such as warehouse but it is required where smaller rooms such as offices are present.

2) TP12 at 0.15 m showed elevated lead in the made ground. Therefore the made ground (0.3m thick) should be replaced in the vicinity of TP12 if soft landscaping is proposed in this area.

**Historic England**

*5th January 2017*

Thank you for your letter of 21 December 2016 notifying Historic England of the application for listed building consent/planning permission relating to the above site. On the basis of the information provided, we do not consider that it is necessary for this application to be notified to Historic England under the relevant statutory provisions, details of which are enclosed.

If you consider that this application does fall within one of the relevant categories, or if there are other reasons for seeking the advice of Historic England, we would be grateful if you could explain your request. Please do not hesitate to telephone me if you would like to discuss this application or the notification procedures in general.

We will retain the application for four weeks from the date of this letter. Thereafter we will dispose of the papers if we do not hear from you.

**Severn Trent Water Ltd**

*26th January 2017*

Thank you for the opportunity to comment on this planning application. Please find our response noted below:

**Waste Water Comments**

With Reference to the above planning application the company's observations regarding sewerage are as follows.

I can confirm that we have no objections to the proposals subject to the inclusion of the following condition:

The development hereby permitted should not commence until drainage plans for the disposal of foul and surface water flows have been submitted to and approved by the Local Planning Authority, and

The scheme shall be implemented in accordance with the approved details before the development is first brought into use. This is to ensure that the development is provided with a satisfactory means of drainage as well as to reduce or exacerbate a flooding problem and to minimise the risk of pollution

**Clean Water Comments**

We have apparatus in the area of the planned development, the developer will need to contact Severn Trent Water, New Connections team as detailed below to assess their proposed plans for diversion requirements.

To request a water map please follow the link, , <https://www.stwater.co.uk/building-and-developing/estimators-and-maps/request-a-water-sewer-map/> select "Water and / or Sewer map request form" fill out the relevant details and fee payment and return to:

*30th August 2017*

Having received the consultation for the above planning application, I have the following comments to make.

The submitted Flood Risk Assessment states all foul sewage is proposed to discharge to the public foul sewer, and all surface water is proposed to discharge to balancing ponds and ditch course. Based upon these proposals I can confirm we have no objections to the discharge of the drainage related condition.

Please note for the use or reuse of sewer connections either direct or indirect to the public sewerage system the applicant will be required to make a formal application to the Company under Section 106 of the Water Industry Act 1991. They may obtain copies of our current guidance notes and application form from either our website ([www.stwater.co.uk](http://www.stwater.co.uk)) or by contact our Development Services Team (Tel: 0800 707 6600).

I trust you find the above in order, however, if you have any further enquiries then please do not hesitate to contact us.

**Cheltenham Civic Society**

*13th January 2017*

We were not able to look at this in detail, as the papers were not available to us. But we oppose a development of this scale in the green belt. Nor are we convinced that a further supermarket is needed in this area. There is already substantial traffic congestion in this area, and the impact of such a proposal needs careful consideration.

*21st September 2017*

We are against development in the Green Belt when there are still several vacant sites and offices in the town centre; this type of development cannot be considered 'sustainable'. We question the impact on the local road network and query if there is sufficient parking. The development lacks any clear urban form and is relying on the landscaping to conceal an architecturally dull collection of buildings; the new BMW building presents a more refined example. This proposal is the type of development you would expect to see in North America not adjacent to the 'gateway' to a Regency town.

**Highways England**

*6th February 2017*

Letter appended to this report

**The Reddings Residents Association**

*15<sup>th</sup> March 2017*

Letter appended to this report

## 5. PUBLICITY AND REPRESENTATIONS

The application was publicised by way of letters to 60 nearby properties, site notices and a notice in the paper. Over 330 letters of objection were received as were 2 letters of support. A petition has also been submitted.

The comments made will be provided in full to members however to briefly summarise the main issues raised were as follows:

- More office space unnecessary in Cheltenham
- No need for additional supermarket.
- No need for a drive thru coffee shop
- Unsuitable location for a nursery. Impact on existing providers.
- Impact on congestion on local roads. Impact on Road Safety.
- Will lead to parking on nearby streets. Insufficient parking on site.
- Unacceptable to build on greenbelt
- Brownfield sites are available which should be developed first
- Noise, light and air pollution. Litter.
- Impact on neighbouring properties
- Cumulative impact with BMW
- Unacceptable visual appearance
- Impact on wildlife
- Increased flooding and run-off

## 6. OFFICER COMMENTS

### 6.1 Determining Issues

As mentioned at 1.1.6 there is an extant outline consent for B1 uses on this site. As such the principle of development upon this site has been established. This will be elaborated on further. The policy context will be outlined as will the greenbelt issue. The key aspects of the current application which will be considered are employment, retail impact, design and layout, impact on neighbouring properties, access and highways issues, flooding and drainage, trees and landscaping, wildlife and ecology.

### 6.2 Background

The planning history has been outlined above. The principle of developing the site was first established by the appeal decision in 2007. Although the site was in the Green Belt the Inspector found that there were very special circumstances due to the serious shortfall

in local employment land provision which justified the granting of permission of B1 uses on the site.

As outlined above the evolution of the site has moved away from purely B1 uses through the granting of the BMW dealership. It was considered that this was acceptable as the proposed use entailed some B class elements and also some *sui generis* elements which are akin to employment uses and often found on employment sites such as servicing. The decision also took account of the wider definition of employment uses, beyond traditional B1 uses used in emerging policy. The key issue in terms of the principle of the current proposal is the introduction of non B1 uses and whether these are acceptable.

## 6.3 Policy

Section 38 (6) of the Planning and Compulsory Purchase Act 2004 requires that planning decisions should be taken in accordance with the relevant adopted Development Plan unless material considerations dictate otherwise. Therefore in determining this application the following must be considered:

- The saved policies of the Cheltenham Borough Local Plan (CLP) Second Review 2006, which comprises the adopted development plan, and;
- Relevant material consideration which include:
  - National Planning Policy Framework (NPPF)
  - National Planning Practice Guidance (NPPG)
  - The emerging Joint Core Strategy (JCS) and its evidence base
  - The emerging Cheltenham Plan (part one) and its evidence base.

## 6.5 Green Belt

### 6.5.1 NPPF

**Paragraph 79** states the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts is their openness and their permanence.

**Paragraph 80** sets out five purposes served by Green Belts:

- to check the unrestricted sprawl of large built-up areas;
- to prevent neighbouring towns merging into one another;
- to assist in safeguarding the countryside from encroachment;
- to preserve the setting and special character of historic towns; and
- to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

**Paragraph 87** states that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.

**Paragraph 88** highlights that very special circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations.

### 6.5.2 Cheltenham Borough Local Plan

Although predating the NPPF, the approach of the adopted Cheltenham Borough Local Plan is entirely consistent. **Policy CO6** presumes against development in the Green Belt except in very special circumstances.

## 6.5.3 JCS

**Policy SD5** of the JCS echoes the general aims of the NPPF. However the JCS proposes a change to the boundary of the Green Belt in the location of the proposed development in order to remove the parcel of land (including the BMW site) at Grovefield Way. The supporting text states “*a small change has been made to the Green Belt boundary in the area of the Reddings to provide a more appropriate boundary after an implemented permission at Grovefield Way*”.

In her report the Inspector states: *Two other relatively small areas are proposed for GB release, which are not identified within the Plan. One is located at Grovefield Way in the area of The Reddings where development is being built out. The other is in the area of the Old Gloucester Road and Arle Nurseries, which would provide a more appropriate GB boundary to the north of the West Cheltenham allocation and to the south of the North West Cheltenham allocation. Exceptional circumstances exist for both of these releases.*

- 6.5.4 As is clear from the above commentary the likelihood is that the site will be removed from the Green Belt, however at the time of writing it falls within this designation. In policy terms the proposal represents inappropriate development within green belt and therefore it is necessary to consider whether there are very special circumstances which clearly outweigh the harm to the green belt.
- 6.5.5 As mentioned above the site has extant consent for B1 purposes which followed on from an allowed appeal in 2007. In allowing that appeal the Inspector concluded that the serious shortfall in local employment land provision up to 2011 at least constituted the very special circumstances that justified the use of the Green Belt site for B1 development at that time
- 6.5.6 In the context of the current submission, the applicant argues that the shortfall in the availability of employment land within the Borough today is equally as acute. The Joint Core Strategy Employment Land Review (ELR) 2011 identified that the B-class employment land deficit increased since the time of the 2007 appeal. The more recent NLP Employment Land Assessment Update which is dated October 2015 and has been undertaken to inform the emerging Cheltenham Plan, confirms the continued dearth in B-class employment land supply compared to anticipated future needs and, as a consequence, the Cheltenham Plan is considering allocating the application site for B Class employment purposes as part of a wider policy response to employment land management.
- 6.5.7 Whilst the proposals are not exclusively for B-class employment uses, it is accepted that overall the proposal offers an opportunity for economic growth which is a national and local objective. The acceptability of the inclusion of non-B1 uses will be discussed below, however it is considered that the principle of developing the site for employment use has been established through the history of the site, including the original appeal decision and the extant consent and its impending removal from the green belt.

## 6.6 Employment

### 6.6.1 NPPF

**Paragraph 19** states that:

Planning should operate to encourage and not act as an impediment to sustainable growth. Therefore, significant weight should be placed on the need to support economic growth through the planning system.

**6.6.2 Cheltenham Borough Local Plan**

**Policy CP6** states that mixed use development will only be permitted on suitable sites that meet the following criteria:

- a) where the uses are compatible with each other and adjoining land uses; and
- b) for schemes attracting a significant number of trips only in the Core Commercial Area; or
- c) for other schemes, only in the Core Commercial Area, district or neighbourhood centres, or in locations which are highly accessible by a regular choice of means of transport, excluding the residential parts of the conservation areas.

The policy also notes that where mixed uses are proposed on employment land, proposals will be subject to Policy EM2 (see below).

**Policy EM1** is concerned with employment uses and states:

The development or change of use of land for employment use will be permitted where the development:

- a) involves land already in employment use; or
- b) is on a land safeguarded for employment uses in this plan; or
- c) forms part of a mixed use development in accordance with Policy CP 6; and
- d) accords with Policies CP 4, BE 2, and HS 7.

**Policy EM2** seeks to retain land that is currently or was last in use for employment purposes (in the B classes) unless one of the listed exception tests are met. It goes on to state that mixed use development will be permitted on employment land provided that certain criteria are met, including:

- a) 'any loss of existing floorspace would be offset by a gain in the quality of provision through modernisation of the existing site. This should secure or create employment opportunities important to Cheltenham's local economy, and
- b) the loss of part of the site to other uses does not have a detrimental impact on the range of types and sizes of sites for business uses in the area nor the continuing operation of existing business sites; and
- c) the use is appropriate to the location and adds value to the local community and area.'

**6.6.3 JCS**

**Policy SD1** of the emerging JCS relates to employment (except retail development). In the preamble it states that In the NPPF, employment is considered in a wider sense than the traditional industrial, office and warehousing (B1, B2 and B8 uses). For example, uses such as retail hotels tourism, leisure facilities, education, health services and residential care, can also be large employment providers.

6.6.4 The policy states that employment related development will be supported at strategic allocations, at locations allocated for employment within the development plan, for the redevelopment of land already in employment use and for the development of new employment land within the PUA of Cheltenham.

**6.6.5 Emerging Cheltenham Plan**

The LPA is intending to commence public consultation on the Cheltenham Plan on 11<sup>th</sup> December. It is proposed to allocate the site in question as an employment site. The draft policy states: "*Proposals for traditional B class employment uses or sui generis uses that exhibit the characteristics of traditional B class employment will be supported at these locations subject to being in accord with other relevant policies embodied within this plan*".

The preamble to this policy states that the allocation provides an opportunity for the establishment of a modern business environment at an important gateway location. The Principal Urban Area is being amended to accommodate this allocation.

- 6.6.6 The proposed development does not fall completely within the B1 use class of development for which the site currently benefits. As such a key consideration in determining the acceptability of the proposed development is whether or not the proposed uses (B1, D1, A1 and A3) sufficiently contribute to meeting the employment needs of the Borough.
- 6.6.7 In terms of employment creation the documents submitted with the application suggest that the proposed development would generate 1,018 full time equivalent jobs. 26 of these would be within the supermarket, 20 would be within the coffee shop, 25 would be within the nursery. The remainder would be within the B1 uses; 365 within the buildings proposed as part of the full application and 582 within the buildings proposed in outline.
- 6.6.8 The applicant considers that the non-B1 elements, in addition to providing some contribution to employment in their own right, also complement and facilitate the provision of traditional B1 employment on the site. They draw attention to the Employment Land Review (mentioned at 6.5.6) which highlights that a mix of employment uses on a site can encourage the provision of office based businesses, using the example of a hotel, restaurant or gym on a business park which can assist in making it a desirable location. They highlight the fact that no B1 office development has materialised due to market issues.
- 6.6.9 Officers accept the principle that some non-B1 uses within a business park environment can make it more attractive to businesses who are considering potential locations for office accommodation, thereby facilitating economic development. However the amount and prominence of the non-B1 uses needs to be carefully considered in order to ensure that the site still primarily performs as a business park. It is also considered that the phasing of development is crucial to ensure that the assertions regarding the delivery of B1 office become a reality.
- 6.6.10 Officers had expressed concerns that within the proposed layout the non-B1 uses are occupying the most prominent portion of the site when viewed from the entrance to the site off Grovefield Way. Whilst alterations have been made to the layout of the site, in essence the locations of the supermarket, coffee shop and nursery are broadly similar to those originally proposed. This appears to primarily be driven by the proposed operators in terms of access, visibility and operational requirements.
- 6.6.11 Whilst the distribution of the uses on the site has not significantly altered, the overall quality of the scheme in terms of how the buildings address the street, the spaces between them and the landscape approach has improved since the submission of the proposal (this will be discussed further below). This helps to ensure that the business park has an 'identity' which is apparent from the entrance to the site to its furthest extent. As such whilst the non-B1 uses still occupy the eastern-most part of the site it is now considered that they will not appear as a separate parcel of commercial uses but will be integrated into the language of the site.
- 6.6.12 In terms of the floorspace provided the A1 (retail) element equates to 12% of the overall floorspace. This is a relatively small amount and in itself does generate some jobs.
- 6.6.13 Bearing all of the above in mind officers do not consider that the inclusion of the non-B1 uses proposed dilutes the primary function of it as an employment site to an unacceptable degree.
- 6.6.14 Through the course of the application officers have sought to negotiate commitments as to the delivery of the B1 office units and the phasing of development. There is a risk that if they are not delivered concurrently with the non-B1 uses there may be a significant period of time during which the eastern portion of the site is operational without any offices having been constructed on the site.

6.6.15 To this end the developer has agreed to construct and fit out office buildings 1 and 2 prior to the first occupation of any other units on site.

## 6.6.16 S.106 agreement

6.6.17 The above commitments would be secured via a s.106 agreement to which the developers have agreed to sign up. Officers consider that this provides sufficient reassurance that the retail and other non B1 uses proposed would not be able to operate until such time as the office buildings were ready to occupy.

6.6.18 The NPPF states that the Government is committed to ensuring that the planning system does everything it can to support sustainable economic growth. Planning should operate to encourage and not act as an impediment to sustainable growth. Therefore significant weight should be placed on the need to support economic growth through the planning system.

6.6.19 With this in mind, it is beholden upon the LPA to facilitate sustainable economic growth wherever possible. The approach to delivery agreed through this s.106 provides a way to allow permission to be granted for the uses proposed, in the confidence that it will facilitate genuine economic development.

## 6.7 **Retail Impact**

### 6.7.1 NPPF

**Paragraph 24** of the NPPF states that local planning authorities should apply a sequential test to planning applications for main town centre uses that are not in an existing centre and are not in accordance with an up-to-date Local Plan. They should require applications for main town centre uses to be located in town centres, then in edge of centre locations and only if suitable sites are not available should out of centre sites be considered. When considering edge of centre and out of centre proposals, preference should be given to accessible sites that are well connected to the town centre.

**Paragraph 26** states that when assessing applications for retail, leisure and office development outside of town centres, which are not in accordance with an up-to-date Local Plan, local planning authorities should require an impact assessment subject to the proposal meeting a 2500m<sup>2</sup> floorspace threshold.

### 6.7.2 Cheltenham Borough Local Plan

**Policy RT1** relates to the location of retail development and states:

Retail development will be permitted, subject to the availability of suitable sites or buildings suitable for conversion, which relate to the role and function of retailing centres and their catchments only in the following sequence of locations:

- a) the Central Shopping Area, subject to Policy RT 2;
- b) the Montpellier Shopping Area or the High Street West End Shopping Area, subject to Policy RT 2;
- c) elsewhere within the Core Commercial Area, subject to Policy RT 1;
- d) district or neighbourhood shopping centres, subject to Policy RT 3;
- e) out-of-centre sites which are accessible by a regular choice of means of transport, subject to Policies RT 7 and CP 5;

In considering the location of retail development, developers and operators should demonstrate flexibility and realism in format, design, scale and car parking.

**Policy RT7** states that, subject to Policy RT 1, retail development outside defined shopping areas will be permitted only where:

- a) a need for the additional floorspace has been demonstrated, and the proposals
- b) individually or in conjunction with other completed and permitted retail development, would not harm the vitality and viability of the town centre as a whole or of a district or neighbourhood centre.....

6.7.3 As the proposed development is located out of centre, the NPPF requires the applicant to demonstrate that there are no suitable, available and viable sequentially preferable sites that could accommodate the proposed development.

6.7.4 A sequential test has therefore been undertaken and concludes that “whilst allowing for a reasonable degree of flexibility and the requirement for a site to be available immediately, no sites have been identified for the proposed development that are sequentially superior and capable of accommodating the proposed development”. The submission identifies that the application site is demonstrably the most appropriate location for the proposed development.

6.7.5 In this instance the applicant is not required to undertake an impact assessment because the proposal is smaller than the default threshold of 2,500m<sup>2</sup> (gross) stipulated in the NPPF. However, an impact assessment has been undertaken to assist in the determination of the proposal and consider the effect on planned in-centre development and in-centre vitality and viability.

6.7.6. The Local Planning Authority has commissioned an independent assessment of the Retail Impact Assessment. The assessment agrees that subject to the Council's own knowledge of the North Place site and the proposed relocation of the Council offices from the Promenade there are no suitable sites available in sequentially preferred locations and therefore the test is met.

6.7.7 The approved scheme at North Place was for:

*Erection of a mixed use development comprising; 5,792sqm (gross external floor space) of class A1 food store, 739sqm (gross) of class A1 shops and 19sqm (gross) of class A2 within atrium space and 336sqm (gross) of class A3 (customer restaurant); multi-storey car park providing 634 spaces over 5 floors (300 spaces for public use and 334 spaces for food store customers); 143 no. residential units within a mix of 1, 2, 3, and 4 bedroom houses and flats, (57 units to be affordable) with associated 143 car parking spaces at ground and basement level; creation of new public open spaces; provision of new parking bays for buses and erection of a passenger information kiosk and waiting room; associated other operations to facilitate the mixed use development including alterations to and from the existing highway for vehicular, pedestrian and cycle access. All following the demolition of existing buildings and other built structures on the site.*

6.7.8 Officers are aware that this scheme will not be going ahead in its current form and that Morrisons are no longer involved in the site. As such it seems likely that an alternative proposal will come forward for this site, however it is not clear at this stage what form this will take or what mix of uses it will entail. In officer's view the applicant are in a position where it is more or less impossible for them to pass the sequential test because of the lack of information over the intentions for North Place. However not passing the sequential test is not an adequate reason for refusal in its own right. It is necessary to consider whether the proposal would have any unacceptable retail impacts. These matters are discussed below.

6.7.9 The assessment goes on to consider the retail impact of the proposal. It concludes that the impact on the town centre would not be significant. Caernarvon Road is a designated centre and the impact is material consideration. The centre comprises largely the Morrison store. The assessment concludes that there is no realistic risk of its closure as a result if the

proposals. It also concludes that the trade diversion from Bath Road would be very small. The assessment also concludes that there might be a small amount of trade diversion from Coronation Square however it could not be concluded to be a significant adverse impact. The impact tests are therefore passed.

- 6.7.10 The overall conclusion of the assessment is "*that the proposal is in accordance with national and local policy for retail development. In relation to the restaurant development, the proposal would serve a largely local need and the sequential test would be of little assistance in determining the application.*"
- 6.7.11 Officers have no reason to conclude differently and as such it is considered that in terms of retail impact the development of a supermarket in this location is acceptable.

## 6.4 Design and Layout

- 6.4.1 The NPPF states that good design is a key aspect of sustainable development. It asks that LPAs do not impose architectural styles or stifle innovation, however it does confirm that it is proper to seek to promote or reinforce local distinctiveness.
- 6.4.2 Policy CP7 of the Local Plan states that development will only be permitted where it is of a high standard of architectural design, adequately reflects principles of urban design, complements and respects neighbouring development and the character of the locality and/or landscape.
- 6.4.3 The existing planning permission for the site was in outline, however it was accompanied by indicative plans which suggested that the business park would be formed of a series of buildings which would be front onto a central spine road which led into the site. The scheme was intended to be 'landscape led'.
- 6.4.4 The current application moves away from this approach in that the Supermarket is pushed back from the spine road. The proposals have undergone a number of revisions following on from officer feedback.
- 6.4.5 Officers initially had a number of concerns about the design and layout as follows:
- It was considered that the initial drawings did not adequately demonstrate the change in levels across the site and how the buildings relate to one another, existing properties and the BMW building
  - In relation to the coffee shop there were concerns that there was a lack of landscaping around this building and that the parking spaces and drive thru lane were overly prominent. In combination with the retaining structures it was considered that this created a stark appearance and created a poor entrance to the site.
  - In relation to the supermarket it was again considered that there was a lack of landscaping around this building particularly between the rear of the building and North Road West. The building and car parking did not appear to respond to the change in levels adequately. There was also a general concern regarding the positioning of this building on this site with the car park in front which resulted in a lack of presence on the spine road and a visual dominance to the car park.
  - In relation to the nursery there was a concern that this was an uninteresting building which turned its back on the spine road and was set above the road with retaining structures dominating the back edge of the pavement. Its positioning on the site also

served to sever the commercial and B1 uses, exacerbating the concerns that officers had about the lack of integration.

- There was a general concern across the site that the buildings did not adequately address the street, did not have sufficient landscaping and did not respond sufficiently to the change in levels resulting in large and unsightly retaining structures,

**6.5.6** In response to the feedback a revised set of drawings was submitted and the consultation process was repeated. The key changes made were as follows:

- An increased amount of illustrative material was submitted including a number of cross sections, a 'fly through' video of the site and 3D visualisations
- In relation to the coffee shop an increased patio area has been added and the landscaping has been increased. The drive thru lane is in the same location, however some of the parking spaces have been relocated to allow the landscape buffer to be increased to create a better sense of arrival into the site.
- In relation to the supermarket, it is still in the same location, however the rear yard has been relocated in order to allow an increased landscape buffer at the rear. Views of the supermarket across the site have been softened by the increasing of the landscaping with a pedestrian route through having been designed.
- Furthermore the Happy Days Nursery has been rotated through 90 degrees so that it addresses the street and the building has been redesigned so that it incorporates more glazing in order to enliven the elevations.
- The proposed position of the building also aligns it with office buildings 1 and 2 and has allowed the car park to be redesigned to allow a flow between the uses and uses ramps and pedestrian steps to provide links through and to straddle the levels in a softer way than was originally envisaged.
- Office buildings 3 and 4 are still indicative however the revised drawings indicate them in revised locations which would give them more presence within the site, concealing some of the parking and having a better relationship with the residential neighbours to the west.

**6.5.7** Officers now consider that the most serious shortcomings in the layout have been overcome. Whilst the indicative layout within the outline application did embody more of the ideals of urban design, it was purely indicative at that stage and the LPA are not able to resist realistic alternative designs where they reach an acceptable standard. The majority of the buildings (except the supermarket) do now front the spine road and the quality of the landscaping, the layout of the car park and the quality of the public spaces have been significantly improved.

**6.5.8** It is considered that the relationship between offices 2 and 3 is a little cramped, however office 3 is within the outline element of the proposal and therefore there is scope to negotiate further on this part of the layout through the submission of reserved matters. It is considered prudent to add an informative to that effect to inform the design work going forward.

**6.5.9** In terms of the layout of the site, officers consider this to be acceptable.

**6.5.10** Turning now to the individual buildings. It is fair to say that the supermarket and coffee shop are of a relatively standardised design. However it is clear that all of the buildings which form part of the 'full' application use a similar architectural language and a similar palette of

materials. This has also been designed to pick up on the language, material and colours utilised within the BMW building. The nursery building is relatively simple in design, however as mentioned above it has been improved since submission and again uses features such as grey framing and projecting eaves to continue the narrative of the group of buildings. The office buildings present largely glazed elevations to the spine road which adds a sense of vibrancy and activity to the site. The other elevations are simpler with smaller windows and an undercroft area at ground floor. The buildings have been designed to be simple and flexible to allow for the requirements of different occupiers.

6.5.11 In the view of officers the standard of design of the individual buildings is acceptable and appropriate for a modern business park. It is considered that the buildings will appear as a family of buildings which is important in giving the site an identity as a high quality business park.

6.5.12 Turning now to the height of the buildings. The nursery and coffee shop are single storey, the supermarket is 1 – 2 storeys (with a mono-pitched roof and mezzanine and the office buildings are three storeys in height. However as mentioned above there is a change in levels across the site and the site is surrounded on three sides by highway and on three sides by residential properties. There is also an existing building on the site, BMW, which has a relatively powerful presence on the site and which has been mentioned in a high number of the objections which has been received. As such the LPA asked for a number of sections to be submitted to demonstrate how the proposed buildings fit into this context. These will be available for members to view however there are some considerations which arise from these:

- At the eastern end of the supermarket the eaves line is approximately 300mm lower than that of the adjacent dwelling in North Road West and the buildings are 36.7m apart at that point.
- The BMW building is approximately 8m higher than the highest parts of both the supermarket and the coffee shop.
- The BMW building is approximately 5m higher than office 1.

6.5.13 These dimensions relate to comparisons from a fixed datum. The heights of the individual buildings themselves are as follows:

- Coffee shop – 6.6m
- Supermarket – 5.5 - 9.1
- Nursery – 5.6m
- Office 1 – 13m
- Office 2 – 13m

6.5.14 The commercial uses at the eastern end of the site are relatively low with the height increasing towards the western end. None of the buildings proposed are as high as BMW and this will remain the most visually prominent element on the wider site. The office blocks are relatively tall however they require a presence within the street scene and if they were too diminutive they would not provide the focus or draw through to the rear of the site which it is hoped they will achieve.

6.5.15 Officers therefore are satisfied that the proposal is acceptable in terms of layout, the design of the buildings and their size and height.

## 6.6 Impact on neighbouring properties

6.6.1 The NPPF states that planning should always seek to secure a good standard of amenity for all existing and future occupants of land and buildings.

6.6.2 Local Plan policy CP4 states that development will only be permitted where it should not cause unacceptable harm to the amenity of adjoining land users and the locality.

6.6.3 As mentioned above planning permission exists on this site and the impact of the previous proposals upon neighbours will have been fully assessed. However the mix and distribution of development now proposed is markedly different and has the potential to have more of an impact upon neighbour amenity in terms of the presence of the buildings, their construction, servicing and on-going operation. As such it is important that all these aspects are carefully considered

6.6.4 In terms of the physical presence of the buildings the shortest distances between the proposed buildings and their nearest residential neighbour are as follows:

Coffee shop – 44m

Supermarket – 36m

Nursery – 88m

Office 1 – 82m

Office 2 – 103m

6.6.5 The positions of offices 3 and 4 are indicative but indicate approximately 55m from the nearest property.

6.6.6 The closest relationship is that of the properties of north road west and the supermarket. However bearing in mind the distances involved, the fact that the building slopes down towards the boundary and the landscape buffer that it is proposed it is not considered that the physical presence of the building would have a significantly harmful impact on amenity in terms of loss of light, privacy or overbearing impact.

6.6.7 With regards to construction, any problems which might arise can be dealt with separate legislation, however the Environmental Health officer has suggested that a condition is attached requiring a plan for the control of noise, dust and other nuisances which would include limits on the hours of work. CBC currently recommends the following working hours:

Monday - Friday 7:30AM - 6:00PM

Saturdays 8:00AM - 1:00PM

Sundays and Bank Holidays - No work producing noise audible beyond the site boundary, unless with prior approval.

6.6.8 There is also the potential for deliveries to the supermarket to result in disturbance to the neighbouring properties. The loading bay has been located away from the most sensitive location, However the Environmental Health Officer has recommended that a delivery management plan be submitted and this will be required by condition.

6.6.9 The requested opening hours are as follows:

- Supermarket – Monday – Saturday – 08:00 – 22:00  
Sunday – 10:00- 18:00
- Coffee shop – Monday – Sunday – 05:30 – 23:00

- Nursery – Monday – Friday 07:00 – 19:00

The Office hours are not yet known, however given the quiet nature of the use these are not normally controlled through the planning process.

- 6.6.9 An acoustic report has been carried out which concludes that the impact on neighbours would be acceptable and the Environmental Health Officer does not disagree with its findings or take issue with the proposed opening hours.
- 6.6.10 Details of a lighting scheme have been submitted with the application which indicate lux levels for the Full element of the proposals. The light spillage is shown to be minimal with a level of 0 at all neighbouring properties with a level of 1 clipping the front gardens of 9 and 10 Grovefield Way. This is well within acceptable levels and should not have an adverse impact upon neighbour amenity. A condition will be required to ensure a similar level of detail is provided for the outline elements of the scheme.
- 6.6.11 As such, subject to the proposed conditions mentioned above officers consider that the impact of the proposal on neighbour amenity would be acceptable.

## 6.7 Access and Highways Issues

- 6.7.1 Chapter 4 of the NPPF relates to promoting sustainable transport. It says that decisions should take account of whether; the opportunities for sustainable transport modes have been taken up, safe and suitable access to the site can be achieved for all people and improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.
- 6.7.2 Policy TP1 of the Local Plan states that development will not be permitted where it would endanger highway safety.
- 6.7.3 Policy INF1 of the JCS relates to the transport network. It states that developers should provide safe and accessible connections to the transport network to enable travel choice for residents and commuters. It states that planning permission will be granted only where the impact of development is not considered to be severe.
- 6.7.4 The planning application was accompanied by a Transport Assessment, Delivery Management Plan and Framework Travel Plan. These have been scrutinised by Highways England and the Local Highway Authority. The comments provided by both organisation will be reproduced in full for members however the main issues raised will be discussed below.
- 6.7.5 Highways England confirm that they have no objection to the proposal, following confirmation of proposed floorspace figures from the applicant. They accept the trip generation figures which have been provided. They confirm that under planning permission 14/01323/OUT the site has an extant 'trip envelope' for 441 and 460 two-way vehicle trips in the AM and PM peak respectively. These can be 'netted off' against the development proposals resulting in an additional impact of 18 and 16 additional two way vehicle trips in the AM and PM peak hours respectively. Based on the level of development trips anticipated to impact on M5 J11, taking into consideration extant peak hour trips Highways England accepts that the proposals do not constitute a severe impact on the SRN.

6.7.6 The County Highways Officer has also provided detailed comments. The main points arising from these are:

- Sustainable travel services and opportunities are available on Grovefield Way to the south of the site, A40 east and west bound carriageways to the north east and Hatherley Lane, opposite ASDA to the east. There is a network of footpaths and cycleways servicing the site
- There are bus services available at the stops located 350m to the south of the development site on Grovefield Way and 550m east on Hatherley lane. There are further stops on the A40 750m north east of the site. These services provide a reliable sustainable transport alternative to that of the private motor car and have the potential to encourage modal shift. A desirable distance to a bus stop is 500m, with up to 1000m being regarded as acceptable. Therefore the site is sustainably located and accessible via a number of non-car based alternative transport methods.
- There is a new footway on the western side of Grovefield Way which was granted permission as part of the access arrangements for the BMW car sales garage.
- over a 5 year period from January 2012 there were 13 recorded personal injury collisions of which 9 were recorded as slight injury ad 4 were recorded as serious injury. The reports attributed the causation as driver error or misjudgement rather than blame upon the highway and its layout. Therefore there are no highway safety deficiencies.
- The proposal makes use of the existing access constructed for BMW which is suitable for the expected levels and type of traffic. The internal junctions provide adequate emerging visibility splays. Vehicle tracking drawings have been provided for each element which demonstrates that they can be accessed by suitable delivery and refuse vehicles. Delivery management plans for the Supermarket, coffee shop and nursery will be secured via condition.
- Gloucestershire no longer has parking standards. Parking provision should be determined using the methodology set out in the NPPF. Office blocks 1 and 2 have parking provision of 222 spaces. The accumulation study determined a weekday peak demand of 22 spaces. The site is accessible to sustainable transport opportunities and regular bus services available within a reasonable walking distance. The site provides cycle parking and links with the cycle facilities. There would be a travel plan to encourage and support alternative means of travel.
- The supermarket, coffee shop and nursery provide 154 spaces. The weekday peak demand was established as 69 spaces and the max weekend demand was recorded at 109 spaces. The development provides adequate levels of parking in accordance with the NPPF.
- The outline element of the application provides access via a continuation of the main access road from Grovefield Way to a car park at the south western point of the development. This provides suitable access.
- In terms of trip generation the proposed development will generate an additional 18 vehicle trips in the AM (to 459) and an additional 16 trips in the PM (to 476) weekday peaks compared to the extant permission. The impact is

being considered in the weekday peaks due to the background traffic that occurs at weekends being lower.

- Surveys have demonstrated that vehicle flow is high within the Local Highway Network. The additional vehicle trips mentioned above on top of the base flow and previously consented trips would not be regarded as a significant increase given the high levels of background flow. The previous planning history cannot be ignored and the sites extant permission will generate additional vehicle movements within the Grovefield Area. The impact of the previous proposals was considered to be acceptable and the current proposals do not result in significant levels of additional trips.
- The concluding remarks are as follows:

*"Grovefield Way and the local network to Arle Court Roundabout are constrained with high traffic flow and queues/delays at peak times. This may make the additional vehicle traffic generated by this development seem significant when assessed or viewed in isolation, however the previous extant permission carries significant weight in planning terms and must be considered when assessing the current proposal. Although each application has to be assessed on their own merits, this site has previously been deemed acceptable for development in planning terms for B1 Office Use. The number of additional trips generated by this current application compared to the extant permission, which can be implemented at any time, is not significant. There have also been no material changes in national and local planning policy since the previous applications permission was granted. It is for that reason that the highway authority finds no reasonable grounds for the refusal of permission to this application."*

- 6.7.7 The extant consent for the site was subject to the following condition (Condition 4):
- 6.7.8 *The B1 Employment Use development hereby granted Outline Planning Permission shall not be occupied until such time as the contributions specified in the Section 106 Agreement completed in respect of Planning Permission reference 13/0110/FUL, granted 14 March 2014, for the erection of a flagship BMW, Mini and Motorrad dealership (or any subsequent planning permission(s) on the same land and subject to a similar Agreement) are triggered OR a separate Agreement under S106 is entered into to secure the delivery of the site-wide sustainable transport contributions on occupation of the B1 scheme hereby granted permission and the adoption of the Joint Core Strategy. Reason: To ensure that the development is not carried out and occupied in the absence of any guarantee that the consequential site-wide sustainable transport contributions are delivered.*
- 6.7.9 The decision referred to in that condition was: *Proposed erection of a flagship BMW, Mini and Motorrad dealership including vehicle sales and servicing facilities and will include the creation of an access from Grovefield Way.*
- 6.7.10 This was granted subject to a s.106. It involved a contribution of £503,000 to be used towards improvements to the South West Cheltenham Corridor. This was due in three equal instalments, the first of which is due on the date which the JCS is adopted or on occupation of the development (Development is already occupied).
- 6.7.11 A revised scheme was made for the BMW site as follows: **14/00656/FUL (Granted 21/1/15)** : *Erection of a flagship BMW, Mini and Motorrad Dealership including vehicle sales and servicing facilities including an access from Grovefield Way ( Revision to scheme approved 14 March 2014 under reference 13/01101/FUL - 1.Raising height of building by 1 metre to allow adjustments in floor levels to provide a mezzanine floor below ground level: 2. Rotation of vehicle ramp to allow access: 3. Increase in*

*Motorrad element from 160 sq m to 190 sq m: 4. Revised highway layout to relocate BMW customer access point to west of approved position)*

- 6.7.12 This was granted subject to a s.106 which is attached to this email. This repeated the requirement for £503,000 to be used towards improvements to the South West Cheltenham Corridor.
- 6.7.13 The legal agreement defines the South West Transport Corridor as The transport corridors in and out of Cheltenham including:
- a) The A40 west of the M5
  - b) Grovefield Way
  - c) Up Hatherley Way
  - d) Hatherley Way
  - e) HAtherley Road
  - f)The Reddings
  - g) Reddings Road and
  - h) Extension of the Park and Ride.
- 6.7.14 Given that the extant consent against which this application is being compared in transport terms was subject to these contributions, it is considered that the current application needs to be linked also. The applicant is in agreement to this. Given that the first instalment falls due upon adoption of the JCS with the second and third instalments in the future legal advice is being sought as to the appropriate mechanism to secure this and this matter will be updated.
- 6.7.15 It is acknowledged that the proposal will have an impact upon the road work however it has been demonstrated that the additional impact over and above that of the consented scheme is insignificant. The proposal meets all the technical requirements of new development, provides sufficient parking and provides options for sustainable travel. For these reasons the proposal is considered to be acceptable in terms of traffic, transport and accessibility.

## **6.8 Flooding and Drainage**

- 6.8.1 The NPPF states that when determining planning applications local planning authorities should ensure flood risk is not increased elsewhere.
- 6.8.2 Policy UI2 states that development will only be permitted where it would not increase the quantity or rate of surface water run-off.
- 6.8.3 The planning application was accompanied by a Flood Risk Assessment (FRA) and surface water drainage strategy. The surface water drainage strategy for the full elements of the proposal incorporates the balancing pond approved and constructed for the BMW development. Surface water runoff from roofs and impermeable areas will be managed via a combination of permeable paving and cellular storage with a controlled discharge through a balancing pond at the pre-development greenfield runoff rate.
- 6.8.4 Detailed comments have been provided by the Local Lead Flood Authority (LLFA). They have confirmed that the proposed discharge of 8.4 l/s, which will combine with the 1.8 l/s entering the balance pond from BMW is acceptable. Discharge is to the unnamed watercourse at the northern boundary of the site.
- 6.8.5 The proposed permeable paving will accommodate surface water for storage only. The remaining storage requirement will be held in geocellular crates with the final amount to be determined in the detailed design stage.

- 6.8.6 The outline element of the proposal is subject to a strategy of discharging surface water at the pre-development greenfield rate. Again further information would be required by condition.
- 6.8.7 It is normal with large scale proposals for the detailed design of drainage strategies to be submitted via conditions when the technical construction designs are prepared. However it is necessary to set out a strategy which confirms that the proposal is capable of adequately handling surface water runoff. In this instance the LLFA have confirmed that this is the case.
- 6.8.8 As such it is considered that the scheme is compliant with the technical requirements and as such is acceptable in terms of flooding and drainage.

## **6.9 Trees and Landscaping**

- 6.9.1 Policy GE5 of the Local Plan states that the LPA will resist the unnecessary felling of trees on private land.
- 6.9.2 Policy CP3 states that development should conserve or enhance the best of the built and natural environments.
- 6.9.3 The tree officer has confirmed that the majority of the trees are of a low category and are also proposed to be retained as part of the soft landscaping proposal.
- 6.9.4 The soft landscaping proposals are generally considered to be of a high quality however there are certain areas where inappropriate species are proposed and/or further details are required in relation to maintenance and planting as outlined in the comments above. It is considered that these matters can be dealt with appropriately through conditions.

## **6.10 Wildlife and Ecology**

- 6.10.1 Policies NE1 and NE2 of the Local Plan relate to ecology and states that development which would harm protected species or a designated conservation site will not be permitted unless safeguarding measures can be put in place or other material factors override nature conservation considerations.
- 6.10.2 The NPPF states that planning permission should be refused for development resulting in the loss or deterioration of irreplaceable habitats unless the need for, and benefits of the development in that location clearly outweigh the loss.
- 6.10.3 The proposal was accompanied by an ecological assessment. The site was originally surveyed in 2006 and updated surveys were carried out in 2011, 2013 and 2016. Specific bat and badger surveys were also carried out. The report concludes that there are no overriding constraints to development. However it is proper to provide habitat opportunities and as such bat and bird boxes will be secured through the development and required by condition. Native planting will also be used within the landscaping scheme to provide enhancement in these areas.

## **7 CONCLUSION AND RECOMMENDATION**

- 7.1 It is acknowledged that this is a controversial application which has attracted a high level of objection, not least from the Reddings Residents Association who have set out their concerns in detail. However a decision must be made on planning merits bearing in mind the relevant policies as set out above and the fall back position of the applicant in terms of the extant outline consent for B1 development on the site.

7.2 As mentioned above the NPPF makes it clear that the presumption in favour of sustainable development should underpin decision making and, in this instance that can be interpreted as meaning that planning permission should be granted unless:

- Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies of the NPPF as a whole; or
- Specific policies in the NPPF indicate development should be restricted.

As mentioned at 6.6.18 the NPPF identifies a key role for the planning system in contributing to building a strong, responsive and competitive economy.

7.3 As such the determination of this application comes down to considering the planning balance. Given that the site is to be removed from the Green Belt and has extant consent the key issues upon which this application turn are considered to be the inclusion of non B1 uses in principle, the implications of retail on the site and the acceptability of the individual buildings and layout.

7.4 It has been demonstrated that the provision of a retail use in this location would not have an adverse impact in terms of retail impact. The application has been the subject of a significant amount of negotiation in terms of the layout which has resulted in a much improved scheme which officers support. The inclusion of non B1 uses on the site, through the provisions of the s.106, will facilitate the provision of employment provision on the site, do not dilute the principle purpose of the site to an unacceptable degree and in themselves provide employment opportunities.

7.5 As such it must be concluded that there are no over-riding concerns in terms of the uses proposed or in the technical considerations which warrant the refusal of the application.

7.6 Therefore the recommendation is to permit the application subject to conditions and the signing of a s.106 agreement.

## **8 CONDITIONS / INFORMATIVES**

To follow as an update.

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## Highways Development Management

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Please ask for: David Simmons

Our Ref: B/2016/037561

Your Ref: 16/02208/FUL

Date: 18 October 2017

Dear Emma Pickernell,

**TOWN AND COUNTRY PLANNING ACT 1990  
HIGHWAY RECOMMENDATION**

**LOCATION:** Land At North Road West And Grovefield Way Cheltenham Gloucestershire  
**PROPOSED:** Hybrid application seeking detailed planning permission for a 5,034 sq.m of commercial office space (Use Class B1), 502 sq.m day nursery (Use Class D1), 1,742 sq.m supermarket food retail unit (Class A1), a 204 sq.m coffee shop retail unit and drive-thru (Use Classes A1 and A3), with associated parking, landscaping and infrastructure works. Outline planning permission sought for the erection of 8,034 sq.m of commercial office space (Use Class B1), together with associated car parking, landscaping and infrastructure works, with all matters reserved (except access).

I refer to the above planning application received on the 21<sup>st</sup> December 2016 with submitted details;

Application Form, Design & Access Statement, Design & Access Statement Addendum, Planning Statement, Transport Assessment, Travel Plan, DLA.1755.L.09 Rev C – Landscaping Masterplan, 178.06 Rev A – Proposed Block Plan, 178.59 Rev D – ALDI HGV Tracking, 178.60 Rev E – HDN Refuse Tracking, 178.61 Rev E - Costa Refuse Tracking, 178.62 Rev D – Costa Vehicle Tracking, 178.63 Rev F – Office Accommodation Refuse Vehicle Tracking, 178.96 Rev B – Block Plan, MJA-P105-4392-D Car Park Lighting, SK01 Rev A – Commercial Access Viz, 178 ALDI DMP, 178 Costa DMP, 178 HDN DMP, 178.103 – Costa Delivery Tracking, 1605,13\_TN01 – Technical Note, Parking Accumulation Feb 17, TS5132\_Cheltenham\_Data\_Volume\_Report, 178-100 Rev A – Proposed Phasing Plan.

**Location:**

The application site is situated adjacent to Grovefield Way, a class 3 highway subject to a 40mph speed restriction. The site falls within Greenbelt land to the West of Cheltenham with the A40 “Golden Valley”

bordering the Northern boundary. Grovefield Way adjoins the A40, to the north, at the strategically important Arle Court Roundabout. Connection to the Strategic Road Network is via Junction 11 of the M5 located to the West. Grovefield Way is bordered to the east by retail, commercial and residential developments of The Reddings and Up Hatherley. Grovefield Way becomes Cold Pool Lane to the South East before adjoining Up Hatherley Way which provides connection to the A46. North Road West is a class 4 highway and abuts the sites southern boundary and links to the class 3 Badgeworth Road to the west.

### **History:**

The site has a detailed planning history with a number of previous granted permissions, Outline Planning permission (ref 05/00799/OUT), was granted for the erection of 22,000sqm of B1 employment use in 2007 across the entirety of the 6.4ha site. The approval of reserved matters (ref 09/00720/REM, 10/00468/TIME, and 12/01086/REM) was granted in 2013.

Since 2007, the North East portion of the site has been subject to separate planning applications, ref 13/01101/FUL and 14/00656/FUL for the erection of a flagship BMW car sales and servicing garage comprising 7595sqm. This site has been fully built out.

Extant permission was granted for the remaining portion of the site for 16,800sqm of B1 employment use in 2014 under ref 14/01323/OUT and provides the site with a fall-back position that will be considered as material when assessing the current proposal.

### **Overall Site Access:**

The proposed access road and junction with Grovefield Way was agreed and deemed acceptable as apart of the adjoining 2014 BMW Car sales application. The 160m access road that serves the car sales will form the access road for this application and will be extended into the proposed site.

Pedestrian access will be provided by the extension of the footways that are to serve the BMW car sales garage.

### **Accessibility:**

Sustainable Travel services and opportunities are available on Grovefield Way to the South of the site; A40 East and West bound carriageways to the North East and Hatherley Lane, opposite ASDA, to the East.

Grovefield Way features a shared footway/cycleway on the Eastern side. The cycleway leads to Arle Court roundabout with access to the northern arms provided by a subway. The subway also allows access to the eastbound bus stops on the A40, Cheltenham Side. To the South the cycleway/footway connects to The Reddings and the A46. Pedestrian movements south of the site are supported by a pelican crossing which allows access to The Reddings from North Road West and the proposed development site. The cycle facilities form part of NCR 41.

### **Public Transport:**

Bus services are available at the stops located 350m to the south of the development site on Grovefield Way and 550m East on Hatherley Lane. This stop is served by the J and K service running on a frequency of 1 every 90 minutes. Further stops are available on the A40 east of Arle Court Roundabout some 750m North East. The Stops are served by Stagecoach service 94/94U/N94 which provide regular services to Gloucester and Cheltenham Centres every 10 minutes during peak periods and 30 minutes approximately off peak, with services running 7 days a week. These services provide a reliable sustainable transport alternative to that of the private motor car and have the potential to encourage a modal shift. The IHT Providing for Journeys on Foot document table 3.2 states that a desirable walking distance to a bus stop is 500m, with a distance of up to 1000m being regarded as

acceptable. The development site is therefore sustainably located and accessible via a number of non-car based alternative transport methods.

## **Local Highway Network:**

### **Grovefield Way:**

Grovefield Way is a class 3 highway with a 40mph speed restriction. It connects with the A40 to the North, Cold Pool Lane and The Reddings to the South East. The highway is a single carriageway, two-way working local distributor with a width approximately 7.3m. Grovefield Way is street lit with a combined cycleway/pedestrian footway with small grass verge creating a buffer to the carriageway on the eastern site. There is a new footway on the Western side of Grovefield Way, approximately 85m in length, and terminates at a pedestrian tactile crossing to the Eastern side. This crossing was granted permission as a part of the access arrangements for the BMW car sales garage.

### **A40:**

The A40 is located approximately 500m to the North East of the development site and is accessed via the Arle Court Roundabout. The East and West bound carriageways are duelled with two through lanes in either direction. The Arle Court Roundabout is signal controlled on the major A40 approach arms but is not signalled on the Hatherley Lane, B4063 Gloucester Road and Fiddlers Green Lane approach arms.

## **Personal Injury Collisions:**

I have undertaken an interrogation of all recorded personal injury collisions over a 5 year period between 1<sup>st</sup> January 2012 and 31<sup>st</sup> March 2017 (Last recorded incident). During that study period there has been 13 recorded personal injury collisions of which 9 were recorded as slight injury and 4 were recorded as serious injury.

The collisions reports attributed the causation factor as driver error or misjudgement rather than attributing blame upon the highway and its layout. Therefore, there are no highway safety deficiencies in the proximity of the proposed development.

## **Detailed application Access and Layout:**

The development is to make use of an existing priority junction with Right turn holding lane constructed for the BMW car sales garage. The access is suitable for the expected levels and type of traffic, with footways extending into the site either side of the main access road which has a width of 7.2m complying with the local design guidance as shown by dwg 178-96 Rev B. A number of dropped kerb, tactile crossing points are located along the access road at points of pedestrian desire to the surrounding uses. The internal junctions provide adequate emerging visibility splays to ensure that the layout minimises conflict between traffic, cyclists or pedestrians.

Drawing 178.59 Rev D – ALDI HGV Tracking demonstrates the vehicle manoeuvre required for a 16.5m articulated HGV to access, turn and egress the site in forward gear. The HGV will require a reverse manoeuvre through the western portion of the ALDI car park in order to access the service yard, this will not take place without a suitably trained banks-person ensuring that vehicles and/or pedestrians do not come into conflict with the HGV. To ensure that direct contact cannot occur between the HGV and nursery occupants a fence has been installed between the nursery and car park to ensure that children are prevented from directly entering the car park. The Tracking plan is supported by a delivery management plan which can be secured by planning condition.

The Articulated HGV can adequately enter, turn and egress the site to and from Grovefield Way without conflicting kerb-lines, vertical structures, trees or formal parking spaces.

The Costa coffee unit can be adequately accessed by a rigid body delivery vehicle and 3 axle refuse vehicle without conflicting kerb-lines, vertical structures, trees or formal parking spaces as shown on plans 178.61 Rev E and 178.103. A delivery management plan has also been submitted and can be secured by planning condition.

The Happy Days Nursery can also be adequately serviced as demonstrated by plan 178.90 Rev E – HDN Refuse Tracking. A Delivery Management Plan has also been submitted and will be secured by condition.

Drawing 178.63 – Office Accommodation Refuse Vehicle Tracking has demonstrated that two HGV's can adequately pass one another on the internal access road. The refuse vehicle can adequately enter, turn and egress the office car park without conflict, with sufficient inter-visibility between vehicles.

### **Detailed application Parking Provision:**

Gloucestershire no longer has parking standards. Proposed development parking provision should be determined using the methodology set out by Paragraph 39 of the NPPF. A parking accumulation study has also been undertaken to demonstrate the suitability of the proposed parking arrangements.

Office block 1 and 2 has a parking provision of 222 spaces. The accumulation study 'Parking Accumulation Feb 17' determined a weekday peak demand of 222 spaces. The site is accessible to sustainable transport opportunities with regular bus services available within a reasonable walking distance, particularly the services on the A40 to the north east. The development site provides cycle parking and links with the existing cycle facilities on Grovefield Way to ensure safe cycle access and to encourage additional cycle users. Furthermore the office aspects of the development has means of limiting and/or controlling the number of employees that can access the car park which can be supported with Travel Plan measures to encourage alternative travel means.

The ALDI, Costa and Nursery have provided a provision of 154 spaces containing 9 disabled, 12 parent/child and 2 electric charging spaces. The Weekday peak demand was established as 69 spaces according to the parking accumulation study. The max weekend demand was recorded at 109 spaces. The development has provided adequate levels of parking in accordance with the NPPF. It is unlikely that any development traffic will be displaced upon the wider highway network. An additional demand generated by the proposal can be accommodated within the site access road.

A parking management scheme can be conditioned to ensure that the parking is maintained available for customers of ALDI, Costa and the nursery only and not to be used by the office employees.

### **Outline Application Access:**

8034sqm of B1 office use is subject to Outline planning permission with access being considered at this point. Access is provided by a continuation of the main access road from Grovefield way to a car park at the south-western point of the development serving office block 3. A further priority T-junction provides access to a northern car park to serve office block 4. The extension of the access road to provide access is suitable. The priority junction can support two-way working and provides adequate visibility. It must be noted that landscaping plan DLA-1755-L.09. Rev C demonstrates tree planting within the visibility splay. The splay should be maintained clear with any planting and landscaping being located behind the splay. This can be secured by way of planning condition.

The internal layouts and parking provisions for office block 3 and 4 will be agreed at reserved matters stage and details of can be secured by planning condition.

## **Proposed Trip Generation:**

The submitted Transport Assessment's TRICS analysis has proposed that the development will generate the following peak hour two-way trips.

B1 Office (Detailed)	151 AM – 127 PM
B1 Office (Outline)	200 AM – 168 PM
A1 Aldi Store	35 AM – 157 PM
A1/A3 Costa	55 AM – 49 PM
D1 Nursery	57 AM – 47 PM

### **Costa:**

The Costa Coffee shop has had a linked-trip/pass-by trip discount applied. It is likely that the Costa will be utilised in conjunction with an existing trip upon the network such as visiting the Aldi store or other commercial/retail uses in the vicinity, or while passing-by whilst travelling to a wider destination. A reduction of 50% new trips has been applied and is deemed reasonable. The Costa will not generate a high number of primary “new” trips where the destination was to be the Costa. The linked/Pass-by discount ensures that no double counting of new trips occurs and skews the likely trip generation.

### **Aldi:**

The Aldi store is also likely to generate a number of linked trips. The very nature of the discount food-store is that they sell a limited range of discounted food and non-food items with patrons completing their “shop” at other retailers. This would mean the Aldi stores trips will be linked with another destination and potentially already utilising the network. Therefore a reduction of 30% can be applied to take account of the linked trips and to again avoid a double count occurring for a trip that was already on the network. TRICS Research Report 14-1 says a 30% reduction is reasonable and such reduction is accepted by the Highway Authority.

### **Nursery:**

The Nursery proposed trip rates are based upon staff numbers whilst the other uses were based upon the GFA/GEA. The Highway Authority had concerns that the use of staff numbers may result in a trip rate that is less than what may be generated when the trip rates are determined using GFA/GEA, this also may affect the number of parking spaces required for the nursery. To address the concerns of the Highway Authority, the Transport Consultants submitted a trip comparison as well as a letter from the Nursery end user stating the exact number of staff that will be employed (27). The comparison demonstrated that there was an immaterial difference between the trip rates using staff numbers or GFA/GEA. The trip rates therefore proposed using the staff numbers is deemed acceptable.

**Permitted Trip Rates Vs Proposed Trip Rates:**

The following table outlines the difference in trips between the consented (2014) and proposed (2016/2017) developments, the proposed development trip rates have had the linked/pass-by discount applied.

**Overall Trip Rate Summary:**

2014 AM (Consented)	441	2014 PM (Consented)	460
BMW Garage (Committed)	111	BMW Garage (Committed)	111
Total AM Trips Consented/Committed	552	Total PM Trips Consented/Committed	571
2017 AM (Proposed)	459	2017 PM (Proposed)	476
Total AM Trips 2017	570	Total PM Trips 2017	587
Difference	+18	Difference	+16

The table above demonstrates that the proposed mixed used development will generate an additional 18 vehicle trips in the AM and an additional 16 trips in the PM weekday peaks compared to the extant permission. The impact is being considered in the weekday peak periods due to the background traffic that occurs at weekends being lower.

**Base Traffic Flow Review:**

I have obtained traffic flow data for Grovefield Way and Hatherley Lane (North) between the Grovefield Way and Arle Court roundabouts. The traffic flow data was undertaken by GCC. The Grovefield Way and Hatherley Lane north surveys were undertaken during the month of March 2017. I have not considered the week 13<sup>th</sup> – 19<sup>th</sup> March as this is Cheltenham Gold Cup week and the area may have been subject to extra-ordinary traffic flows which would not be representable of a typical day in that location.

The Grovefield Way ATC recorded a 5 day (workday) average of 920 movements in the AM peak (8-9am) and 928 movements in the PM (5-6pm) peak. 624 (67.8%) were routed northbound towards the Grovefield Way roundabout in the AM peak. 579 (62.39%) were routed southbound in the PM peak.

The Hatherley Lane (North) ATC recorded a 5 day (workday) average of 1872 in the AM peak and 1941 in the PM peak. 882 (47.11%) vehicles were routed eastbound towards the Arle Court roundabouts in the AM peak whilst 989 (49.5%) were routed westbound towards the Grovefield Way roundabout in the same period. During the PM peak 924 vehicles were routed eastbound and 1017 westbound.

The GCC ATC survey undertaken on Hatherley Lane (North) is comparable in terms of traffic pattern to the survey undertaken by the applicant and attached as appendix A of the Transport Assessment.

The ATC surveys have demonstrated that vehicle flow is high within the Local Highway Network. The development will generate an additional 18 vehicles in the AM and 16 in the PM peak hours. The additional vehicles on top of the base flow and previously consented trips would not be regarded as a significant increase given the high levels of background flow. The previous planning history cannot be ignored and the sites extant permission will generate additional vehicle movements within the Grovefield Area. The previous permission can be implemented at anytime and the impact of which was deemed acceptable. The current proposals additional vehicle trips on top of what could occur is not significant.

**Travel Plan:**

A framework Travel Plan has been submitted as part of the application. The aim of framework Travel Plan is to act as an 'umbrella plan' for the site as a whole. Each individual use of the site will be required to provide their own site/use specific Travel Plan prior to occupation. The Travel Plan can be secured by way of planning condition.

**Summary Comments:**

Grovefield Way and the local network to Arle Court Roundabout are constrained with high traffic flow and queues/delays at peak times. This may make the additional vehicle traffic generated by this development seem significant when assessed or viewed in isolation, however the previous extant permission carries significant weight in planning terms and must be considered when assessing the current proposal. Although each application has to be assessed on their own merits, this site has previously been deemed acceptable for development in planning terms for B1 Office Use. The number of additional trips generated by this current application compared to the extant permission, which can be implemented at any time, is not significant. There have also been no material changes in national and local planning policy since the previous applications permission was granted. It is for that reason that the highway authority finds no reasonable grounds for the refusal of permission to this application.

**I recommend that no Highway Objection be raised subject to the following condition(s).**

**Full Application Conditions:**

**Condition #1 Construction Method Statement:**

No development shall take place, including any works of demolition, until a construction method statement has been submitted to, and approved in writing by, the local planning authority. The approved statement shall be adhered to throughout the construction period. The Statement shall:

- i. specify the type and number of vehicles;
- ii. Provide for the parking of vehicles of site operatives and visitors;
- iii. Provide for the loading and unloading of plant and materials;
- iv. Provide for the storage of plant and material used in constructing the development;
- v. provide for wheel washing facilities to control the emission of dirt or dust;
- vi. Provide the intended hours of operations;
- vii. Provide a plan of the site compound.

**Reason:** To reduce the potential impact on the public highway and accommodate the efficient delivery of goods and supplies in accordance with Section 4 of the NPPF.

**Condition #2 Car Parking:**

Prior to beneficial occupation of the proposed development, the car parking, turning, loading and unloading facilities shall be provided in accordance with the approved plan and shall be maintained available for that purpose thereafter.

**Reason:** To reduce potential highway impact by ensuring that vehicles do not have to park on the highway resulting in a severe impact contrary to Section 4 of the NPPF.

**Condition #3 Costa Delivery Management Plan:**

Upon beneficial occupation of the development, the submitted Costa Delivery Management Plan shall be

adhered to in all respects unless amendments to the plan have first been agreed in writing by the Local Planning Authority.

**Reason:** To minimise hazards and inconvenience for users of the development by ensuring a safe and secure layout that minimises conflict between traffic, cyclists and pedestrians in accordance with Section 4 of the NPPF.

**Condition #4 ALDI Delivery Management Plan:**

Upon beneficial occupation of the development, the submitted ALDI Delivery Management Plan shall be adhered to in all respects unless amendments to the plan have first been agreed in writing by the Local Planning Authority.

**Reason:** To minimise hazards and inconvenience for users of the development by ensuring a safe and secure layout that minimises conflict between traffic, cyclists and pedestrians in accordance with Section 4 of the NPPF.

**Condition #5 Happy Days Nursery Delivery Management Plan:**

Upon beneficial occupation of the development, the submitted Happy Days Nursery Delivery Management Plan shall be adhered to in all respects unless amendments to the plan have first been agreed in writing by the Local Planning Authority.

**Reason:** To minimise hazards and inconvenience for users of the development by ensuring a safe and secure layout that minimises conflict between traffic, cyclists and pedestrians in accordance with Section 4 of the NPPF.

**Condition #6 Cycle parking:**

Prior to beneficial occupation of the proposed development, the cycle parking/storage facilities shall be provided in accordance with the approved plan and shall be maintained available for that purpose thereafter.

**Reason:** To reduce potential highway impact by ensuring that vehicles do not have to park on the highway resulting in a severe impact contrary to Section 4 of the NPPF.

**Condition #7 Personal Planning Permission:**

Notwithstanding the Town and Country Planning (Use Classes) Order 1987 and Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and/or re-enacting those orders with or without modification), the ALDI premises shall not be used other than as a Discount Food-Store and shall not be used for any other purpose falling within Use Classes A1; without express planning permission.

**Reason:** Alternative use would require further consideration by the Local Planning Authority because of traffic/parking implications, having regard to the provisions of the Section 4 of the NPPF.

**Condition #8 Car Parking Management Scheme:**

Details of a car parking management scheme to limit office employment parking occurring within the retail element of the development during Office opening hours shall be submitted to and approved in writing by the Local Planning Authority. The approved plans shall then be implemented on first occupation of any B1 Office block and adhered to in all respects unless amendments to the plan have first been agreed in writing by the Local Planning Authority.

**Reason:** To ensure that adequate parking provision is provided in order to minimise any potential highway safety implications of displaced parking and to minimise conflict between traffic, cyclists or pedestrians in accordance with Section 4 of the NPPF.

**Condition #9 Travel Plan:**

The approved Travel Plan and any associated site/use specific Travel Plans shall be implemented in accordance

with the details and timetable therein, and shall be continued thereafter, unless otherwise agreed in writing by the Local Planning Authority.

**Reason:** To ensure that the opportunities for sustainable transport modes are taken up in accordance with paragraphs 32 and 36 of the NPPF.

### **Condition #10 Highway Works, Pedestrian Crossing Points:**

Prior to works commencing on the development hereby permitted, details of pedestrian dropped kerb tactile crossing points across Grovefield Way in the proximity of the bus stops south of the development site shall be submitted to and agreed in writing by the Local Planning Authority, the works shall then be constructed in accordance with the approved plan and made available for public use prior to first occupation of the buildings hereby permitted.

**Reason:** To ensure that the priority is given to pedestrian and cycle movements and that a safe and secure layout that minimises conflict can be created in accordance with Paragraph 35 of the NPPF.

### **Condition #11 Estate Roads:**

No building on the development shall be occupied until the carriageway(s) (including surface water drainage/disposal, vehicular turning head(s) and street lighting) providing access from the nearest public highway to that building(s) have been completed to at least binder course level and the footway(s) to surface course level.

**Reason:** To minimise hazards and inconvenience for users of the development by ensuring that there is a safe, suitable and secure means of access for all people that minimises the conflict between traffic and cyclists and pedestrians in accordance with Section 4 of the NPPF.

### **Outline Application Conditions:**

#### **Outline Condition #1 Estate Roads:**

Details of the layout and access, (hereinafter called "the reserved matters") shall be submitted to and approved in writing by the local planning authority before any development begins and the development shall be carried out in accordance with the approved plans. No dwelling on the development shall be occupied until the carriageway(s) (including surface water drainage/disposal, vehicular turning head(s) and street lighting) providing access from the nearest public Highway to that dwelling have been completed to at least binder course level and the footway(s) to surface course level.

**Reason:** To minimise hazards and inconvenience for users of the development by ensuring that there is a safe, suitable and secure means of access for all people that minimises the conflict between traffic and cyclists and pedestrians in accordance with Section 4 of the NPPF.

#### **Outline Condition #2 Future Maintenance:**

No development shall be commenced until details of the proposed arrangements for future management and maintenance of the proposed streets within the development have been submitted to and approved in writing by the local planning authority. The streets shall thereafter be maintained in accordance with the approved management and maintenance details until such time as either a dedication agreement has been entered into or a private management and maintenance company has been established.

**Reason:** To ensure that safe, suitable and secure access is achieved and maintained for all people that minimises the conflict between traffic and cyclists and pedestrians in accordance with the National Planning Policy

Framework and to establish and maintain a strong sense of place to create attractive and comfortable places to live, work and visit as required by paragraph 58 of the NPPF.

### **Outline Condition #3 Priority Junction Visibility Splays:**

The vehicular access hereby permitted shall not be brought into use until the existing roadside frontage boundaries have been set back to provide visibility splays extending from a point 2.4m back along the centre of the access measured from the public road carriageway edge (the X point) to a point on the nearer carriageway edge of the public road 43m distant in both directions (the Y points). The area between those splays and the carriageway shall be reduced in level and thereafter maintained so as to provide clear visibility between 1.05m and 2.0m at the X point and between 0.6m and 2.0m at the Y point above the adjacent carriageway level.

**Reason:** To reduce potential highway impact by ensuring that adequate visibility is provided and maintained and to ensure that a safe, suitable and secure means of access for all people that minimises the conflict between traffic and cyclists and pedestrians is provided in accordance with Section 4 of the NPPF.

### **Outline Condition #4 Vehicular Parking, Turning and Loading/Unloading:**

The details to be submitted for the approval of reserved matters shall include vehicular parking and turning and loading/unloading facilities within the site, and the building(s) hereby permitted shall not be occupied until those facilities have been provided in accordance with the approved plans and shall be maintained available for those purposes for the duration of the development.

**Reason:** To ensure that a safe, suitable and secure means of access for all people that minimises the conflict between traffic and cyclists and pedestrians is provided in accordance with Section 4 of the NPPF.

### **Outline Condition #4 Cycle Parking:**

The development hereby permitted shall not be occupied until details of secure and covered cycle storage facilities have been made available in accordance with details to be submitted to and approved in writing by the LPA.

**Reason:** To ensure that adequate cycle parking is provided, to promote cycle use and to ensure that the opportunities for sustainable transport modes have been taken up in accordance with paragraph 32 of the National Planning Policy Framework.

### **Outline Condition #5 Fire hydrant:**

No development shall commence on site until a scheme has been submitted to, and agreed in writing by the council, for the provision of fire hydrants (served by mains water) and no dwelling shall be occupied until the hydrant serving that property has been provided to the satisfaction of the council.

**Reason:** To ensure adequate water infrastructure is made on site for the local fire service to tackle any property fire in accordance with Paragraphs 32 & 35 of the NPPF.

### **Outline Condition #6 Travel Plan:**

No works shall commence on the development hereby permitted until a Travel Plan has been submitted to and agreed in writing by the Local Planning Authority, setting out;

- i. objectives and targets for promoting sustainable travel,
- ii. appointment and funding of a travel plan coordinator,

- iii. details of an annual monitoring and review process,
- iv. means of funding of the travel plan, and;
- v. an implementation timetable including the responsible body for each action.

The approved Travel Plan and any associated site/use specific Travel Plans shall be implemented in accordance with the details and timetable therein, and shall be continued thereafter, unless otherwise agreed in writing by the Local Planning Authority.

**Reason:** To ensure that the opportunities for sustainable transport modes are taken up in accordance with paragraphs 32 and 36 of the NPPF.

### **Statement of Due Regard**

Consideration has been given as to whether any inequality and community impact will be created by the transport and highway impacts of the proposed development. It is considered that no inequality is caused to those people who had previously utilised those sections of the existing transport network that are likely to be impacted on by the proposed development.

It is considered that the following protected groups will not be affected by the transport impacts of the proposed development: age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex, sexual orientation, other groups (such as long term unemployed), social-economically deprived groups, community cohesion, and human rights.

Yours sincerely,  
David Simmons  
Principal Development Coordinator

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## Developments Affecting Trunk Roads and Special Roads

### Highways England Planning Response (HEPR 16-01) Formal Recommendation to an Application for Planning Permission

From: Regional Director  
Operations Division  
South West Region  
Highways England.  
[planningsw@highwaysengland.co.uk](mailto:planningsw@highwaysengland.co.uk)

To: Cheltenham Borough Council  
  
CC: [transportplanning@dft.gsi.gov.uk](mailto:transportplanning@dft.gsi.gov.uk)  
[growthandplanning@highwaysengland.co.uk](mailto:growthandplanning@highwaysengland.co.uk)

Council's Reference: 16/02208/FUL

Referring to the notification of Hybrid Planning Application dated 12<sup>th</sup> January 2017, in connection with the A40 (T) / M5 J11; seeking detailed planning permission for a 5,034m<sup>2</sup> of commercial office space (Use Class B1), 502m<sup>2</sup> day nursery (Use Class D1), 1,742m<sup>2</sup> supermarket food retail unit (Class A1), a 204m<sup>2</sup> coffee shop retail unit and drive-thru (Use Classes A1 and A3), with associated parking, landscaping and infrastructure works, with all matters reserved (except access) on land at North Road West and Grovefield Way, Cheltenham, Gloucestershire, notice is hereby given that Highways England's formal recommendation is that we:

- a) offer no objection;
- b) ~~recommend that conditions should be attached to any planning permission that may be granted (see Annex A – Highways England recommended Planning Conditions);~~
- c) ~~recommend that planning permission not be granted for a specified period (see Annex A – further assessment required);~~
- d) ~~recommend that the application be refused (see Annex A – Reasons for recommending Refusal).~~

Highways Act Section 175B is-/ is not relevant to this application.<sup>1</sup>

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

Should you disagree with this recommendation you should consult the Secretary of State for Transport, as per the Town and Country Planning (Development Affecting Trunk Roads) Direction 2015, via [transportplanning@dft.gsi.gov.uk](mailto:transportplanning@dft.gsi.gov.uk).

**Signature:**



**Date:** 12<sup>th</sup> April 2017

**Name:** Rachel Sandy

**Position:** Asset Manager

R

**Highways England:**

Temple Quay House, 2 The Square, Temple Quay, Bristol, BS1 6HA

[Rachel.Sandy@highwaysengland.co.uk](mailto:Rachel.Sandy@highwaysengland.co.uk)

<sup>1</sup> Where relevant, further information will be provided within Annex A.

## **Annex A      Highways England recommended No Objections**

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

This response represents our formal recommendations with regard to planning application (App Ref – 16/02208/FUL) and has been prepared by Rachel Sandy of the South West Operations Division Growth and Improvement Team and Asset Manager for the SRN in Gloucestershire.

We have undertaken a review of the relevant documents supporting the planning application to ensure compliance with the current policy of the Secretary of State as set out in DfT Circular 02/2013 "The Strategic Road Network and the Delivery of Sustainable Development" and the DCLG National Planning Policy Framework (NPPF), being advised on this matter by our consultants, CH2M.

### **Previous Correspondence**

Highways England have previously been consulted on a Transport Statement (TS) submitted in support of the above application, providing comments in a HEPR dated 7<sup>th</sup> February 2017. It was Highways England's recommendation that Cheltenham Borough Council (CBC) do not grant planning permission for a period of 3 months, to allow the applicant time to address outstanding concerns regarding traffic impact on the SRN. The applicant has now responded to these comments and our response is detailed below.

### **Development Proposals**

Highways England previously raised concerns regarding the difference in floor areas between the TS and planning application form. Clarification has now been provided by the applicant, and the differences were a result of the TS including Gross External Areas (GEA), whereas the planning application form refers to Gross Internal Areas (GIA). With clarification provided the results now match. The conclusion is accepted by Highways England, and no further action is required.

Further to Highways England's HEPR response dated February 2017, the applicant has made amendments to the development masterplan set out in the TS. Whilst the

applicant has suggested that tweaks are still possible, the land use proposals currently comprise:

- B1 Office (Detailed) – 6,593m<sup>2</sup> GEA
- B1 Office (Outline) – 8,736m<sup>2</sup> GEA
- A1 / A3 Costa Coffee drive thru – 287m<sup>2</sup> GEA
- A1 Aldi discount food retail – 2,037m<sup>2</sup> GEA
- D1 day nursery – 800m<sup>2</sup> GEA

GEA comparisons to those set out in the TS show that the only change is to the Costa Coffee drive-thru, which decreases by 17m<sup>2</sup>. This change in quantum results in a two vehicle reduction (two-way vehicle trips) in both the AM and PM peak hours. This has also resulted in a minor reduction to the 'linked trip' proportions, which take into account some journeys to / from the Costa Coffee proposals.

Overall, the revised Costa Coffee drive-thru would generate 26 two-way vehicle trips in the AM peak hour and 23 two-way vehicle trips in the PM peak hour.

The applicant states that the development quanta quoted above are current values and could be subject to change. Highways England emphasise that the details on the planning application form are for what planning permission is granted. The TS should match these values or should include greater GFA values in providing a slightly robust view on trip generation.

Should any land use or GFA changes suggest higher trip generation levels to those stated on the planning application form, then these would require the submission of a new planning application and/or approval from the LPA in consultation with Highways England.

### Nursery Trip Rates

Highways England previously requested clarification on the nursery trip rates presented in the TS, as these were based on employee numbers rather than GFA's.

The TS predicted that the nursery would employ 27 staff; a number which Highways England could not verify. A note prepared by Happy Days Nurseries confirms the number of staff numbers and states that '*the staff numbers for an 81 place Nursery would be 27 when full*'. It goes on to say that due to the shift patterns operated at the site, '*not all staff will be on the site at all times*'.

The applicant has also provided a comparison of trip generation using TRICS to show that the number of employees / pupils at each nursery site, do not necessarily have a relationship to the overall floor area of the respective site.

Highways England have undertaken an independent TRICS exercise based on the GFA of the proposed nursery, to ensure the number of pupils and staff are in line with those suggested for the development proposals. Trip rates identified are not considered to be materially higher than those presented in the TS. As such, Highways England accept the trip rates presented. This suggests 57 two-way vehicle trips would be generated by the nursery in the AM peak hour, with 47 two-way vehicle trips in the PM peak hour.

#### **Net Development Trips**

Taking account of the sites extant planning consent for 16,800m<sup>2</sup> of B1 employment, (Ref: 14/01323/OUT) the 'net' development proposals are predicated to generate an additional 18 and 16 additional two-way vehicles trips in the AM and PM peak hours respectively.

Trip generation for all elements (other than the nursery) of the proposed development has been previously been accepted by Highways England. Trip generation for the nursery is now also accepted. The methodology for discounting extant trips from proposed trips is also accepted by Highways England.

Under planning permission 14/01323/OUT, the site has an extant trip envelope for 441 and 460 two-way vehicle trips in the AM and PM peak hour respectively. These can be 'netted off' against the development proposals resulting in an additional impact of 18 and 16 additional two-way vehicles trips in the AM and PM peak hours respectively.

#### **Trip Distribution / Assignment**

Highways England requested trip distribution information in order to assess the impact of the proposed development on M5 Junction 11. This was based upon final trip generation values being unknown due to issues with development gross floor areas and nursery trip rates.

This information has now been presented and development trips impacting on SRN junctions has been calculated. This is shown to be less than the additional 18 and 16 additional two-way vehicles trips.

#### **Traffic Impact**

Based on the level of development trips anticipated to impact on M5 J11, taking into consideration extant peak hour trips, Highways England accepts that the proposals do not constitute a severe impact on the SRN.

### **Summary**

The development proposals generate an additional 18 and 16 two-way vehicle trips in the AM and PM peak hour respectively. Assuming that all additional vehicles travel through M5 J11 (robust assumption), these are not believed to be a capacity or safety concerns for the SRN.

Highways England recommends 'no objections' to the development proposals.

## A Planning History of the Development Land at Grovefield Way & North Road West.

## An Independent Assessment of the History, Decisions and Consequences



A Case for Refusal of  
Application ref:  
16/02208/FUL and for  
preserving the  
Greenbelt Status of the  
site



## Proposed Costa, Aldi, Nursery and Offices



Design

*Development, proposed drive thru, carpark and Costa*



## *Design Development, proposed carpark and Aldi*

Email: thereddingsresidentsassoc@gmail.com

## Executive Summary

- The report reviews the history of the applications for development on this site, including a detailed review of the 2007 Inspector's report.
- The report has been commissioned because the current application for retail has raised considerable concern amongst local residents, businesses, Parish Councils, Residents Associations and Councillors. Also, because much of the media coverage has demonstrated that there is a great deal of confusion over the designation of the land and the award made by the Inspector in 2007.
- The applicant similarly seeks to raise precedents with reference to limited sections of the Inspector's report in 2007 to support of his application.
- The report sets out what the Inspector's report actually said and what has happened since. A detailed understanding of this is therefore fundamental to the decision-making process for this application.
- This report clearly demonstrates that the Inspector's decision of 2007 can no longer be relied upon for guidance in relation to this site, because the "*exceptional circumstances*" that led to the Inspector's award for "*inappropriate development in the greenbelt*" are no longer present in the proposal and any Park and Ride extension potential is now permanently prevented by the BMW building.
- The Grovefield Way site is still designated "greenbelt". The report finds strong justification that the site must remain in the greenbelt, despite the inclinations to "roll this back" expressed in the current JCS and by the Inspector in 2007. The reason would be to ensure a greater level of control over future inappropriate development on this site and prevent urban sprawl.
- The urgent demand that was thought to exist for a large site offering B1 employment land at the time of the Appeal in 2007 just does not appear to have been realised. The Inspector and the applicant were very clear that the 2007 Appeal was in respect of B1 only, despite any subsequent thoughts that this means "Employment land" in general.
- In a very recent local appeal against the refusal of permission for a change of use for B1 designated land, which is less than 0.5km from this site (adjacent to Asda); the Inspector accepted that despite the owner's best efforts; marketing of the site for employment purposes "*continuously since 2013*" has failed to find any interest from developers or employers. Further, the Inspector noted that no evidence has been provided by the council in respect of developers or employers expressing an interest in sites for any form of new office or alternative employment development, other than a single recent application to construct B1 offices in the town centre.
- In anticipation that the need for B1 employment on this land may not transpire, the Inspector recommended a review after six years. That review is long overdue.

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- The Cheltenham Plan identifies that Cheltenham is not creating high paid jobs. Retail jobs are not high paid. The BMW development on the site, coupled with this proposal, will reduce the total number of potential jobs from 1100 (in the 2007 application and award) to 800. Approximately 35% of the site and the potential for high paid job creation will be reduced by 35%.
- Retail development on the Grovefield Way site should not be permitted. This application should be refused. A clear statement must be made that the land is set aside for B1 usage in the greenbelt and that only B1 usage is appropriate.
- The applicant already has existing permission for a B1 development. The approval granted for that proposal is more appropriate and in keeping with the word and spirit of the Inspector's award than this proposal, for the many reasons that are set out in the following items of this report. If he builds it, perhaps the high paid jobs will be realised?
- The neighbourhood objections show that considerable distress is already being caused by light pollution from the BMW building and there is a strong preference/urgent requirement for increased screening to reduce the visual impact and light pollution (see photographs on the final page of the report). This application, if permitted, will significantly exacerbate those problems. Soft landscape screening (or similar) to replace that removed by BMW is desperately required. Soft/tree landscaping would also greatly add to the biodiversity (which has also been lost to the development), and would be in keeping with the Inspector's original intentions for "*glimpses*" of "*low key*" development on this greenbelt site.
- Over 300 public objections have been submitted (these have been analysed and the numbers summarised below are shown in detail in document 35, pages 63-67 of this report). Objectors include private neighbours, nurseries, businesses, Hatherley Parish Council, The Reddings and Hatherley Councillors and prospective councillors, as well as Alex Chalk MP. In addition to the objections, a petition against the proposal has been raised and has over 800 signatures. The Benhall Residents' Association have complained that they have not been consulted. Benhall residents, and those of Badgeworth and Up Hatherley, will also be adversely affected by this application (if it is approved); and will be even more effected if retrospective aggressive traffic calming measures are then introduced, because the applicant has made no attempt to integrate the proposal with the greenbelt, the nearby dwellings, or the local infrastructure, including, roads, amenities, drainage, etc., or the character of the wider area, contrary to the multiple requirements of the National Planning Policy Framework (NPPF). Objections received include:
  - Overlooking/loss of privacy – 6 objections
  - Visual amenity – 22 objections
  - Adequacy of parking/loading/turning – 74 objections
  - Highway safety – 26 objections
  - Traffic generation – 242 objections mostly in relation to traffic generation which has already occurred, renewed concern over anticipated traffic issues when BMW opens and the potential exacerbation of this that will result from the impact of the proposed Aldi, drive through Costa and a day nursery will have)
  - Light pollution – 42 objections

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- Noise pollution – 83 objections
- Fume pollution – 93 objections
- Loss of trees – 41 objections
- Effect on the greenbelt – 161 objections
- Layout and density of buildings – 18 objections
- Design appearance and materials – 56 objections (to the existing BMW building – which the applicants say guides the selection of materials for this proposed development)
- Design appearance and materials for the proposed buildings – 29 objections
- Landscaping – 18 objections
- Road access – 21 objections
- Planning policies – 1 objection
- Proposals on the development plans, JCS etc. – 6 objections
- Previous planning decisions – 12 objections
- Conservation – 51 objections
- Many of the statutory Consultees including Severn Trent, Civic Society, Highways Agency, Architects Panel, GCC Local Flood Authority, Land Drainage Officer, Environmental Health and others, either recommend refusal, or postponement of a decision to allow further reports and details to be submitted, or highlight deficiencies and inadequacies in the “full and outline” proposal and recommend that (at best) only conditional approval should be granted. As the record of the numerous applications for this site clearly demonstrates – historic conditional approvals have allowed this developer to gain advantage by subsequently submitting detail designs (as a “force majeure” once the construction had commenced). Approval may not all have been granted if he had submitted them with the original application. Other consultees have not responded at all (as at 7 March 2017).
- This proposal is clearly incompatible with the Inspector’s deliberations and his award for “glimpses” through tree screening of the “low key” development. This proposal will generate further unacceptable amounts of light pollution for many nearby residential properties 24 hours per day, 7 days per week, and 365 days of the year. The retail offering requires lighting for security. That is not a requirement of B1 development, and is entirely inappropriate in the greenbelt and close to residential properties. The applicant makes no submissions in this regard and it was not in contemplation in the 2007 Inspector’s award. The proposals made by the developer at that time included light purging shutters on the windows, to minimise this problem.
- The applicant seeks trading hours of 05-30 to 23-00, 365 days per year. This is contrary to all previous permissions granted in the area. It is inappropriate in the greenbelt and completely inappropriate close to existing residential properties.
- Traffic fume pollution, noise pollution and litter will all rise significantly if this application is permitted. The applicant has submitted some very selective and partisan analysis of some of these negative issues in his reports. The conclusions of those reports defy common sense.

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- The consultees and neighbours have raised significant concerns with regard to current traffic management, congestion and under-capacity on the road network. Since 1998, Harvester, Travelodge, KFC, B&Q, Pets at Home, Home Bargains, Asda, Pure Offices, housing developments at Wade Court, Grace Gardens, Oakbrook Drive, Redgrove Park, and Symphony Road and Chalford Avenue have all been built in the area. No additional road capacity, traffic management, foul or surface water capacity or, additional infrastructure facilities have been provided.
- The Highways Authority will be carrying out further amendment and traffic control works to the Golden Valley roundabout, once the similar works on the Elmbridge Court roundabout have been completed. Judging by the significant impact the latter roadworks are having on traffic flows currently, there are likely to be a long periods of traffic issues on the Golden Valley roundabout during the work. Things will get worse, before they get better.
- Once the BMW site is in operation, Highways will have the opportunity of assessing its impact. An overall, informed and holistic approach can then be taken to traffic flows and management in the whole area. With public consultation, a consensus can be reached on local traffic management. Following that, informed, reasoned and compatible building development in the area can be considered on the basis of a “neighbourhood plan”, which must account for the still “semi-rural” postal service, telephone and broadband service that is available to The Reddings area and some parts of Hatherley and Badgeworth.
- Reliance on traffic problems being resolved at a later date by the implementation of traffic calming is not appropriate. It has been identified that the area does not easily lend itself to any such measures and a much wider view of traffic flows in and through The Reddings, Hatherley, Benhall and the Golden Valley is long overdue. Piecemeal approaches cannot be permitted. “Rat-running” through The Reddings/ Reddings Road has already led to several incidents of scraping damage, pets being run over, broken wing mirrors and the like over the past few years. The road layout and properties and many of the older houses that were built before cars were commonplace, do not have a pavement buffer and have poor visibility splays. Encouraging more “unmanaged” traffic onto these “arterial” roads as a consequence of poorly thought-out development or road management is significantly raising the danger of a serious accident.
- Since 1998, and in particular, the past 10 years, developers have ruthlessly exploited the absence of planning policy that the JCS and Inspector have identified is required. The substantial number of objections that were raised to this proposal over the course of just 11 days is testimony to the absolute frustration that the beleaguered private neighbours and businesses in The Reddings, Hatherley, Badgeworth and Benhall areas currently feel.
- The following report sets out a general rehearsal of the extensive development that has been undertaken in the area and the consequential significant alteration to the amenity value of what was once essentially a rural/semi-rural village on the edge of the urban area.

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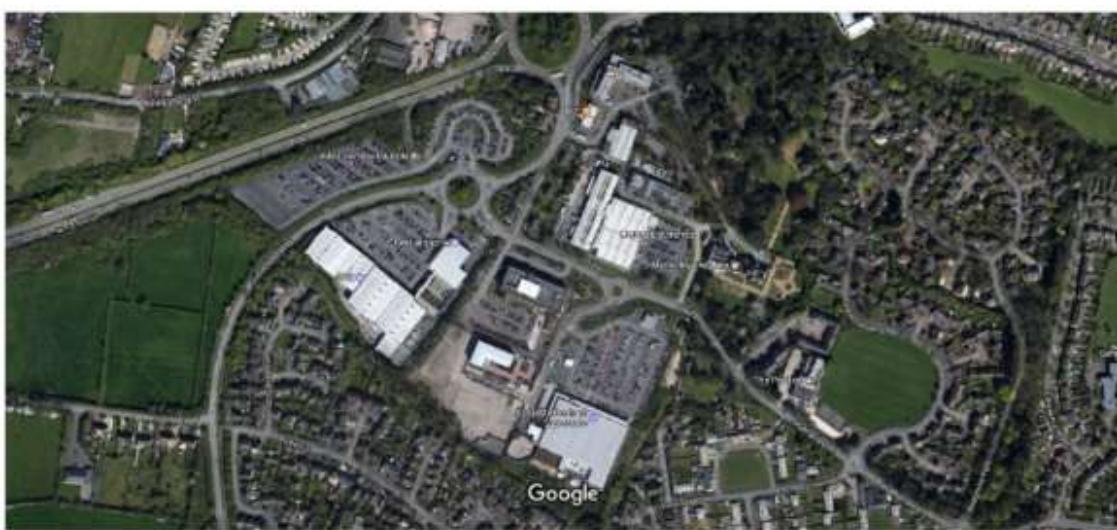
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- The Reddings and district area has been extensively “developed” over the past 20 years and each development leads to increasing comments regarding reduced “worth” as greenbelt amenity. Compare the aerial photographs attached below which show the extent of development in The Reddings between 1998 and 2013 (BMW is not shown):



Document 38 (1998)

Document 39 (2013)



Imagery ©2017 Google, Map data ©2017 Google 56 m

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- Further significant development in the area, including this application, should be resisted; at least until the JCS is finalised, planning policy is settled and a cohesive, integrated and holistic traffic management policy for the A40, Golden Valley roundabout and all of its arms, particularly Hatherley Lane, Grovefield Way and the B&Q roundabout has been developed and any spare traffic capacity properly assessed. This pro-active action is long overdue. It is a requirement of the National Planning Policy Framework (NPPF) planning policy that the developer must integrate his development into the existing area, not rely on others to do the work for him, as seems to have been the historic precedent. This application is incomplete. It is short of detail in many respects. It makes no attempt to integrate with the community or fulfil its wider obligations at all.
- The application should be refused. The applicant must be told to ensure that any re-submission is fully complete, sustainable, and provides accurate dimensions of the proposed buildings, in order that the planners, planning committee, consultees and neighbours can make properly informed decisions. Historic submissions for the BMW development, (which The Architect Panel identified lacked clarity and transparency) has allowed the current wholly inappropriate development that has resulted and which so many people now complain of.
- Grovefield Way was built many years ago as a “bypass” to alleviate traffic from The Reddings and the surrounding areas. North Road East has a covenant to stop it being made into a through road, in order to deter drivers from using The Reddings as a “rat run”. This proposed development, and in particular, a Costa “drive-through”, is almost entirely reliant on “car” users, and will need to actively encourage more vehicles into the area in order to be sustainable. This is entirely contrary to decisions made in the past and to the principals of NPPF.
- The local requirement for these stores and facilities has not been demonstrated in the submission. The damage to existing “local” businesses has not been considered (only Cheltenham town centre is considered). The objections raised to date, make it very clear that they are not required at all in an area that already has an over-supply of such offerings. The immediate and wider areas are already fully served for supermarkets, office space, childcare and beverage provision. In short, the development proposed is not necessary, nor is it wanted. The applicant seeks to impose it upon the community. He does not seek to integrate it in any way with the community, nor does it seek to enhance the local, or the wider community with its offering.
- Despite the intentions of planning policy, the proposed uses are “car” focussed. As such, there is inadequate car parking provision for the A1, A3 and D3 use classes that are being proposed for the site. It is inevitable that users of the site will be forced to use nearby streets to park in, which in turn, will cause parking issues for local residents. This inadequacy is acknowledged by BMW themselves in their approach to a neighbouring business in order to secure car parking spaces for their staff. An objector has also stated that BMW have told their staff that they must secure their own parking spaces, because on-site parking provision will not be adequate.

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- This application must not receive approval now, nor any future consideration be given to a similar proposal, until the applicant submits fully developed designs and drawings for an offering that can be considered to have “exceptional circumstances” sufficient to permit “inappropriate development” in the greenbelt. The applicant must provide proper consideration in respect of connections to local infra-structure (roads, surface water and foul water) and set out a proper environmental analysis of light, fume and noise pollution with screening and sustainable and enforceable travel and transport plans. He must set out the means by which the development will enhance the local area and Cheltenham as a whole and meet his general obligations to be a good neighbour and those set out in the National Planning Policy Framework (NPPF).
- The Reddings Residents' Association objects to the proposal.

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## Brief Factual Background (comments are underlined)

### Section 1

#### 1.1 2004 – Outline application for B1 Industrial Uses

- Constraints on the application were listed as greenbelt and Classified Road.
- 127 letters of objection were received, citing loss of greenbelt, traffic implications on safety and congestion, development wholly out of character with the area, noise and light pollution, dangerous precedent, impact on wildlife and sequentially unacceptable on the basis that brownfield sites should be developed before greenbelt.
- The now-disbanded South West Regional Development Agency (SWRDA) supported the application to deliver the region's economic strategy in support of "Additional B1 Employment Development".
- Highways Agency issued a holding objection.
- BPG2 describes the application as inappropriate development in principle.
- Developer's rationale for the development was that the town is designated as a "principal urban area" with a shortfall of employment land. SWRDA supported the view, but only for the provision of B1 industrial uses on the site.
- The developer claimed exceptional circumstances to permit inappropriate development within the greenbelt.
- CBC planners' view was that "the development is unacceptable in principle and that no special circumstances exist to warrant an approval against national and local planning policy".
- The County Council and Highways Agency were minded to object to the application based on safety, acceptability and capacity of the road network.
- There was concern that granting permission for the development would prejudice future expansion of the park and ride to the detriment of sustainable transport initiatives. The County Council as highway authority and strategic planning authority did not request that a safeguarding policy was made for the site.
- CBC determined that insufficient information was provided by the developer to determine whether an environment impact assessment was required.

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- The Planners' recommendation was to refuse the application, because Cheltenham Borough Council did not consider that exceptional circumstances existed sufficient to remove the land from greenbelt designation. Grovefield Way was considered to be a significant boundary to the urban area, with the park and ride and isolated dwellings having little impact on the rural character of the area (see photograph document 38, pages 6 and 88). The landscape appraisal (document 1, page 20) that was included in the application concluded that the character of the surrounding landscape would not be damaged. This was rejected, as it ignored the lack of urbanised enclosure on the south west of the site and provided no detail on the form and height of the buildings that were likely to be constructed. CBC concluded that the direct and indirect impacts of the proposal on the character and context of both urban form and rural fringe area would be significant.
- Directly, the granting of permission for the proposed development would extend urban form across a significant and clear boundary and damage the existing rural character of the immediate area. Indirectly, it would lead to further development pressures in the rural area to the south and west.
- CBC concluded that “*piecemeal edge of settlement development of this type will lead to ill-considered urban form and poorly co-ordinated infrastructure provision*”.
- The scheme was considered contrary to the advice set out in PPG2: greenbelt, adopted and emerging structure plan policies GB.1 (1999) and SD.8: (2002), Adopted and Emerging Local Plan Policy CO49.
- The application was withdrawn.
- Much/all of the appraisal of CBC in 2004 has proven to be absolutely correct in 2017.

## 1.2 Application 05/00799/OUT – Outline Planning Application for B1 Use and Extension to the Park and Ride

- Two constraints are listed: Greenbelt and Primary Route.
- Strategic Planning and Highways objected.
- Environment Agency objected – significant flood risk.
- Urban Design Manager supported the proposed park and ride extension, but questioned “*large piecemeal employment development like this taking place irrespective of any other complimentary development proposals which might help it be a part of a sustainable framework for development of the town. In this regard, it is particularly unfortunate that it is being proposed adjacent to a major motorway junction which is likely to impact upon transport choices to and from the site*”.
- Parish Council objected.
- Cheltenham Civic Society were concerned that the development “*may open the door for the release of adjoining areas of land*”. It also commented that “*the lead taken by landscaping is to be encouraged. The bank of trees screening the site from the Golden Valley bypass must be maintained*”.

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- 110 letters of objection, including two petitions and objection from Ward Councillor Britter were received. The application also received a great deal of exposure in the Gloucestershire Echo. Common themes of objection were loss of greenbelt land, traffic implications for safety and congestion, development out-of-character with the area, noise and light pollution, dangerous precedent, impact on wildlife and sequentially unacceptable.
- Strategic Planning raised concerns about the incremental loss of greenbelt.
- Highways section of the County Council submitted a strong objection to the application.
- SWRDA supported the application as it proposes “an additional B1 employment development”.
- PPG2 determines that the application is “inappropriate development in principle”.
- The applicant again argued that there were exceptional circumstances warranting departure from the greenbelt designation. CBC disagreed.
- The County Structure Plan, third alteration, had been abandoned at the time of the application but did not propose review of the greenbelt up to 2016 because development could be accommodated in urban areas.
- Accessibility and highways safety – The Inspector noted that “*clearly, the traffic generated by development of this size will have an impact upon roads and junctions..... I have no doubt that the impact would be dealt with at the development control stage by the application of policies in the plan; the submission and consideration of a transport assessment; and the use of a travel plan*”.
- CBC considered the applicant’s Transport Assessment, but there was a dispute regarding the capacity of the local highway network and measures required to mitigate the impact of the development. It was acknowledged that the local network “*already exhibits a number of problems, including congestion, primarily on the A40 corridor and “rat running” through residential parts of Hatherley. This can be clearly demonstrated. The increase in traffic from the development can only exacerbate these problems*”.
- CBC sought to engage with the developer about managing those impacts, but the developer chose not to formally revise the application, contrary to PPS1, which advises that developers and local planning authorities should adopt a positive approach to discussion. Consequently, the application did not propose measures to “*address the safety and capacity issues on the network*”.
- The applicant’s travel plan/green travel plan had not been secured by way of legal agreement and no discussions took place because the application was considered flawed in other respects.
- The area for park and ride extension was not considered adequate but, Gloucestershire County Council did not request a safeguarding policy on the site, although the County did raise objections to the submitted application on that specific point.
- Flooding – Measures were identified as being required by the Environment Agency and conditions would need to be attached to any consent.
- Environmental Impact Assessment – It was concluded that the scheme would not be “EIA development” and an assessment was not deemed to be necessary.

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- CBC did not consider that ad hoc changes to the greenbelt for employment land should be made, before the comprehensive review of the greenbelt and agreement on Regional Planning guidance and Regional Spatial Strategy was reached. Refusal was also recommended on the “*impact of the openness of the greenbelt and highway safety*”. Also, the development would be prejudicial to the strategic expansion of the park and ride.
- CBC concluded that the development would generate a significant amount of traffic, with the local network already having problems with congestion on the A40 corridor and “rat running” through Hatherley. The development would exacerbate these problems. The developer’s travel plan did not include measures to ensure that the site was accessible by a range of alternatives to the car, and that occupiers were encouraged or required to use those alternatives.

### **1.3 Inspector's Appeal decision - 2007**

- Paragraph 1 – The Inspector states “*this is an outline application with all matters of detail, except means of access, reserved for subsequent approval. Although the application was originally described as for B1 Industrial uses, it was made clear at the enquiry that there was no intention to limit the development to any particular types within the B1 use class. I shall determine the appeal on this basis*”. Note the whole of the decision is encapsulated by consideration only of B1 use class.
- A Section 106 agreement was finalised and signed, providing a framework travel plan for various financial contributions to transport improvements. These included:
  - £384,000.00 for a 100 space extension and £119,500.00 for new parking control measures at the Arle Court Park and Ride site.
  - £110,000.00 for CCTV cameras and lighting for the subway.
  - £34,000.00 for real-time information provision at the No94 service bus stops on the A40.
  - £50,000.00 for the installation of an improved control system for the traffic lights at the Arle Court roundabout.
  - £45,000.00 for traffic calming measures on North Road West and The Reddings.
  - £20,000.00 for a signal-controlled puffin crossing on Grovefield Way
  - £20,000.00 for traffic regulation orders to restrict parking within 800m of the site.
  - An option for the County Council to acquire part of the site necessary to increase the size of the park and ride facility up to 1000 spaces in total over a 5 year period.
- The inspector commented:  
*“I have taken the unilateral undertaking into account as a relevant material consideration”.*
- The inspector noted the vacant office space in the town centre premises. Also, that it was mostly in older buildings of small size, that is “*generally less well suited to modern business space requirements in terms of scale and quality*”. Also that guidance PPG4 confirms that “*a range of size and type of employment sites and buildings is required to facilitate local economic growth which cannot rely just on the retail, leisure and tourism sections if it is to remain buoyant*”.

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On the basis that land at Swindon Farm that had been recommended for employment allocation was subsequently being utilised for housing, the Inspector could “*see no realistic alternative to the use of land currently in the greenbelt if any strategic or local significant provision of new employment land before 2011 is to be made in the Borough*”. Note that consideration was being made to provide the land for employment before 2011.

- Paragraph 21 – The Inspector considered that the scale and urgency of the need for B1 land “*outweighs the general desirability of awaiting the completion of the LDF Core Strategy and the conflict with the Cheltenham Borough Local Plan*”.
- Paragraph 22 – The Inspector acknowledged the concerns of the council and local residents that the scheme could set precedence for the further loss of greenbelt land to development until the new Local Area Plan was completed. However, the Inspector considered that, with the exception of the Swindon Farm area, there were no other comparable locations around the town where similar circumstances would apply at that time, and the Inspector pointed out that issues in relation to new housing are clearly different.
- Paragraph 23 – The Inspector concludes that the development of the site within the greenbelt would not establish any form of precedent for development in the greenbelt in respect of nearby land.
- Paragraph 24 – The Inspector concludes that “*the serious shortfall in local employment land provision, up to 2011 at least, is a very special circumstance that justifies the use of this site for B1 development now*”. Note, the Inspector's considerations are generally focussed only up to 2011 and again, the focus is on B1 development only.
- Paragraph 25 – The Inspector agreed that there was a relative lack of harm to the openness of the greenbelt arising from the proposal and that there would be a limited effect upon the visual amenity of the greenbelt. Great importance is attached to the additional park and ride spaces in connection with the development “*thereby assisting implementation of the Local Transport Strategy, also counts as a very special circumstance in favour of the scheme, particularly as it is not likely to be feasible on other adjoining land*”. Also, that the scale of the proposal was not so large as to prejudice the comprehensive review of greenbelt boundaries and that taking these issues together “*very special circumstances exist in this case that clearly outweigh the presumption against inappropriate development in the greenbelt and limited harm arising to the purposes of including land within it, justifying the grant of permission for B1 uses in principle*”. Note, the B1 use is only permission granted and that the provision of the additional park and ride spaces was a key determining factor.
- Paragraph 26 – The Inspector envisaged only “*fleeting glimpses*” of the development due to “*traffic speed*” and “*gaps between the present planting*”. The Inspector also notes the large recent B&Q store as justification. Note, if the B&Q store had not been approved, this justification would not be possible. B&Q was probably justified on the basis of the Travel Lodge, Harvester and KFC drive through and in combination, would have spurred on development of Asda and Pure Offices. In turn, the justification for the BMW development and now this application means that urban sprawl continues to grow. Paragraph 26 does seem to conflict with the views expressed by the Inspector in paragraphs 22, 23 and 24.

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- Paragraph 27 – The Inspector says that: “*subject to the detailed design and layout and providing that a suitable landscaping scheme, especially along the southern boundary is included within any detailed proposals, the new B1 buildings here need not be unnecessarily intrusive in the local landscape*”. Note, what is being built for the BMW garage and what is being proposed in this application is entirely contrary to paragraph 27.
- Paragraph 28 – The Inspector notes the probability of parked cars on Grovefield Way as a consequence of the scheme and on balance, agrees that single yellow lines on the surrounding roads for parking control reasons would not be objectionable in principle. Note, there is clear implication that the Inspector recognises that there are inadequate parking spaces and an inadequate transport plan and that imposing parking restrictions on surrounding roads (there are no details of which roads) he considers, would be justifiable.
- Paragraph 29 – A single vehicular access and a new puffin crossing was agreed as necessary by the developer, CBC and also the Inspector. The Inspector notes that no consensus had been reached over the impact of additional traffic likely to be generated on the local road network and the implications for congestion of the Arle Court roundabout.
- Paragraph 30 – Highways Agency was content that there would be no significant effect upon Junction 11 of the M5 motorway. The County Council as highway authority were concerned that extra traffic and especially turning movements off the A40 towards the south would exacerbate congestion of the roundabout during peak hours. The Inspector considered that concern over potential “rat running” through residential areas would be adequately addressed by the contribution to traffic calming measures on North Road West and The Reddings contained in the Section 106 undertaking.
- Paragraph 31 – The Inspector acknowledges “restrained” levels of onsite car parking in the proposal. The Highways Authority did not accept that the travel plan was sufficient to achieve a significant shift to non-car travel modes and would lead to “*increased peak hour congestion and queueing at the already very busy and strategically important Arle Court roundabout*”. The Inspector considered that this could be overcome when the travel plan was formulated in detail and must include effective methods of monitoring and implementation, as well as penalties being applied in the event that the required targets were not met over time.
- Paragraph 32 – Traffic modelling at strategic, rather than localised level by the County Council did not suggest that any of the local junctions, including Arle Court roundabout, operating beyond their practical reserve capacity in the design year of 2011. The Inspector recognised that it may have been preferable if the “sensitivity” of the operation of all arms of the roundabout to further increases in traffic flows had been tested by “*one of the more generally recognised models*”.
- Paragraph 33 – An improved traffic light control system and full implementation of the Travel Plan was concluded by the Inspector not to have a “*materially harmful impact*” on the operation of the Arle Court roundabout. Also, that traffic controls may be capable of improving the practical capacity to cope with the additional movements arising from the developer’s proposal alone.

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- Paragraph 34 – On-site car parking provision of 524 spaces was considered to be consistent with advice in PPG13 and Policy CP5 to reduce reliance on car trips for travel to work. It was anticipated that 1100 new jobs would be created on the site. Note, this was a smaller “employment” site than it now is, because land was set aside for the Park and Ride. The Inspector was satisfied that the level of car parking proposed was appropriate for new B1 use. Note, the car parking provision amounts to one space for approximately two employees. The restricted parking provision is a policy to discourage car travel. The presence of a BMW garage with servicing on the site will encourage car trips. The merger of several current BMW sites across the county into the new BMW site at Grovefield Way will significantly increase travel distances for staff and customers and will encourage new traffic into the area. A drive-through coffee shop, drop-off and pick-up for children in the nursery and, small trips to the proposed supermarket are all entirely contrary to this original proposal and the Inspector's determination and will significantly increase new traffic into the area still further.
- Paragraph 35 introduces the prospect of traffic regulation orders in the local area if the Travel Plan initiatives were not successful. Note, this seems contrary to the Inspector's confidence expressed in paragraphs 29-34 that a proper travel plan could be implemented and made to work, without inconveniencing or disrupting or damaging the local environment or amenity for the residents and other businesses in the area.
- Paragraph 36 emphasises the importance of the Section 106 agreement in the total sum of £384,000.00, plus the provision of the extension to the park and ride facility, with an option for a portion of the site to remain undeveloped for a further five years (up to 2012) to allow the County Council to acquire it to further increase the car parking spaces.
- The Councils argued that an increased 1000 car space capacity was essential, but local plans at the time did not note the requirement. It was also noted that if planning permission were granted for B1 development on the site, neither council would be able to purchase the land at “employment use value”.
- Paragraphs 38 and 39 include the Inspector's comments and speculation on whether the additional spaces could be financed by the councils if permission were granted.
- Paragraph 40 – The proposal was to provide a new crossing at Grovefield Way and the combination of the existing and proposed facilities for pedestrians and cyclists to facilitate opportunities for walking and cycling for future employees from the large residential area adjoining the site to the east as well as for bus passengers.
- Paragraph 41 – Bus services are discussed and it is concluded that there is improved public transport accessibility as a consequence of the park and ride service.
- Paragraph 42 – It is noted that the bus stops are presently further away than recommended in national and regional guidance.
- Paragraph 43 – The Inspector concluded that appropriate requirements of the then-relevant national guidance and regional strategic and local policies on transport would be met and that the proposal would not have a detrimental effect on the local highway network.
- Paragraph 44 – The Inspector concludes that the appeal should be allowed.

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- Paragraph 45 – It is noted that it is an outline application only and that conditions are required for the approval of reserved matters, including detailed considerations in relation to landscaping given the site's relationship to residential areas and securing appropriate treatment on the long frontage to North Road West in particular. Also, that a condition regarding external lighting is essential.
- Paragraph 46 – A waste management strategy, sustainable drainage and provision of at least 10% renewable energy on site are required.
- Paragraph 47 - Car parking levels, provision of cycle parking and pedestrian links to Grovefield Way and the park and ride site are required to assist the implementation of the Travel Plan for the whole site.
- Paragraph 48 – Building heights. CBC argued all new development should be restricted to no more than two storeys in height (7m). The Inspector expressed a view that, subject to detailed design and layout, there may be scope for higher buildings along the A40 embankment (only) and that this would not have significant or detrimental impact in the wider landscape. The Inspector concluded that the matter would be best addressed in the context of fully detailed proposals for specific buildings when all relevant issues could be taken into account.
- Paragraph 49 – Formal decision. The appeal was granted with the following conditions:
  - Reserved matters to be submitted and approved before development begins.
  - Application for reserved matters to be made within 3 years from the date of the permission.
  - Development to begin before the expiration of 3 years from the date of this permission or, before expiration of 2 years from the date of approval of the last of the reserved matters to be approved, whichever is the later.
  - No development to take place until details of both hard and soft landscaping works have been submitted to Cheltenham Borough Council and approved in writing. Details to include proposed finished levels and contours, means and enclosure, car parking layouts, vehicle and pedestrian access and circulation areas, hard surfacing materials, minor artefacts and structures, functional services above and below ground, retained landscaping features and proposals for restoration.
  - All hard and soft landscaping works to be carried out in accordance with the approved details prior to the occupation of any part of the development.
  - No development to take place until submissions and approval of a plan indicating the positions, design materials and type of boundary treatment to be erected and the boundary treatment to be completed before the buildings are occupied. Development to be carried out in accordance with the approved details.
  - A landscape management scheme, including long-term design objectives, management responsibility and management schedule for all landscape areas to be submitted and approved prior to the occupation of the development or any phase of the development, whichever is the sooner. The landscape management plan shall be carried out as approved.

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- No development to take place until a schedule of landscape maintenance for a minimum period of 5 years has been submitted and approved. The schedule is to include details of the arrangements for implementation.
- Details of external lighting to be submitted and approved by the planning authority before the buildings are occupied.
- No new buildings or structures to be erected or raised ground levels created within 6m of the top of any bank or watercourse unless agreed in writing.
- No building to be occupied until surface water drainage works incorporating sustainable drainage systems have been carried out in accordance with the details to be submitted.
- No development to take place until a detailed waste management strategy has been submitted and approved.
- No development to take place until a renewable energy plan to reduce carbon dioxide emissions by at least 10% has been submitted and approved.
- Pedestrian access onto the site is to be restricted to Grovefield Way and Arle Court park and ride site frontages only.
- Car parking levels on the site overall and for each completed building individually are to be no greater than the maximum standards set out in policy TP130 and Table 17 of the CBC local plan (2006). No car parking to be permitted on site except in the approved car parking spaces.
- No building to be occupied until secure covered cycle parking to serve that building has been provided in accordance with a scheme submitted and approved in writing.

Note, the outline planning scheme that was put to and approved by the Inspector was never developed into a full submission, so the feasibility of the design principles and statements made by the applicant in 2006/07 have never been tested. Also note that the proposal was for development of the whole site and that no phasing was indicated by the applicant. This is contrary to the “piecemeal” approach that has subsequently been taken by the developers.

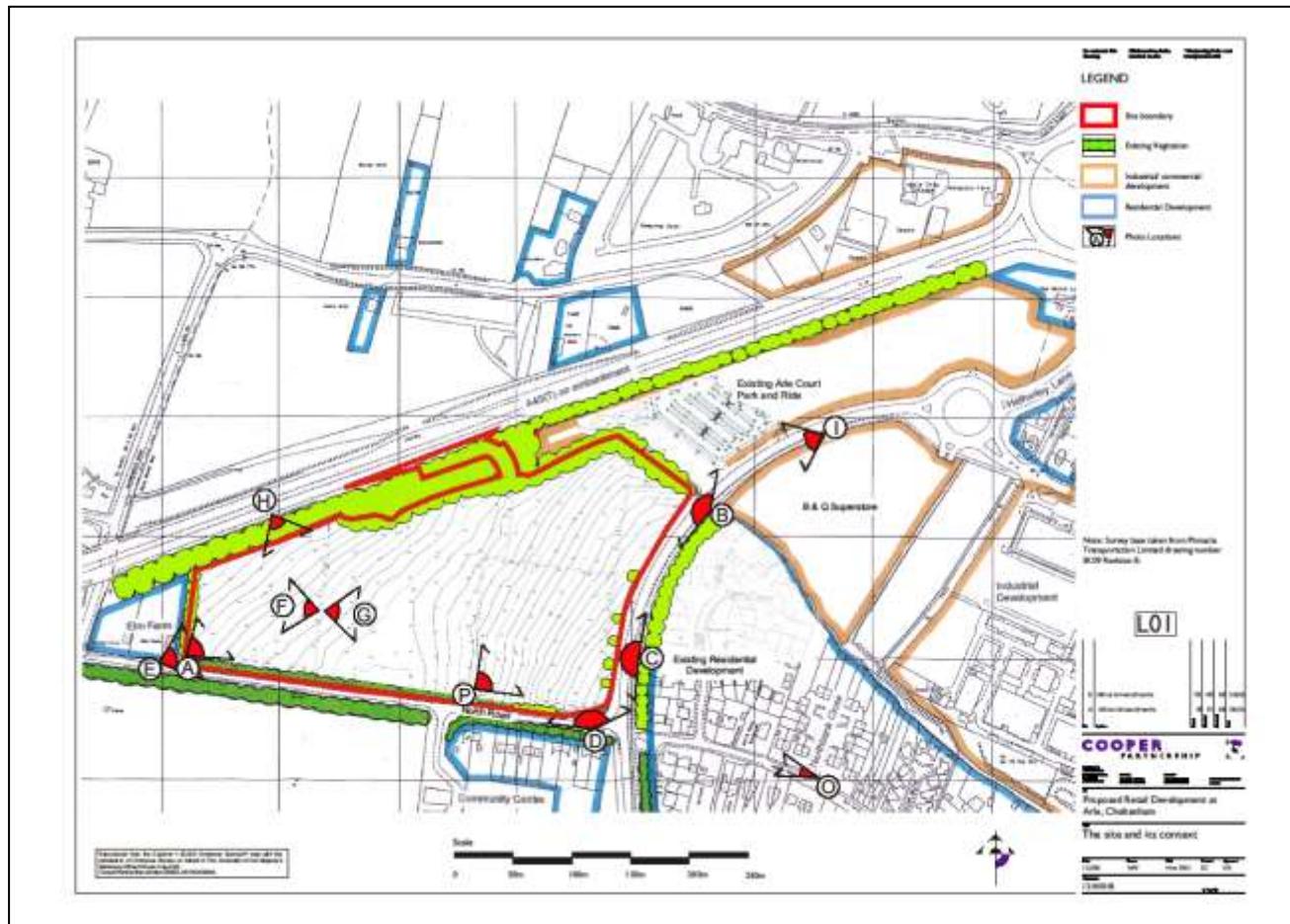
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## Section 2

### Planning permissions granted and evolution of development on the site

#### **2.1 The outline application approved by the Inspector**

- The documents provided for the Planning Inspectorate appeal were few. They included a unilateral undertaking in respect of the park and ride and Section 106 payments, as rehearsed in the foregoing factual background.
- Also included were the Transportation Plan prepared by Pinnacle Transportation Ltd.
- The outline application included a landscape appraisal by Cooper Partnership which included a plan (entitled “Proposed Retail Development at Arle, Cheltenham – dated Nov 2001”) and photographs taken from a number of locations across the undeveloped greenbelt field. These are attached below (document 1)



Document 1

# The Reddings Residents' Association

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Viewpoint A: View from Field entrance adjacent to Elm Farm, looking north-east..



Viewpoint C: View from Grovefield Way, looking south to west.



COOPER  
PARTNERSHIP  
11% Land at Hatherley Lane, Arle  
Plot no. 489 - Grant ref. 3/16 - Date 06/04/08  
Electoral Reg. Assessor: HE  
G.P.O. Box 1000, London WC1A 3XW, United Kingdom  
020 7839 0500

Document 1

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Document 1

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Viewpoint E: View from adjacent to Elm Farm, looking north-east.



Viewpoint F: View from centre of site looking west.

COOPER  
PARTNERSHIP

The Land at Hatherley Lane, Arle  
JDO no 1019 - Survey no 5/R0 - Site reference  
Checked NRE Approved NRE  
[www.cooper-partnership.com](http://www.cooper-partnership.com)



Viewpoint G: View from centre of site looking east.



Viewpoint H: View from A40 (T), looking south-west across site.

COOPER  
PARTNERSHIP

The Land at Hatherley Lane, Arle  
JDO no 1019 - Survey no 5/R0 - Site reference  
Checked NRE Approved NRE  
[www.cooper-partnership.com](http://www.cooper-partnership.com)

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Viewpoint I: View from Grovefield Way, looking south-west.



Viewpoint J: View from Crickleby Hill Country Park.

COOPER  
PARTNERSHIP  
The Land at Hatherley Lane, Arle  
Ref no 1099 - Ref ID: 378 - Date: 06/06/16  
Check ref: Approved: No  
[www.cooper-partnership.co.uk](http://www.cooper-partnership.co.uk)



Viewpoint K: View from Churchover Hill.



Viewpoint L: View from west of Badgeworth Road, looking north-east.

COOPER  
PARTNERSHIP  
The Land at Hatherley Lane, Arle  
Ref no 1099 - Ref ID: 378 - Date: 06/06/16  
Check ref: Approved: No  
[www.cooper-partnership.co.uk](http://www.cooper-partnership.co.uk)

## Document 1

# The Reddings Residents' Association

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Viewpoint M: View from south of The Reddings, looking north-east.



Viewpoint N: View from south of The Reddings, looking north.

Landscape | Conservation | Environment

COOPER  
PARTNERSHIP  
The Land at Hatherley Lane, Arle  
Job no 1010 Sheet no 3/10 Date - 06/08/08  
checked ME Approved ME  
for planning purposes only. Not to scale.



Viewpoint O: View from junction of North Road and Northbank Close, looking north.



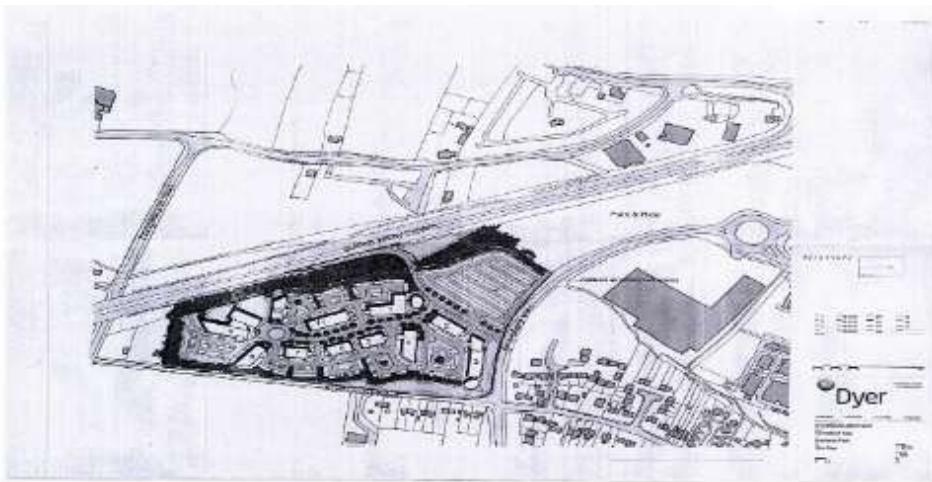
Viewpoint P: View from North Road looking north-west across site.

Landscape | Conservation | Environment

COOPER  
PARTNERSHIP  
The Land at Hatherley Lane, Arle  
Job no 1010 Sheet no 3/10 Date - 06/08/08  
checked ME Approved ME  
for planning purposes only. Not to scale.

Document 1

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Document 2

- In support of the outline planning permission, a proposed plan of the site was shown, indicating the location of the park and ride extension, the inclusion of 12 two storey B1 offices and a roadway linking Grovefield Way with the park and ride, the B1 offices and the Golden Valley bypass (document 2 above).
- The Traffic Management Plan included agreement for a micro-processor optimised vehicle actuation system (MOVA) to control traffic light signals at isolated junctions. Details are attached (document 3 below). This was considered to be important then and seems to be important now, but both it and the puffin crossing have never been provided.

#### **Microprocessor Optimised Vehicle Actuation - Controlling traffic light signals at isolated junctions**

Originally designed by TRL during the 1980s, MOVA is now a very well established strategy for the control of traffic light signals at isolated junctions. It can also be used at stand-alone pedestrian crossing, i.e. Puffin and Pelicans. Over 4000 sites have been equipped with MOVA with each year seeing around another 250 installations. MOVA is now often deployed as a linked scheme.

MOVA is designed to cater for the full range of traffic conditions, from very low flows through to a junction that is overloaded. For the major part of the range - before congestion occurs, MOVA operates in a delay minimising mode; if any approach becomes overloaded, the system switches to a capacity maximising procedure. MOVA is also able to operate at a wide range of junctions, from the very simple 'shuttle-working', to large, multi-phase multi-lane sites.

MOVA is particularly well suited to the following:

Sites with high traffic flow, particularly where these are seasonal or intermittent (for instance, motorway diversion routes and holiday routes).

- Sites experiencing capacity difficulties under VA control with congestion on one or more approaches.
- Sites with high speed approaches and/or red compliance problems.
- Where additional capacity is required to allow pedestrian facilities or safer staging structure to be introduced.
- Where more than one junction is situated too close to be considered as isolated, there are ways in which two or more junctions can be linked by the use of MOVA control. Partially or even fully signalised roundabouts are a good example of a MOVA linking opportunity.
- Puffin crossings where the call-cancel demands from kerbside detectors can be dealt with correctly and the identification of gaps in traffic can be considerably more effective than D-system VA.

MOVA is being used by almost all Authorities who have responsibility for traffic signals, and is a requirement on new signal installations and major refurbishments on trunk roads. MOVA can be used in conjunction with any controller conforming to Departmental Specification TR2500 .

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- The application did not seem to mention a footpath across the field, although subsequent to the planner's decision, an application was made by the developers and approved in 2009 for a "stopping-up order" of public right of way ZCH98 running north from opposite No9 and No10 Shakespeare Cottages.
  - Subsequent to the appeal ruling in 2007, there have been several further applications, variously for outline planning permission, approval of reserved matters and extensions of time as well as change of use for the BMW building and, more recently, in respect of the current application for hybrid B1, A1, A3 and D1 usage. A summary of the applications made is included below (Document 4):
- [Hybrid application seeking detailed planning permission for a 5,034 sq.m of commercial office space \(Use Class B1\), 502 sq.m day nursery \(Use Class D1\), 1,742 sq.m supermarket food retail unit \(Class A1\), a 204 sq.m coffee shop retail unit and drive-thru \(Use Classes A1 and A3\), with associated parking, landscaping and infrastructure works. Outline planning permission sought for the erection of 8,034 sq.m of commercial office space \(Use Class B1\), together with associated car parking, landscaping and infrastructure works, with all matters reserved \(except access\).](#) Land At North Road West And Grovefield Way Cheltenham Gloucestershire Ref. No: 16/02208/FUL | Received: Sat 10 Dec 2016 | Validated: Tue 13 Dec 2016 | Status: Pending Consideration
  - [Creation of attenuation pond for car showroom and erection of green 2.4m 358 type fence along the boundary of the A40](#) Land At North Road West And Grovefield Way Cheltenham Gloucestershire Ref. No: 15/01848/FUL | Received: Wed 21 Oct 2015 | Validated: Thu 22 Oct 2015 | Status: Permit
  - [Non material amendment to planning permission 14/00656/FUL - to update and amend the landscaping scheme](#) Land At North Road West And Grovefield Way Cheltenham Gloucestershire Ref. No: 15/00788/AMEND | Received: Tue 05 May 2015 | Validated: Wed 06 May 2015 | Status: Allow
  - [Outline application for up to 16,800 sq.m. of B1 Employment Use \(on part of site already having the benefit of an extant planning permission for 22,000 sq.m. of B1 Employment Use, granted permission under applications 05/00799/OUT and 10/00468/TIME\)](#) Land At North Road West And Grovefield Way Cheltenham Gloucestershire Ref. No: 14/01323/OUT | Received: Tue 22 Jul 2014 | Validated: Thu 24 Jul 2014 | Status: Permit
  - [Erection of a flagship BMW, Mini and Motorrad Dealership including vehicle sales and servicing facilities including an access from Grovefield Way \( Revision to scheme approved 14 March 2014 under reference 13/01101/FUL - 1.Raising height of building by 1 metre to allow adjustments in floor levels to provide a mezzanine floor below ground level: 2. Rotation of vehicle ramp to allow access: 3. Increase in Motorrad element from 160 sq m to 190 sq m: 4. Revised highway layout to relocate BMW customer access point to west of approved position\)](#) Land At North Road West And Grovefield Way Cheltenham Gloucestershire Ref. No: 14/00656/FUL | Received: Mon 14 Apr 2014 | Validated: Tue 06 May 2014 | Status: Permit
  - [Proposed erection of a flagship BMW, Mini and Motorrad dealership including vehicle sales and servicing facilities and will include the creation of an access from Grovefield Way](#) Land At North Road West And Grovefield Way Cheltenham Gloucestershire Ref. No: 13/01101/FUL | Received: Fri 28 Jun 2013 | Validated: Sat 29 Jun 2013 | Status: Permit
  - [Reserved matters in connection with permission 10/00468/TIME. Details of the access, siting, design, external appearance of the buildings and the landscaping of the site . In addition details required by conditions 4,6, 7, 8, 11, 12,13, 15 and 16 \(full details of both hard and soft landscape works including proposed finished levels; means of enclosure; car parking layouts; other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures proposed; and existing functional services above and below ground; retained landscape features; surface water drainage works, incorporating sustainable drainage systems; the positions, design, materials and type of boundary treatment to be erected; landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas; schedule of landscape maintenance for a minimum period of 5 years; detailed waste management strategy for the treatment, recycling, and re-use of waste arising from the construction of the development; renewable energy plan to provide sufficient on site renewable energy to reduce carbon dioxide emissions by at least 10%; Car parking levels on the site overall and for each completed building; secure covered cycle parking\).](#) Land At North Road West And Grovefield Way Cheltenham Gloucestershire Ref. No: 12/01086/REM | Received: Mon 16 Jul 2012 | Validated: Wed 25 Jul 2012 | Status: Approved Application for the approval of revised reserved matters previously approved under references 09/00369/REM (approved 29.05.2009), 09/00720/REM (approved 18.12.2009) and 10/00690/REM (approved 27.07.2010) all following the grant of Outline Permission ref 05/00799/OUT (dated 01.05.07) The revision to the reserved matters relates to revised details to the already approved Design Handbook.
  - [Application for the approval of reserved matters following the grant of Outline Permission ref 05/00799/OUT dated 01.05.07: Phase 2 - Design and external appearance of buildings to be constructed and details of hard and soft landscaping](#) Cheltenham Business Park Grovefield Way Cheltenham Gloucestershire Ref. No: 10/00690/REM | Received: Thu 29 Apr 2010 | Validated: Fri 30 Apr 2010 | Status: Approved
  - [Extension of the time limit for implementation of planning permission reference 05/00799/OUT. \(Outline planning permission for B1 industrial uses and the extension to the Arle Court Park and Ride facility\)](#) Land At North Road West And Grovefield Way Cheltenham Gloucestershire Ref. No: 10/00468/TIME | Received: Tue 23 Mar 2010 | Validated: Tue 04 Oct 2011 | Status: Permit

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- [Application for the approval of reserved matters following the grant of Outline Permission ref 05/00799/OUT dated 01.05.07: 1. The landscape master plan for the whole site along with a landscape management plan and schedule of landscape maintenance; 2. A design handbook prepared to provide guidance against which the design and external appearance of future phases of the development will be assessed; 3. Details of boundary treatment; 4. The design, external appearance of the buildings to be constructed in Phase 1; 5. Details of hard and soft landscape design for Phase 1. 6. The car parking provision for all phases of the development.](#) Cheltenham Business Park Grovefield Way Cheltenham Gloucestershire Ref. No: 09/00720/REM | Received: Mon 18 May 2009 | Validated: Tue 08 Sep 2009 | Status: Approved
- [Approval of reserved matters - layout of access road and parking details and the siting of the proposed buildings - following the grant of outline permission under reference 05/00799/OUT \(appeal allowed 01.05.2007\)](#) Cheltenham Business Park Grovefield Way Cheltenham Gloucestershire Ref. No: 09/00369/REM | Received: Tue 17 Mar 2009 | Validated: Fri 20 Mar 2009 | Status: Approved
- [\(STOPPING UP ORDER CONFIRMED AS UNOPPOSED 16.07.2009\) Application under Section 257 of the Town and Country Planning Act 1990 for the stopping up of public right of way ZCH98 \(running north from opposite numbers 9 and 10 Shakespeare Cottages, North Road West for a distance of approximately 195 metres\)](#) Land At North Road West And Grovefield Way Cheltenham Gloucestershire Ref. No: 08/01733/FTP | Received: Wed 17 Dec 2008 | Validated: Thu 18 Dec 2008 | Status: Permit
- [B1 Business Park, extension to the Arle Court Park and Ride facility, new access, and exit slip road to A40 \\*\\*\\*PLEASE NOTE - THIS APPLICATION IS A NON-DETERMINATION PLANNING APPEAL\\*\\*\\*](#) Land At North Road West And Grovefield Way Cheltenham Gloucestershire Ref. No: 06/01427/OUT | Received: Tue 12 Sep 2006 | Validated: Tue 30 Jan 2007 | Status: Unknown
- [Outline planning permission for B1 industrial uses and the extension to the Arle Court Park and ride facility](#) Land At North Road West And Grovefield Way Cheltenham Gloucestershire Ref. No: 05/00799/OUT | Received: Tue 17 May 2005 | Validated: Tue 10 Jan 2006 | Status: Refused
- [Outline application for B1 industrial uses](#) Land At North Road West And Grovefield Way Cheltenham Gloucestershire. Ref. No: 04/01790/OUT | Received: Tue 12 Oct 2004 | Validated: Wed 13 Oct 2004 | Status: Withdrawn.

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## Section 3

### **2009 – Approval of reserved matters on application reference 05/00799-OUT (29 May and 18 December 2009)**

- Submissions were made in respect of the following:
  - Layout of access road and parking details and the siting of the proposed buildings.
  - The landscape masterplan for the whole site together with a Landscape Management Plan and Schedule of Landscape Maintenance.
  - A designer handbook to provide guidance against which the design and external appearance of future phases of the development will be assessed.
  - Details of boundary treatment.
  - The design of external appearance of the buildings to be constructed in phase 1.
  - Details of hard and soft landscape design for phase 1.
  - The car parking provisions for all phases of the development.

#### **3.1 Summary of applications**

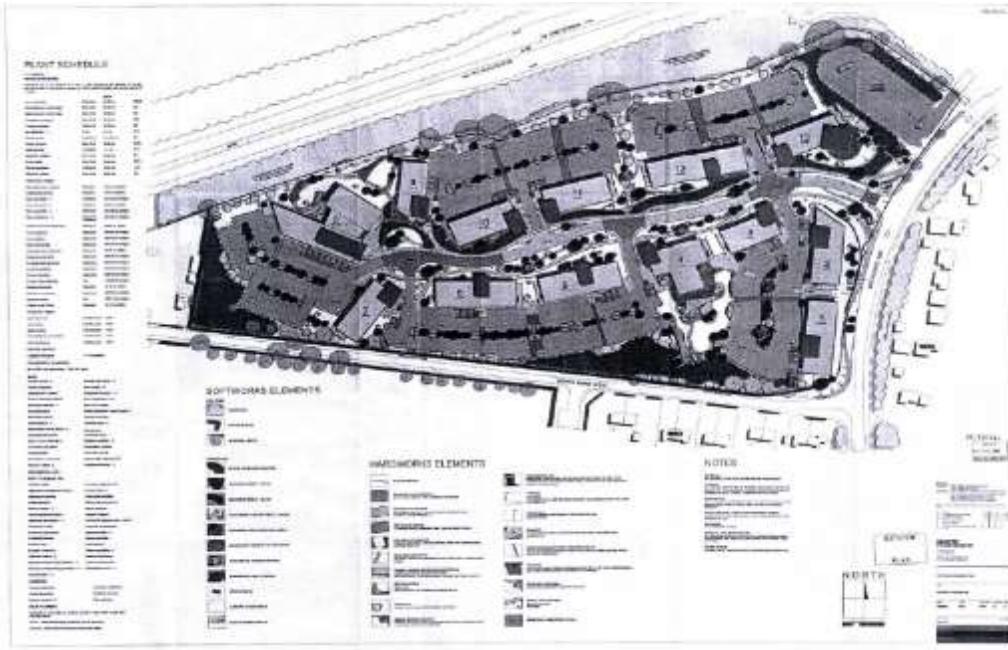
- Unlike the application that the Inspector ruled upon, the details that were approved by Cheltenham Borough Council now included a mix of two and three storey buildings. The maximum height was 12m and was located at the A40 (Elm Farm) end of the site. The number of buildings on the site had increased to 13 and the park and ride provision was no longer shown. The two storey buildings were approximately 7.7m high. The conceptual site layout is attached (document 5 below :09\_00369\_REM-CONCEPTUAL SITE LAYOUT).



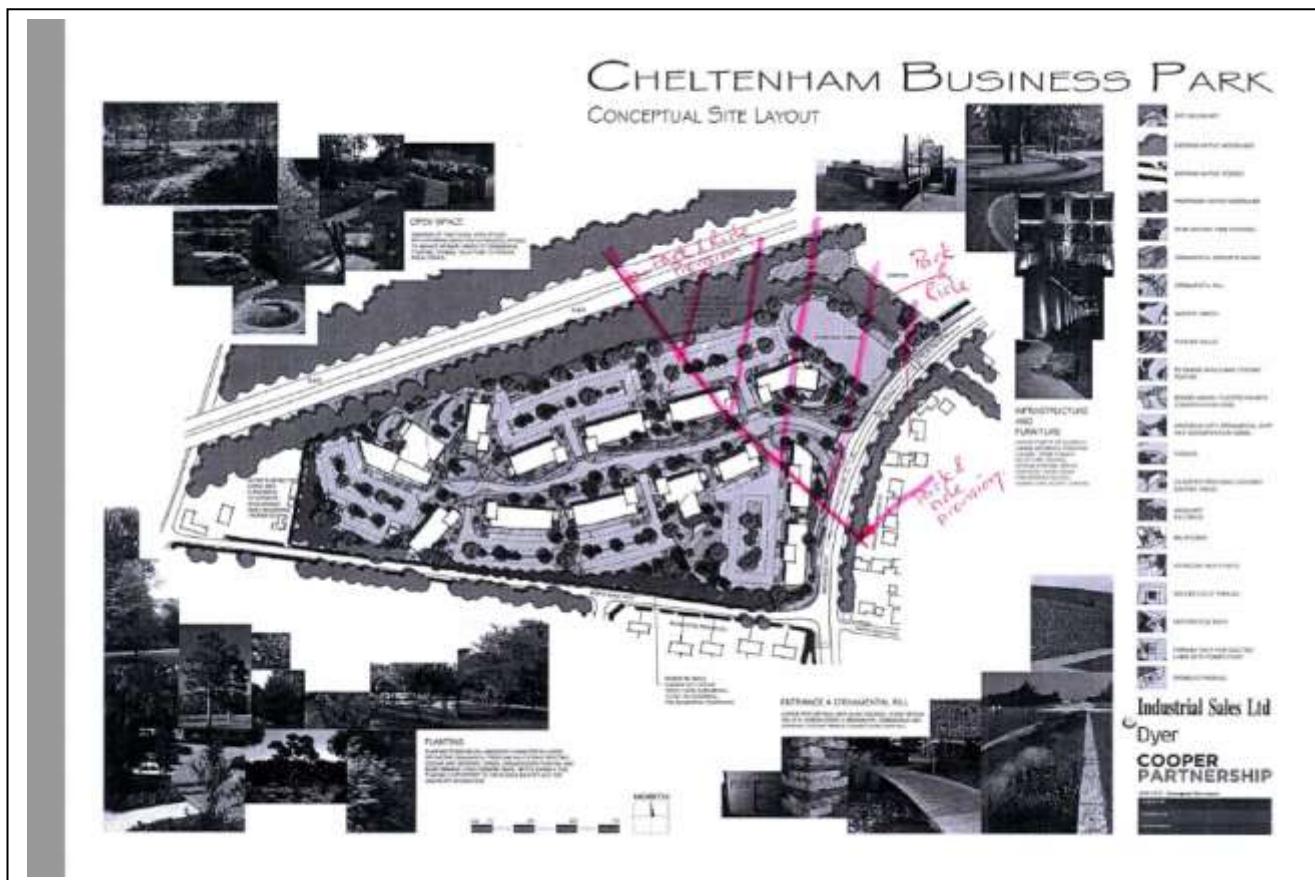
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- All buildings to the North Road West and Grovefield elevation are two storey. Building no 8 at the far end of the site is three storey. Building no 10 may be three storey, although it is difficult to tell from the drawings available (document 7 below: ref: 09\_00369-REM-SUPERCEDED PROPOSED SITE LAYOUT provides building reference numbers).



- Note the emphasis of the whole application is placed upon public open space, planting, infrastructure and furniture as a concept. Also note that the woodland screening along the A40 which was referred to by the Inspector is called up on the drawing as "area to be enhanced for habitat diversification and screening of the development from the A40". BMW thinned it out to display their building! Along the boundary with Grovefield Way, the omission of the park and ride land has allowed an additional building to be placed fronting directly onto Grovefield Way, together with a new building no13, which is located wholly within land previously dedicated to the Park and Ride. The application now refers to the creation of 1200 new jobs on the site. Building no13 is now located to the right of the access road and faces onto Grovefield Way. Along the frontage with Grovefield Way, the buildings are set back some way and softened by the use of soft landscaping and trees. The proposal seems to be generally in line with the Inspector's remarks about "glimpses" and the "sites relationship to residential properties" with B1 buildings that "need not be unnecessarily intrusive in the local landscape". The BMW development and the proposal being made in this application are entirely contrary to the Inspector's considerations.
- The boundary with North Road West is enhanced by "raised 2m bund, planted with native trees and 30% evergreens to act as screening for residential properties". As the Inspector anticipated.
- Along the boundary with Elm Farm at the rear, "native planting copse with evergreens to separate development from residential properties" is called up on the drawing.



- On document 6 (above), the approximate extent of the original Park and Ride provision is shown marked in red.
  - Note that the entrance to the park has effectively been relocated closer to the park and ride/B&Q roundabout, and that a right turn lane has been introduced on Grovefield Way. Comparison between the drawings approved by the Inspector (document 2 page 26) and this document now shows the residential properties that were constructed in 1997/98 along Chalford Avenue and Bladon Mews on the plan. Properties in Tibberton Grove and Frampton Mews are not shown.
  - The plan (document 5, page 29) for the landscaping survey shows the residential properties in light grey, and they are called up as “existing residential development”. The Inspector’s comments with regard to the non-obtrusive nature of the development on the residential area is becoming less secure. The properties in Chalford Avenue, Frampton Mews, Tibberton Grove and Bladon Mews (many of whom have objected to the current hybrid scheme) are now significantly affected by pollution from noise, light and fumes from the BMW development and other development in the area since 2007. The BMW development (nearing completion) and the proposed retail units are located much closer to the dwellings than was in the contemplation of the Inspector in 2007 and are (will be) very brightly lit 24 hours per day, 365 days per year. The current BMW development and the proposal are entirely contrary to the Inspector’s considerations, recommendations and report.

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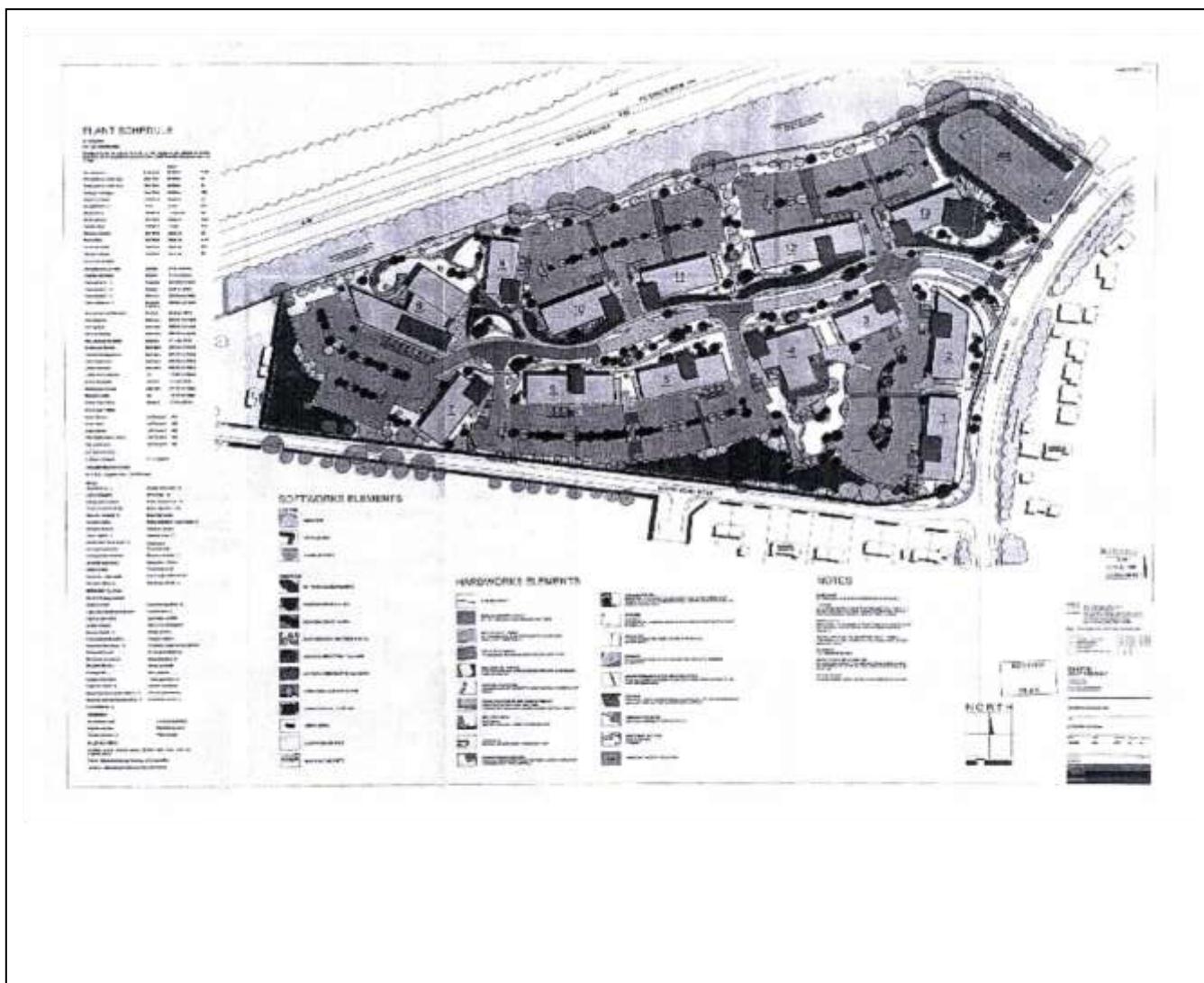
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- The 2007 appeal decision made it clear that the option to retain and purchase land for the park and ride should be retained for a period of 5 years, ie, until 2011/2012. The appeal decision very clearly placed great emphasis on the overall “benefit” of the park and ride scheme in the context of the county and the extant planning policies and was one of the key elements in the Inspector’s decision that there were “*exceptional circumstances*” to permit “*inappropriate development in the greenbelt*”. This important factor is no longer a relevant consideration because the BMW building is now constructed on the land that was earmarked for the Park and Ride extension and is of such a size that it prevents any future chance of this useful public facility being incorporated into the development.
- As can be seen from the plan drawing (document 2, page 26), the appeal decision was based upon a “*low key*” development which would not intrude visually into the area, or the greenbelt where they would “*only be occasional glimpses*”.
- The 2009 submissions by the applicant, was made in respect of the reserved matters on the Inspector’s award. Again, the applicant seeks to make the development as “*low key as possible*” with only 1 building at the far extreme of the site being three storey (12m in height). The other 12 buildings are mostly 7.7m in height, except for a narrow atrium portion on each building which extends the height in that section to approximately 9.7m (to screen the plant and machinery). The planting schedules, softwork elements and hardwork elements were approved and are detailed on the drawings attached in documents 5 (page 29) and 7 overleaf.

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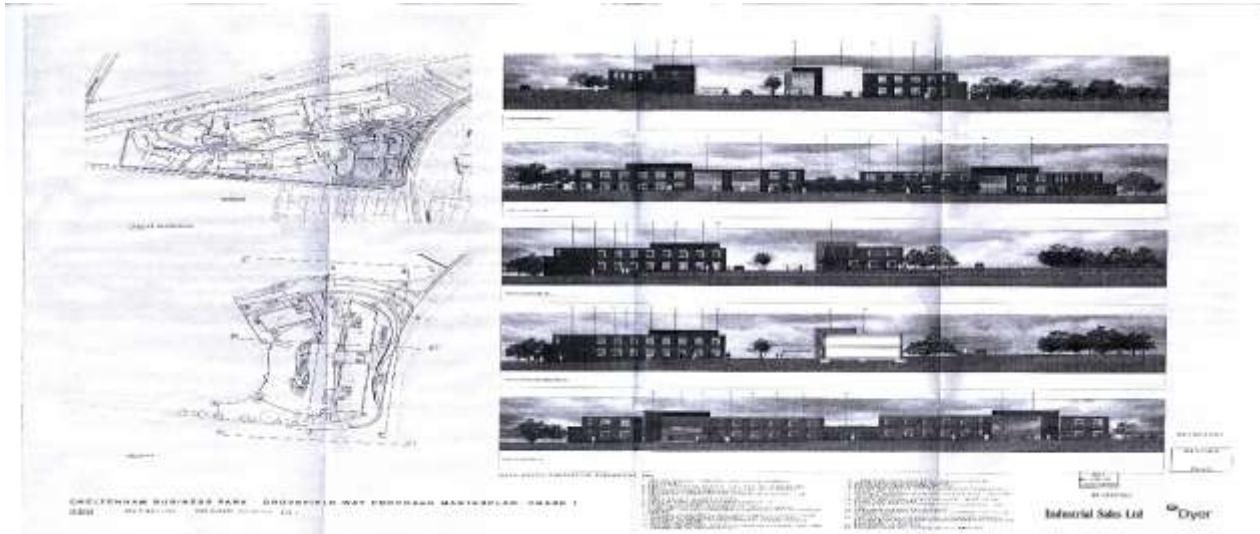
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- The buildings detailed (document 7 below) were shown to be of a simple contemporary design with key elevational treatments in red brickwork, with cedar hardwood screens, a copper-coloured metal cladding trim to the higher “plant room element” above the atrium. Polyester powder-coated aluminium cladding louvres extended downwards to the roof level of the main building, beneath which, there was a clear double glazed screen and revolving entrance door. Some of the louvre features are picked out around other windows and doors to provide solar shading. **The design, importantly, included anodised aluminium automatic louvres for “night purging”, i.e., prevention of light from the development spilling out into the residential area which** the inspector highlighted as being as an essential consideration. Details are on document 7 (below) and documents 8-12 (overleaf) inclusive:

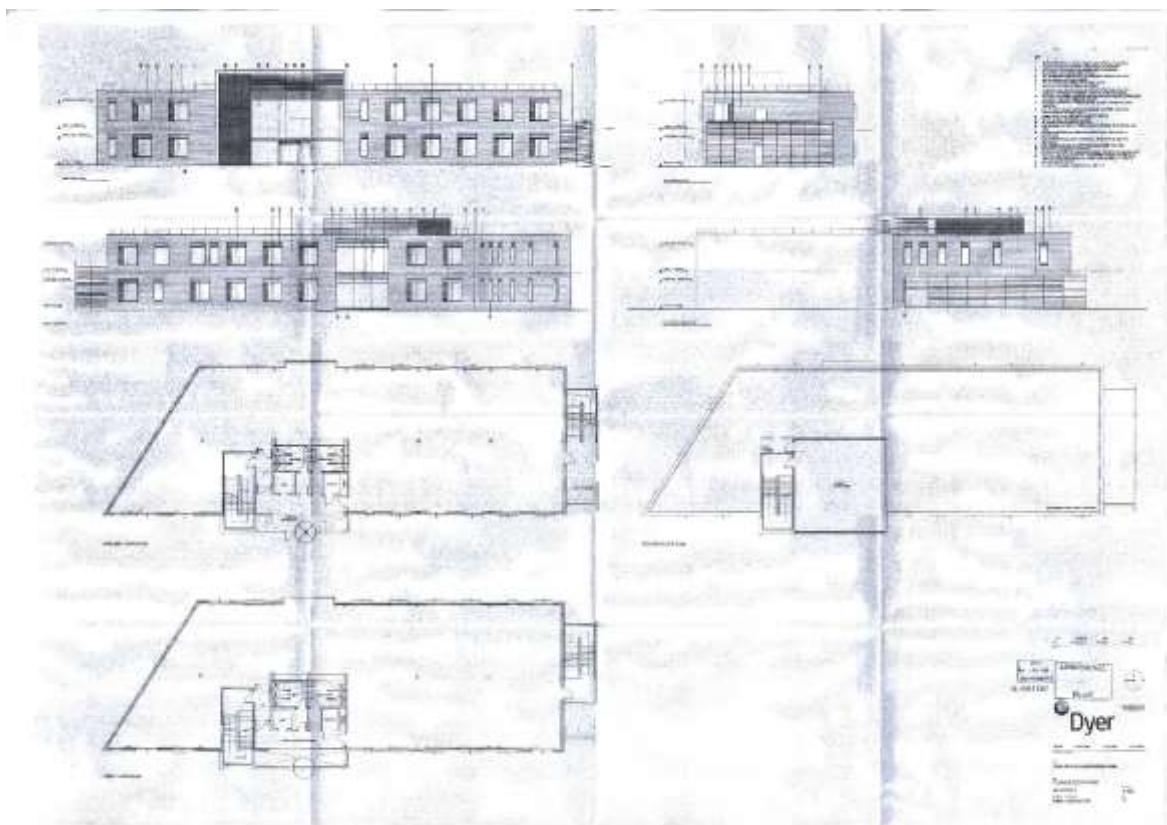


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Document 8 – ref: 09/00720 REM\_PHASE 1

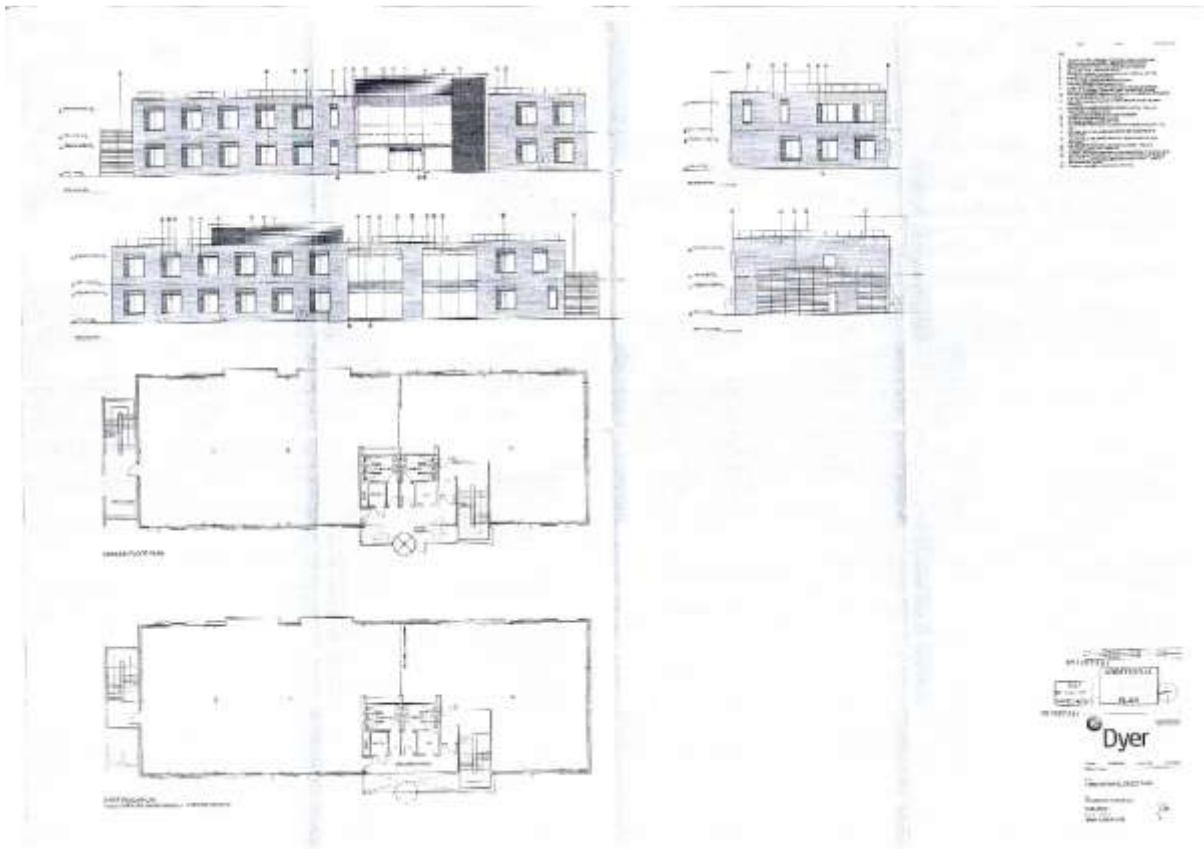


Document 9 – ref: 09/00720\_Rem\_Building 2

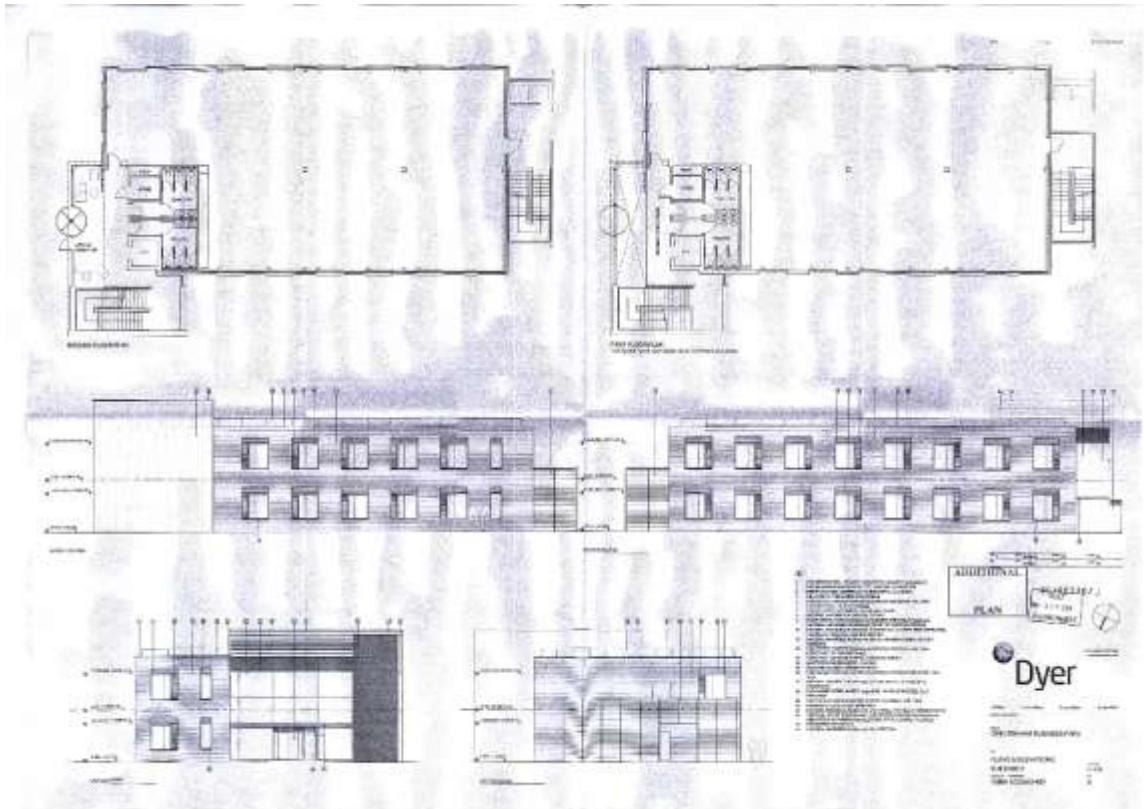
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Document 10 – ref: 10/00720\_REM\_BUILDING 1

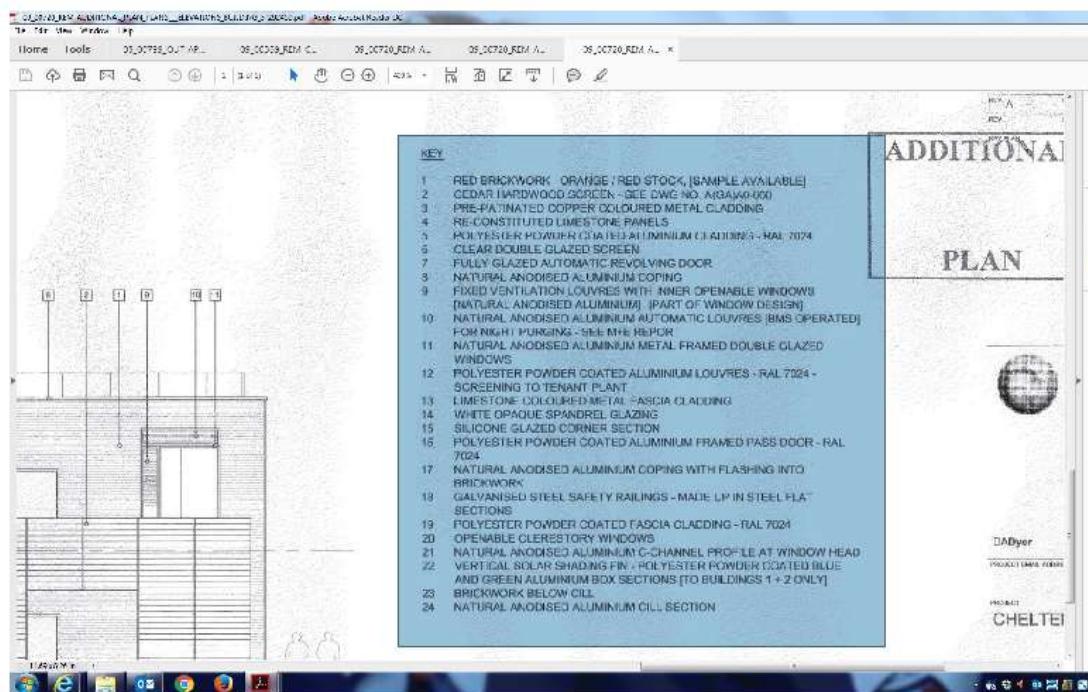


Document 11 – ref: 10/00720\_REM\_BUILDING 3

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Document 12 – Extract of drawing with materials description

## Section 4

### 2010 – 2012 applications

- It is fair to say that the matter of submissions and approvals now becomes very confusing.
- An application for the approval of reserved matters connected with planning permission 05/00799/OUT dated 1 May 2007 was submitted to Cheltenham Borough Council on 29 April 2010. The application concerned design and external appearance of buildings to be constructed and details of hard and soft landscaping. The application includes 2 (No) three-dimensional views of the site which are attached (documents 13 and 14 below):



Document 13: Ref: 10\_00690\_Rem-Approved\_-\_ILLUSTRATIVE\_VIEW\_FROM\_EAST-322223

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Document 14 -10\_00690\_Rem-Approved\_-\_Illustrative\_View\_From\_South-322224

- A further “Proposed master plan” drawing is also submitted (document 15, page 39). The gross area is calculated at 22,000m<sup>2</sup> and with a parking guide standard of one space per 30m<sup>2</sup>. A parking provision requirement of 733 bays is calculated, including disabled bays and electric cars. However, a footnote on the table beneath the drawing states that a total of 700 spaces has been agreed with the planners, and the table is adjusted to show the reduced number. The residential areas opposite the developments, in Chalford Ave, Frampton Mews, Bladon Mews and Tibberton Grove, are now clearly shown on the drawings. It is assumed that the drawing submitted is a development of a drawing prepared by Luxton Architects also entitled “Proposed master plan”. This calculates the total achieved parking space ratio of 754 spaces. 1200 new jobs are to be created by the development which now has an internal floor area of 22,000m<sup>2</sup> (with the loss of the Park and Ride extension). This is an increase of 1800m<sup>2</sup> from the application upon which the Inspector made his decision in 2007.

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Document 15 – Ref: 10\_00690\_Rem-APPROVED\_-PROPOSED\_MASTER\_PLAN-322218

Further master plan contextual elevation drawings are included (documents 16 and 17 below). The drawings are in colour and combine the original proposed phases 3, 4 and 5 into a single phase 3.

Document 16 - 10\_01562\_Rem- approved\_proposed\_masterplan\_and\_contextual\_elevations along Golden Valley elevation.



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Document 17: Ref: 12\_01086\_rem-approved\_proposed\_masterplan\_and\_contextual\_elevations\_with\_site\_plan\_and\_key\_p-478304.  
Elevations to Phase 1 along Grovefield Way and North Road West. Note all buildings are “low key” and all no more than 2 storey in height .

- A further Luxton Architects three dimensional view of the site from Grovefield Way is included in the application and is copied below:  
(Document 18 below - 12\_01086\_REM-APPROVED\_AERIAL\_VIEW\_FROM\_THE\_EAST-477881).



Grovefield Way Proposed Masterplan  
Aerial View From The East - A/GAJASD-003  
LUXTON ARCHITECTS  
g.luxton@luxtonarchitects.com  
0161 377 0211 | 0161 377 0212 | 0161 377 0213

Document 18

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- Luxton Architects' three dimensional view of the site from North Road West is included in the application, and is copied below:



Document 19: Ref: 12\_01086\_rem-approved\_aerial\_view\_from\_the\_south-477882

- An increased number of three storey buildings (buildings, 8, 10, 11 and 12) now extend along the whole of the A40 elevation, with the exception of the smaller building, no 9. Again, however, three dimensional views show the emphasis placed by the applicant upon “glimpses” of “low key” development in the Inspector’s 2007 award, and includes much landscaping to soften the impact of the building site. Green roofs are included, there are strongly defined tree boundaries and trees along the Grovefield Way elevation, particularly around the entrance off Grovefield Way to break up the hard elevations and to retain the “rural” character of the greenbelt. Windows facing onto Grovefield Way are screened, in keeping with the Inspector’s award, to minimise impact on existing residential properties when he permitted the development. The development has however substantially grown in scale from purely two storey (2007), to a significant number of three storey buildings. The park and ride facility is now completely lost with a single phase 3, and the design is becoming more “contemporary”.
- There then follows a series of judicial reviews, culminating in a hearing on 15 July 2013 at which time, application 10/00468/TIME was approved under application reference 12/01086/REM as a reserved matters application on 21 August 2013.

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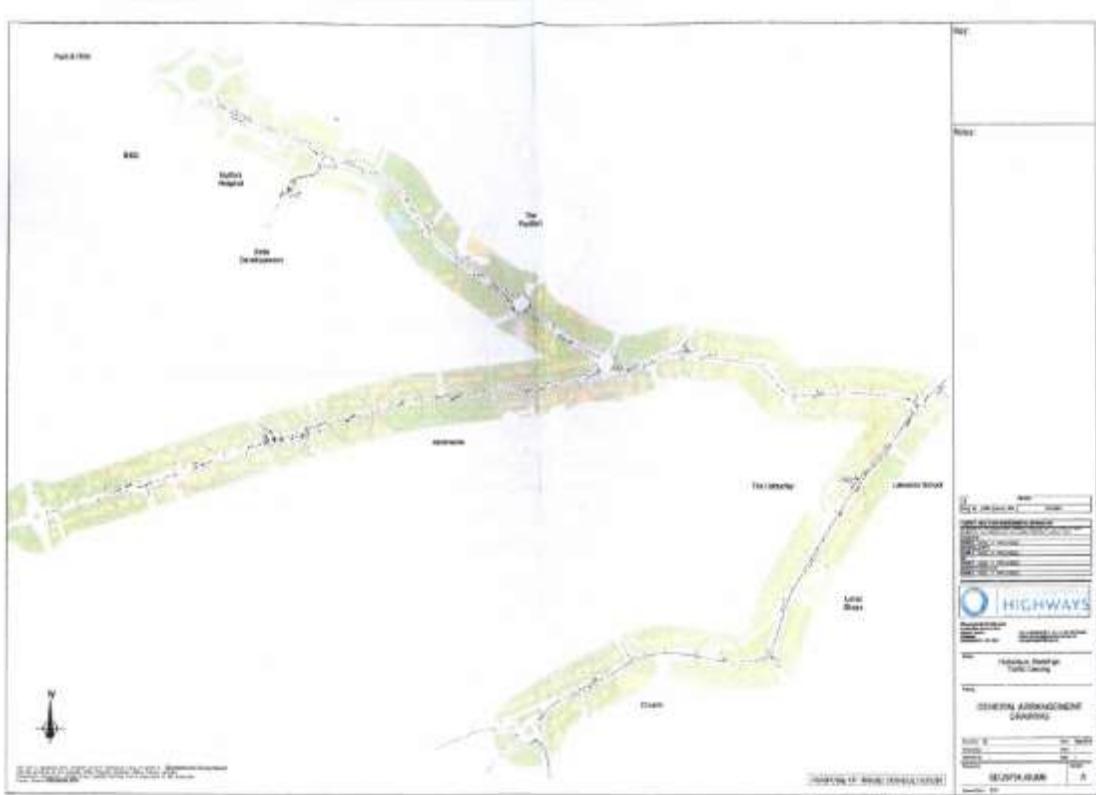
- The reviews established that the planning permission to develop the larger site for the purposes of a B1 business park would lapse on the latter of the following dates: five years from the date of the outline permission (22 June 2017) or, two years from the date of the reserved matters decision above (21 August 2015). The Inspector had also determined that the previous planning application in 2006/2007 should be revisited after a period of 6 years. In this connection, the outline permission was renewed by Cheltenham Borough Council in 2012. Extending that argument, a further five years have now elapsed since that 2012 permission was granted and a further review is due in 2017/2018. A review now is broadly in line with the current timescales for the implementation of the revised JCS, issued for consultation February 2017.
- During the period 2007 to 2011; planning permission and construction of the Asda retail and “B1” Pure Office development was made and completed. The latter subsequently sold a portion of the site to Kier for a new head office (which the contractor has subsequently not developed and that site is now to be developed for housing, following a very recent Inspector appeal hearing which established that there is no demand for B1 offices in the area (see Section 7). The Asda store was opened in September 2011.
- Gloucestershire Highways held public exhibitions in May and December 2011 in respect of traffic calming proposals and the Section 106 agreement reached with Asda. On 7 August 2012, Gloucestershire Highways issued drawings to residents for consultation. Highways advised that the most recent traffic survey indicated increased traffic flows on some roads in the area and that there was an intention to undertake a more detailed survey in September 2012, after the summer holiday (document 20 below).



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- Plans of the proposals are included at documents 21-25 inclusive. No measures were proposed for Grovefield Way.



Document 21 – General Arrangement Drawing

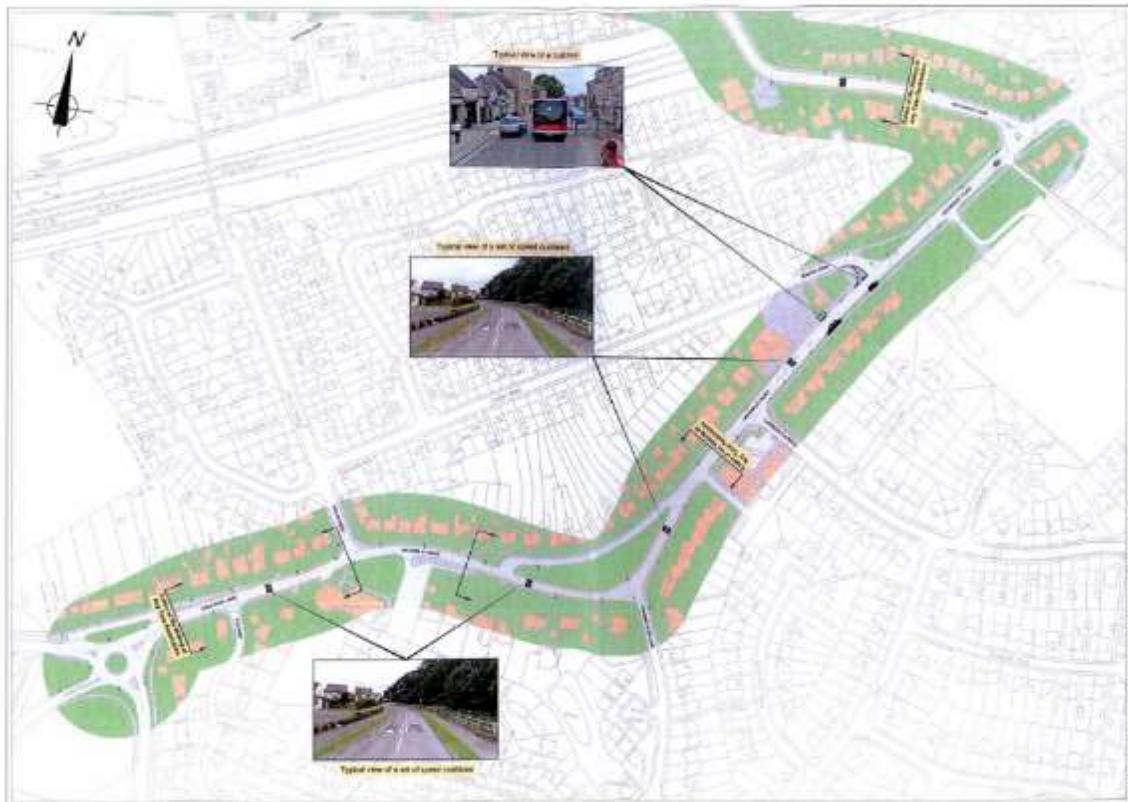


Document 22 – Detail View

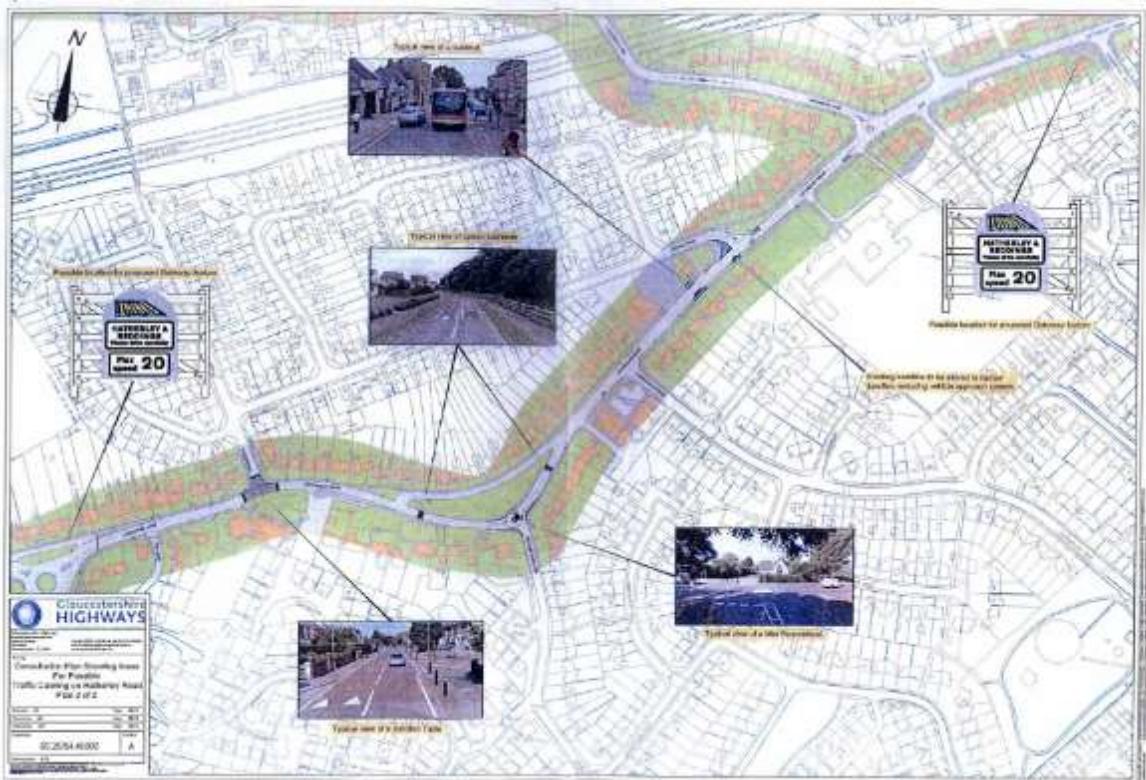
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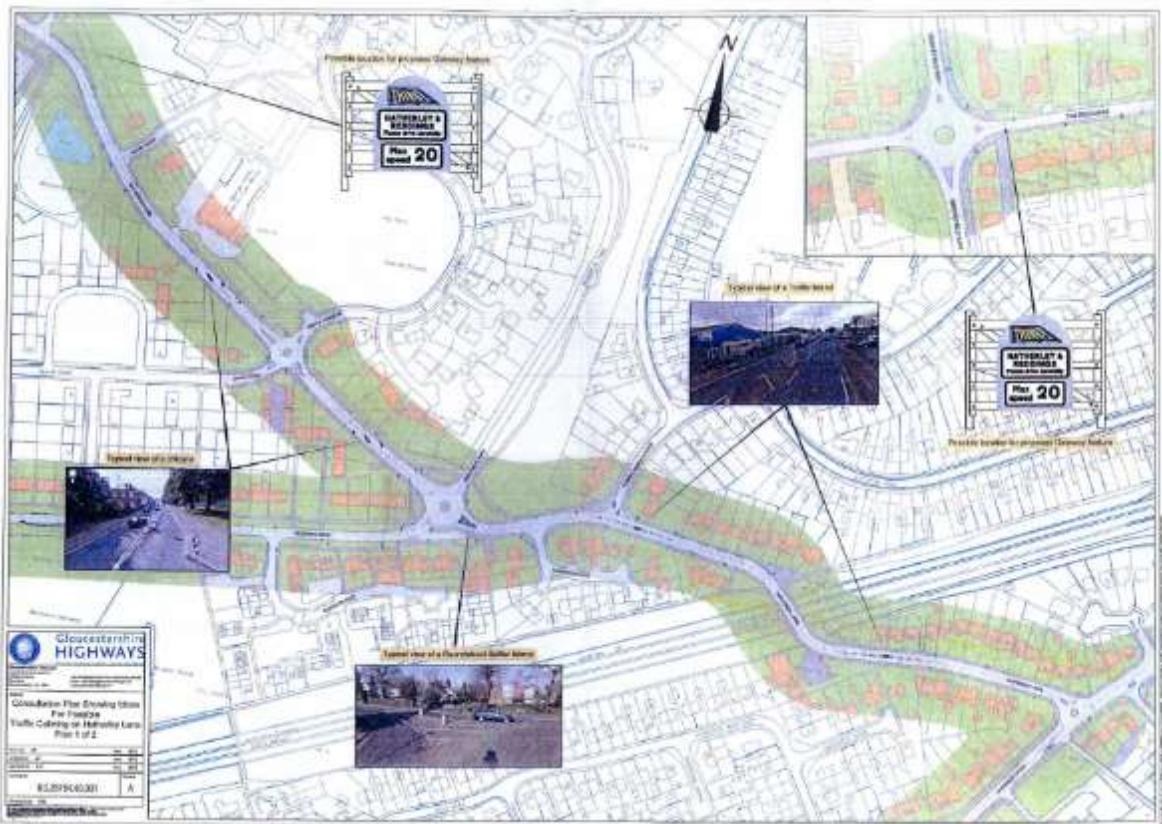


Document 23 – Detail View



Document 24 – Detail View

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Document 25 – Detail View

- The proposals were roundly rejected by the businesses and residents in the whole of the Reddings and Hatherley areas and the scheme was withdrawn as being inappropriate. Elemental mistakes, such as failing to recognise the bus route; the issues that would be raised by the removal of on-street parking for many properties that have no off-road parking facility; inappropriate locations for aggressive measures such as chicanes, cushions and the like; all led to the scheme being withdrawn. No subsequent attempts have been made to introduce traffic calming, although other subsequent local developments, including the additional retail provision of Home Bargains and Pets at Home on the “B&Q site” have since been built and congestion is increasing at peak times. The effects of the BMW site on local traffic are not yet known. There are regular congestion issues on the Golden Valley Roundabout with traffic waiting to turn right past Harvester, KFC, Travelodge towards Asda, B&Q, Pets at Home, Home Bargains, Pure Offices, Park and Ride, for both residential and business traffic, as well as through-traffic (Grovefield Way was designed to facilitate the latter). Congestion also occurs at the B&Q roundabout which is trying to distribute traffic from Hatherley Lane, Park and Ride, Grovefield, B&Q, Pets at Home and Home Bargains. This then creates a backlog on the Golden Valley and prevents effective traffic movement.

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- Some of the local “rat run” traffic is created to avoid this local congestion, or by trying to avoid the A40. If the A40 was more effective at distributing traffic, the problems would not be so acute and some of the “rat run” traffic would be relieved, without the need for traffic calming to local roads.
- It is understood that Highways are developing a scheme for this, but this cannot start work until the works to the Elmbridge Court Roundabout are complete (circa February 2018). When road improvement work does start, it is assumed that the disruption created will significantly exacerbate the current traffic management issues within The Reddings area. A detailed traffic survey (once BMW is open and running “normally”) is essential, for the designers to understand the “existing” traffic flow patterns and requirements and create an integrated design (such as MOVA – document 3, page 26), which was proposed by the applicant to the Inspector. An integrated design will also allow capacities to be modelled for any future applications for new development.
- The local area (and Benhall) is currently being used for parking by GCHQ staff. Similarly GCHQ parking is said to be using up spaces at the park and ride, making it less effective than it should be.
- Planning policy guidance “Travel plans, Transport Assessments and Statements” states that: *“while travel plans are intended to promote the most sustainable forms of transport, such as active travel, they should not be used to justify penalising motorists – for instance through higher parking charges, tough reinforcement or reduced parking provision (which can simply lead to more on-street parking) nor should they be used to justify aggressive traffic calming measures such as speed humps. Maximum parking standards can lead to poor quality development, congested streets. Local planning authorities should seek to ensure parking provision is appropriate to the needs of the development and not reduced below a level that should be considered reasonable”*.
- Since 2007, the potential future expansion of the park and ride and the consequent potential for reduced reliance on the car has been prevented by the planning permissions granted for the BMW development. A competent, area-wide transport assessment is urgently required to manage the developments that have already been approved/constructed, in order to provide a realistic assessment of residual capacity for any proposed future developments. National Planning Policy Framework makes it clear that assessment should identify the measures required to improve accessibility and safety for all modes of travel, particularly for alternatives to the car, such as walking, cycling and public transport and to identify what measures will need to be taken to deal with the anticipated transport impacts of the development.
- The very nature of BMW’s business will mean increased car, associated transporter lorry and similar traffic into an already congested area. Worse, much of the new traffic will be concentrated at peak flow times.
- As will be set out in the following sections, the proposal for a “drive through” Costa, an Aldi, and a nursery, will bring new traffic into the area. It will be concentrated on Hatherley Lane and Grovefield Way, particularly around the B&Q roundabout and the Park and Ride exit route.

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There is no potential whatsoever to “improve accessibility and safety for all modes of travel, particularly for alternatives to the car, such as walking, cycling and public transport” as set out in the planning requirements documents as an integral feature of this application.

- Traffic calming measures along Grovefield Way, Hatherley Lane, The Reddings and Redding Road will adversely affect the residents as was demonstrated by the rejection of the 2012 proposals. The neighbour consultation for the proposed scheme has clearly established that the local residents do not want or need a Costa, Aldi, or Nursery, because the local area is exceptionally well served already in this respect. Traffic calming, will not therefore create a “modal shift” for local residents, because it will be people from outside the area that will be driving to them. Similarly, the applicant’s proposals contain no local measures, such as tree planting, footpaths, cycleways, to enhance the area and will most likely discourage any alternative forms of local transport, particularly use of the existing National Cycleway that passes the Grovefield site, because of the unattractive aesthetic, the increased pollution, noise, fumes and the increased traffic hazard around the site, particularly for traffic turning right into or out of the proposed development.
- Consultee Highways, identify that a proper travel plan has not been submitted by the current applicant.
- Since the time of the Inspector’s report in 2007: substantial residential development has been completed in the area; Asda and Pure Offices have been constructed; car parking has been lost to Manor by the Lake and Cheltenham Film Studios as a result of further development and changes of use; Pets at Home and Home Bargains have also been constructed. The exceptional conditions that the Inspector took into account at the appeal (including a Park and Ride extension) have changed very significantly, and it is now wholly inappropriate to refer to the Inspector’s judgement for any precedent in this respect.

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## Section 5

### Application No 13/01101/FUL – 29 June 2013

#### **Proposed flagship BMW dealership, including vehicle sales and servicing facilities with the creation of an access from Grovefield Way**

- At the time of the application, planning permission for 22,000m<sup>2</sup> gross floor area B1 industrial use had been granted. The application was for the creation of 7500m<sup>2</sup> gross floor area of car sales showroom, warehousing and servicing facility. The location of the building was on land previously allocated for the extension to the Arle Court park and ride in the 2007 appeal decision. Whilst the applicant suggested that the park and ride was underperforming, Highways confirmed that this was factually incorrect and that the park and ride was performing well. A subsequent technical review concluded that by 2031, the park and ride would require circa 220 extra spaces to maintain the all-day vehicle demand. The applicant agreed that the park and ride demand would increase and agreed to contribute £503,000.00 towards future extension of the park and ride facilities or measures to encourage residents to use other methods of transport, rather than relying on their own personal vehicles. As set out in Section 4 of this report, it is a little curious that the emphasis here is on changing the behaviour of those that already live and work in the original rural/semi-rural village of The Reddings!
- Prior to 1998, this rural/semi rural village was surrounded by greenbelt. The development of Redgrove Park, Grace Gardens, Wade Court, Asda, the 260 dwelling Symphony Road development, B&Q, Travel Lodge, Harvester, KFC drive through, B&Q, Home Bargains, Pets at Home, Park and Ride and, various smaller infill developments have all consumed the greenbelt surroundings over the past 20 years. This existing over-development is now being used against The Reddings and surrounding areas in an attempt to justify further reduction of the greenbelt for the development of the Grovefield Way site. Locally, we are now at the “thick end” of this “thin entering wedge” argument.
- In the case of the BMW application, it is for the benefit of a business that is concerned solely with the sale and maintenance of motor cars. Some of the £1.3m Section 106 money that was generated by the Asda development has been allocated to a new bus service to Asda, introduced in 2014 and most of the balance being has been spent on the now-abandoned A40 Golden Valley bus lane scheme.
- Neighbourhood consultation objections at the time of the application for planning permission included: traffic generation concerns, loss of wildlife habitat, inappropriate style of architecture, scale and height of proposed building too great, lack of sufficient parking within the development and that BMW would constitute the “thin end of the wedge” and would allow future retail to be established on the site.

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- The architect's panel commented that the plans and elevations were difficult to read and get an understanding of the depth of the build form. The small three dimensional views were thought of as helpful, but the elevation lacks depth and the clarity to show the transparency of the building.
- The development means that several local BMW dealerships in the county are now being merged onto the site.
- The construction of the BMW building is nearing completion and there are only 49 staff parking spaces allocated. The BMW website does, however, advise that there will be "generous customer parking". Is this in line with the National Planning Policy Framework?
- Objectors' comments in respect of the current hybrid/retail application include reference to BMW memos to staff stating that there are insufficient parking spaces on the site and that they will need to make their own provision. One local business has confirmed that they have been approached by Cotswold BMW with a view to securing parking spaces on their site (which they declined due to the lack of parking for their own staff and visitors).
- The BMW "Sui Generis" application included a transport assessment and travel plan. Condition 6 of the Cheltenham Borough Council approval granted includes provision to ensure that adequate parking and manoeuvring facilities were available on the site in the interest of highway safety. Condition 8 of the approval requires that "*six months prior to beneficial occupation of the development hereby permitted a travel plan shall be submitted to and agreed in writing by the local planning authority setting out:*"
  - *Objectives and targets for promoting sustainable travel*
  - *Appointment and funding of a travel plan co-ordinator*
  - *Details of an annual monitoring and review process*
  - *Details of annual reporting to GCC*
  - *Means of funding of the travel plan*
  - *An implementation timetable, including the responsible body for each action*"

*The approved travel plan shall be implemented in accordance with the details and timetable therein and shall be continued thereafter, unless otherwise agreed in writing by the local planning authority."*

"Reason: to encourage non-car modes".

- Condition 12 included Tree Protection Orders on an ash tree and an oak tree, although the developer subsequently removed the oak tree by means of a further "dripping tap" application.
- During the development, local flooding has occurred. The developer has also needed to make further application for relocation and alteration to the attenuation pond because "*no aquifer beneath the site could be located*".
- The front barrier fencing along Grovefield Way has also been amended since the development began.

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- Many of the objections from the neighbourhood consultation included complaints regarding the lack of publicity afforded to the application. The same criticism has been made again in respect of the current “hybrid” application.
- The BMW application was for a change of use from the designated approved classes of B1, B2, or B8, which the 2007 Inspector appeal had been solely concerned with. The proposed use was classified as Sui Generis. The planners noted that the application exhibited “*characteristics of B1, B2 or B8 inasmuch as there is café and offices within it*”. Much of the decision was based upon policy EM2 of the local plan. The application also includes car storage space which, it was argued would “*also generally fall under a B class usage*”.
- Reference is made by the applicant to the draft Joint Core Strategy document (JCS). The draft that was current at that time has subsequently been amended significantly and was reissued for further public consultation in February 2017. At the time of writing, the JCS has still not been adopted.
- The planners note that granting of permission to the Grovefield Way site “*represents an important source of supply of office space and the granting of this permission may lead to an eroding of the full value of this; however there has not been to date any physical progress on the delivery of the original scheme on the site and this must be taken into account*”.
- The planners considered that the application did not impact the greenbelt “*in any greater way than the existing permission which could be enacted*”. The objectors thought otherwise and now that the bulk can be seen, it is a matter of opinion as to who is correct. However, when lit up at night, residents have remarked that it resembles a cruise ship waiting to embark and is not at all “*low key*” as the Inspector had envisaged in his award (see photographs on the final page of this report).
- The permission granted by the appeal in 2007 made much of the “green buffers” around the site boundaries. As specifically set out on the drawing documents 5, 6 and 7 in respect of the 2009 applications, in the spirit of the 2007 appeal decision, the proposals made much of enhancing these green buffers. In contrast, this application removed much of it, in order to “*display the building*”. The Inspector anticipated “*fleeting glimpses*” of “*low key*” development as being appropriate in his reasoning for permitting this development in the greenbelt.
- The planners noted that, the allocation of additional employment land in urban extensions set out in the draft JCS “*will address the shortfall in employment land which the Inspector identified in the 2007 appeal decision. It could therefore be argued that the need for the Grovefield Way development is becoming harder to justify*”. In his appeal decision, the Inspector refers to the “*scale being not too large*” and at paragraph 24 of the Inspector’s award, he clearly anticipated an urgent need to start construction in 2007, not wait until 2013 and ask if an obtrusive BMW dealership could be built! The Planner’s report continues “*This application, if permitted, may also be able to provide jobs early in the plan period and could enable the remaining parts of the Grovefield Way site to come forward by acting as a gateway and a catalyst*”.

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- With hindsight, the thin entering wedge argument is now at its “thick end”, and has, as forecast by the objectors led to an application for yet more retail and the loss of the “urgently need B1 office space” that persuaded the Inspector to permit the development.
- The nature of BMW’s business meant that there was a good deal of input from the Crime Prevention Design Advisor in the planning consultation. This has led to a good deal of security lighting and fencing being incorporated into the design, as well as security hoops, telescopic and rhino bollards. This was not in the contemplation of the Inspector at the time of the 2007 appeal in respect of “*low key*”. The Inspector was very specific about the requirement for consideration of light pollution for residential neighbours.
- The retail aspect of Costa, Aldi and Happy Days Nursery will include an even greater requirement for cash/money handling on the site and consequently, it also introduces an additional crime deterrent requirement for lighting, exacerbated by the trading hours that are being requested. These requirements are analogous to “the tail wagging the dog” and have spilled over into soft landscaping, resulting in recommendations to maintain ground level plants below 1m in height and lower branches to a height of 2m and not to locate trees and taller shrubs that could provide climbing aids. None of this is sympathetic to greenbelt/edge of greenbelt considerations and was not in the contemplation of the 2007 Inspector appeal.
- Once the planning permission had been granted, the applicant submitted a further application to increase the mass of the building still further by raising the height by 1m, to allow the incorporation of a mezzanine level, rotation of the vehicle ramp, increasing the Motorrad element by 30m<sup>2</sup> to 190 m<sup>2</sup> and a revision to the highway layout to relocate the BMW customer access point. In other words, the applicant is “making it up as he goes along”. This is not consistent with a coherent planning policy and results from an over-reliance on “outline permissions” and manipulation of planning law and evolving policy on the part of the applicant.
- Approval was granted. It should be noted that out of the 300 or so objections made to the current hybrid scheme application, 56 have been very negative about the size and scale of the BMW building. Forty two objections have been specifically raised in respect of light pollution that is already occurring and many express concerns that the hybrid proposal will exacerbate this further. Eighty three objections are raised specifically with concern regarding noise pollution, 93 objections are raised specifically in respect of fume production in respect of the permissions that have already granted. How are these being monitored? A full summary of the objections is included in the following section 6 (document 35, pages 63-67), which relates specifically to the hybrid application.

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- Work commenced on site in January 2015. Document 26 below is an article published in the Gloucestershire Echo where Kevin Davidson, Retailer Development Director of BMW UK confirms that "the new site will create 20 more jobs with all staff moving to the new site". This is not the 100 new jobs that were claimed at the time that the application was submitted.

Flagship BMW showroom set to be built on key road between Gloucester and Cheltenham

By CLOUTIERES 0789 | [www.glosgloucesterherald.co.uk/people/CitizenNews/article.html](http://www.glosgloucesterherald.co.uk/people/CitizenNews/article.html) | Posted: January 28, 2015

2 COMMENTS 0 SHARES



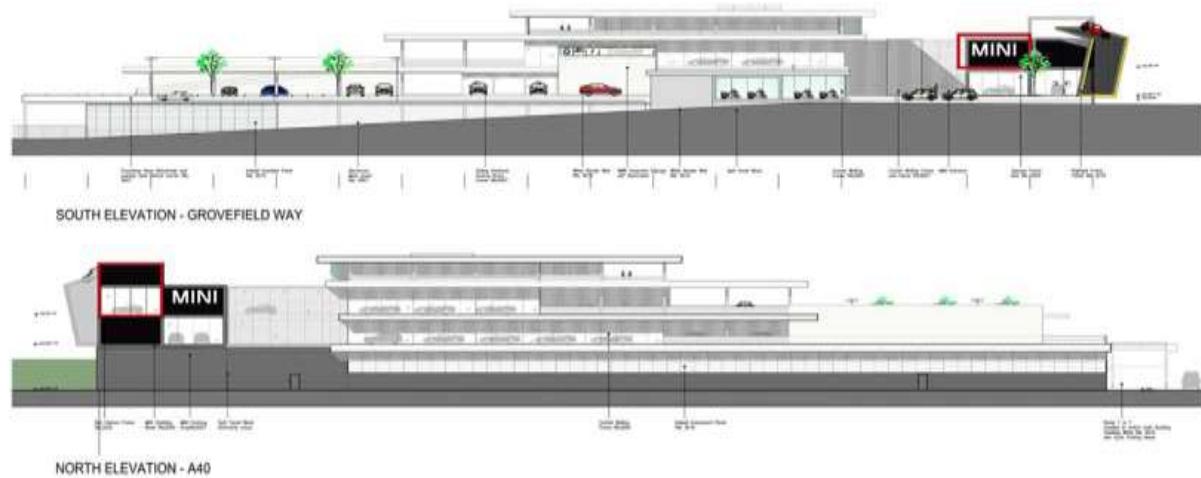
Peter Harris, Company chairman of the Gotswood group, Kevin Davidson, Retailer Development Director of BMW UK and Andrew Hulbert of Gotswood Motors inspect the site of the £15 million showroom for the new BMW garage on Grovefield Way in Cheltenham.

Comments (2)  
Visitors to Cheltenham will be greeted by a huge, multi-million-pound modern development set to open next spring.  
**BMW** work is set to start next week on Gotswood Motor Group's new home in Grovefield Way, selling new and used BMW and Mini vehicles.  
The flagship store, described as a landmark, will be the biggest BMW dealership in the UK outside of Greater London.  
Yesterday, Kevin Davidson, retailer development director of BMW UK, gave his ringing endorsement to the team.

"When you look in that sort of scale, you need a flagship store and where else better than Cheltenham and Gloucester?"  
"I believe we have got the best site in Cheltenham, being that close to the A40 and the M5. It's brilliant and a great opportunity for us to showcase what we have to offer."  
"It will be the biggest site in the UK and this is certainly up there for us."  
"We always had a great reputation in Gloucestershire and we would like that to continue."  
"We are looking at the customer experience and how we can improve that."  
Diggers are clearing up the site, preparing for building work to start next week.  
It will take about a year to complete and will cost around £15 million.  
Andrew Hulbert, managing director of Gotswood Motor Group, said it has been four years in the works.  
"It's taken a lot of planning but we finally have a space in the ground," he said.  
"As you can see from the artist's impression, the building promises to be stunning."  
"It will be four stories high and designed especially to provide an environment where our customers can explore the BMW, Mini, and Motorrad ranges with ease and in comfortable surroundings."  
"It will be easy to find and there will be generous customer parking."  
It is thought the new site will create 20 more jobs, with all staff moving to the new site.

[Report this article](#)

## Document 26



Planning Elevations, BMW Mini Dealership Document 27

- Based upon the drawings submitted for approval in 2013 and the additional 1m height approved in 2014, the overall height of the BMW building is 17.825m. This is measured from a reduced level, excavated by BMW, of 35.0m. At the entrance to the site, Grovefield Way level is shown as 38.75m, meaning that the top of BMW towers 14.75m above Grovefield Way, approximately opposite Tibberton Grove. It is fully lit 24 hours per day and 365 days of the year for no obvious good reason, or benefit to the neighbourhood, or the environment.

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- A following selection of five photographs (Documents 28 – 32, inclusive) shows the dominance of the building, which many objectors refer to:



Document 28



Document 29

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Photo 3 - View from Badgeworth Lane near Junction with The Reddings Road

Document 30



Photo 4 - View on Grovefield Way near junction with The Reddings Road

Document 31

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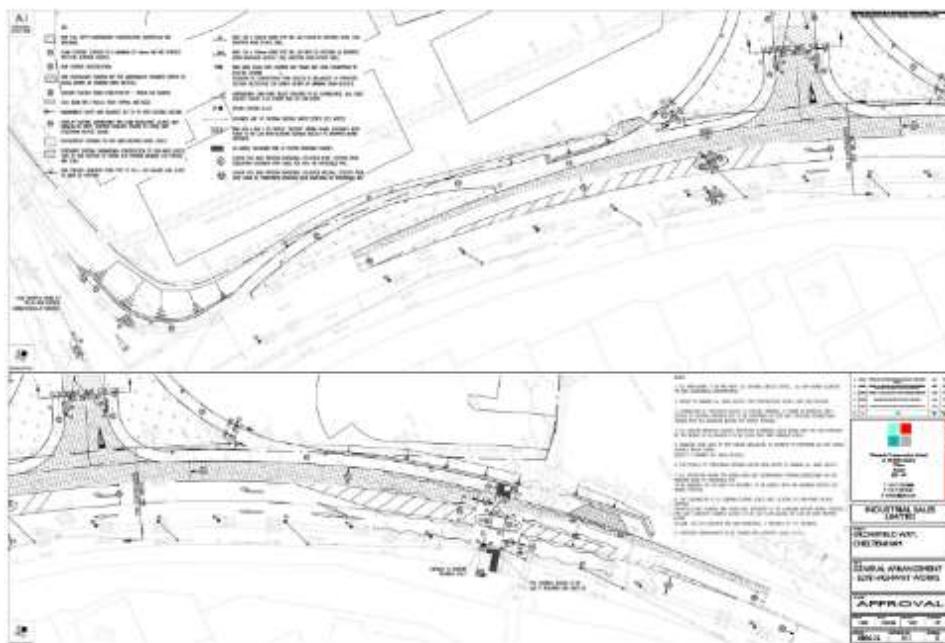
Photo 5 - View on Grovefield Way midway to North road West

Document 32

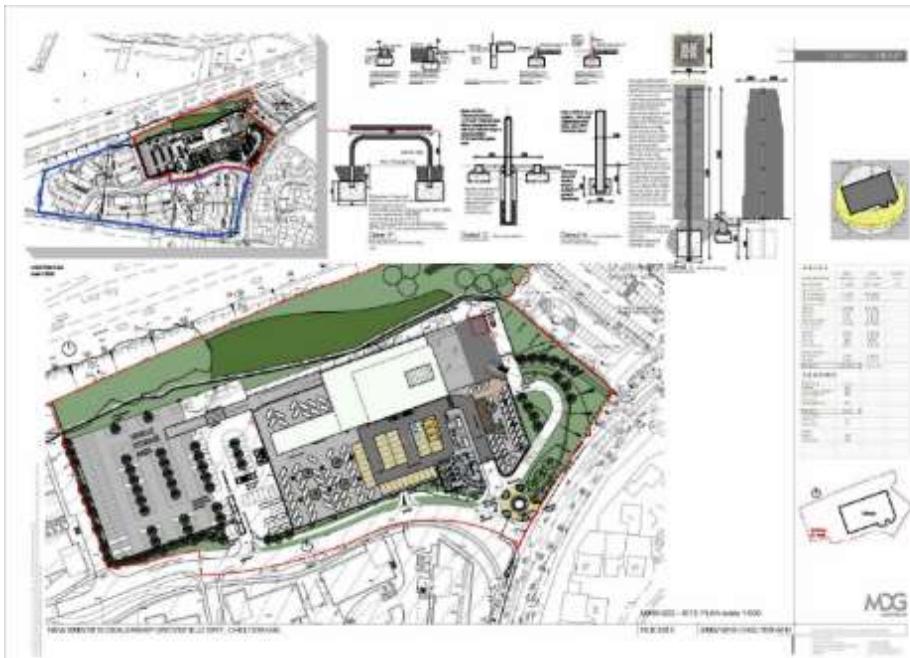
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- The level of Grovefield Way falls towards the park and ride and thus the BMW building is even more dominant for the homes in Bladon Mews and Nos 21, 23 and 25 Chalford Avenue. The plan drawings below (documents 33 and 34) for the road entrance illustrate the proximity of the dwellings to the “fully illuminated” 24/7 BMW building. This does not constitute being a good neighbour, neither does it show consideration, nor does it fit with the Inspector’s “ *fleeting glimpses*” of “*low key*” development, neither is it appropriate nor unobtrusive in a greenbelt, rural/semi-rural environment.



Document 33



Document 34

## Section 6

### 2014 application 14/01323/OUT – Outline application for up to 16,800m<sup>2</sup> of B1 employment land granted permission under 05/00799/OUT and 10/00468/TIME

- The undeveloped (non-BMW) portion of the Grovefield Way site was the subject of this application for B1 employment use. The only drawing submitted is the approved illustrative landscape masterplan (below). The plan is identical to that submitted under application 10/00468/TIME which was approved in 2012. The overall scale of two storey, relatively unobtrusive, screened, B1-designation buildings (which would help hide the BMW building) is as shown on documents 18 and 19 (the 3-D views below).
- Two storey buildings are proposed along the Grovefield Way elevations (building nos 1-7) along the southern/North Road West boundary. Building nos 8 and 10 on the A40 boundary are assumed to remain as three storey. Building no 9 is assumed to remain at two storey. The heights of the two storey buildings are approximately 7.7m and three storey buildings are no more than 12m. Approval was granted and the applicant remains at liberty to construct them until expiration of the approval.

*Illustrative Masterplan, Outline Scheme 14/01323/OUT*



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## Section 7

### Current application for determination – 16/02204/FUL

Hybrid full application for 5034 m<sup>2</sup> of commercial office space (B1); 502m<sup>2</sup> day nursery (class D1); 1742m<sup>2</sup> supermarket food retail (class A1); drive-through coffee shop and retail unit (classes A1 and A3) with associated parking, landscaping and infrastructure works). First outline planning permission for 8034 m<sup>2</sup> of commercial office space (class B1) together with associated car parking, landscaping and infrastructure works with all matters reserved (except access).

- Over 300 public objections have been submitted (these are summarised in document 35, pages 63-67). Once again, there is overwhelming condemnation of the consultation process. Objectors include private neighbours, nurseries, businesses, Hatherley Parish Council, The Reddings and Hatherley Councillors and Alex Chalk MP. In addition to the objections, a petition against the proposal has been raised. The Benhall Residents Association have complained that they have not been consulted because their residents, and those of Badgeworth and Up Hatherley will also be adversely affected by this application (if it is approved and even more so if aggressive traffic calming measures are then introduced), because the applicant has made no attempt to integrate the proposal with the greenbelt, the nearby dwellings, or the local infrastructure, including, roads, amenities, drainage, etc., or the character of the wider area. It is an entirely selfish proposal.

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ARTIST'S IMPRESSION

Compare the above with the “low impact” entrance, architecture, landscaping and enhanced Park and Ride buildings anticipated by the Inspector in 2007, as illustrated below.



*Illustrative Masterplan, Outline Scheme 14/01323/OUT*

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Document 5 – original 2007 concept for the site following the Inspector's award



## Illustrative Site plan for phase 2 hybrid scheme

Note the contrast with Document 5 (2009 approval) which sought to integrate the development into the area, not impose it as the applicant has done.

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- There are many common themes within the objections made during the consultation period. The relatively crude analysis (set out in document 35, pages 63-67) summarises the comments under the headings which are listed as being valid objections to planning applications as follows:
  - Overlooking/loss of privacy – 6 objections
  - Visual amenity – 22 objections
  - Adequacy of parking/loading/turning – 74 objections
  - Highway safety – 26 objections
  - Traffic generation – 242 objections mostly in relation to traffic generation which has already occurred, renewed concern over anticipated traffic issues when BMW opens and the potential exacerbation of this that will result from the impact of the proposed Aldi, drive through Costa and a day nursery will have)
  - Light pollution – 42 objections
  - Noise pollution – 83 objections
  - Fume pollution – 93 objections
  - Loss of trees – 41 objections
  - Effect on the greenbelt – 161 objections
  - Layout and density of buildings – 18 objections
  - Design appearance and materials – 56 objections (to the existing BMW building – which the applicants say guides the selection of materials for this proposed development)
  - Design appearance and materials for the proposed buildings – 29 objections
  - Landscaping – 18 objections
  - Road access – 21 objections
  - Planning policies – 1 objection
  - Proposals on the development plans, JCS etc – 6 objections
  - Previous planning decisions – 12 objections
  - Conservation – 51 objections

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- Design Development, proposed drive thru, carpark and Costa



Grovefield Way Proposed Masterplan

Aerial View From The East - AJGA/ASD-023

LUXTON ARCHITECTS

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Document 35

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### Document 35 (continued)

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### Document 35 (continued)

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### Document 35 (continued)

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### Document 35 (continued)

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- Many of the objections echo the list above, but unless specific “buzzwords” are included in the objector’s submissions, the crude analysis within this document does not include them as objections under those headings. No doubt the planners and planning committee will undertake a much more detailed analysis.
- The architect’s panel, as consultees, comment that “*the quality of the architecture proposed was generally poor and a wasted opportunity*”. Also, “*the panel felt the design layout of the approved masterplan (document..... 14/01323/OUT) was more successful than the submitted scheme which is dominated by a sea of car parks. The architecture is very bland and uninspiring. The spaces around the building provide no amenity value and the panel questions the suitability of a nursery in the location proposed. The recommendation is rejection*”. Many other objectors similarly question the suitability of a nursery in this location.



Design Development, proposed drive thru, carpark and Costa

- Like the BMW application in 2013, the application submitted is short on actual detail in a number of respects. The objectors and consultees note this, no doubt the planners and committee will do likewise. The drawings that are submitted are not dimensioned, so visualisation of the scale is difficult.
- Offices 1 and 2 are three storey and are located where previously only two storey buildings have been proposed and approved. In 2007 the Inspector’s advice was for only two storey buildings in these locations. Levels and dimensions for the buildings are not shown. Scaled measurements show the actual height at the highest point to be 12.3m, this is very obtrusive. The traditional brickwork and cladding on the previous applications has been replaced with “fashionable” white stone cladding and profile plastic-coated cladding to mimic the architecture of the BMW building. The architecture, which is generic to BMW (and has drawing so many complaints) will date very quickly. The applicant acknowledges the mimicry and seeks to applaud themselves for it.

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- The applicant seeks to base much of his case for approval on the 2007 appeal, but the applicant is “cherry picking” from the Inspector’s report. The whole design which the applicant has submitted ignores the Inspector’s principal reasoning that there were extraordinary reasons for permitting inappropriate development in the greenbelt (in 2007), in particular, *“provision of park and ride space and a low key development shielded by green boundaries”* with *“window shutters to prevent light pollution to neighbours”*. These features are also not present in the applicant’s proposal.
- All of the buildings proposed in 2007 were no more than two storey in height and much thoughtful soft landscaping was incorporated into the schemes. These features are also not present in the applicant’s proposal.
- The BMW building contrasts very badly with all local architecture (for example, the site is adjacent to Shakespeare Cottages, which were built in the early 20<sup>th</sup> century). This hybrid application seeks to extend the inappropriate, bulky, unimaginative and generic design of a car showroom, garage and parking lot, to the whole site. This is the “thick end” of the concerns expressed in the objections to the BMW scheme in 2013; that it was a “thin entering wedge” for more inappropriate retail units. None of the principal features of this hybrid application were presented to, nor were in the contemplation of, the Inspector. The Inspector was very clearly directed only to consider “sympathetic” B1 development on the site in very specific circumstances that were thought to require a large site for B1 units. The Inspector’s report stated that the award should be reviewed after 6 years.
- Since work on the BMW site development commenced, the local residential area has experienced increased water levels in drainage ditches and on one occasion significant flooding of property (this is set out in detail in one of the objections).
- GCC Local Flood Authority (LLFA) as consultee calculates and comments that currently, the BMW balancing pond is discharging 1.8L per second into the watercourse at the northern boundary of the site. Phase 2 (this “full permission” proposal) will add a further 8.4L per second, making a total discharge of 10.2L per second. Phase 3 (outline proposal) will add a further 5.7L per second, making a total of 15.9L per second being discharged into an existing watercourse. It should be noted (for comparison) that a fire hose connected to a hydrant discharges 10L per second. If permitted, the current watercourse will need to deal with a discharge equivalent to nearly two fire hoses – 15.9 litres per second from a single site (that was formally a green field, with no discharge to the watercourse) is a considerable volume and there are no apparent checks being made on the capacity of the channel.
- Phase 2 of the application sets out that a quantity of 487m<sup>3</sup> of attenuation is attributed to the site’s permeable paving, but it is not clear whether this is also discharged to the balancing pond and hence directly into the watercourse. Bearing in mind that the BMW developer’s plan for pond and discharge to an aquifer at the time of the 2013 application has proven not to be possible. The case for compliance with the current regulations is not made by the applicant sufficient for “full permission” to be granted, and the application should be rejected until this point is cleared.

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- The proposed scheme does not make any calculation with regard to foul water flows and it does not trouble itself explaining its intentions. Severn Trent (as consultee) advise that the developer would need to contact them to assess the proposed plans because Severn Trent Water are unable to assess whether the foul water drainage in the area has the capacity to receive the additional sewage from either phase 2, or phases 2 and 3 on the basis of the developer's submission in this regard.
- The application for phase 2 is “a detailed/full planning application”. Without the drainage details, the assessment of capacity is therefore left to the planners, or to pass that responsibility to others after planning permission has been granted. This would be “history repeating itself” where the applicant “makes things up” as he goes along and seeks piecemeal permissions. If planning permission is to be granted without at least some outline of the applicant’s intention, it will be for the planners/committee to estimate the capacity and viability of the proposal. Alternatively, reject the application, or require that the developer provides the calculations and detailed designs before contemplating the application any further.
- The objections made to date set out recent occurrences of flooding and lifting of manhole covers following heavy rain in the area around the BMW site following its construction. As such, it is unlikely that the drainage network now has adequate capacity for the “normal” current usage, following the BMW development. No doubt, the under-capacity also results from all of the local development that has been undertaken over the past 20 years.
- On the assumption that a foul water drainage connection into North Road West will eventually be proposed by the applicant, the invert level of the drain in North Road West imposes a physical limit, because the ground profiles fall away from the sewer.
- It is therefore entirely possible that a gravity flow system will not prove to be possible, unless the ground levels on the site are raised, thereby increasing the overall height of the development still further. The applicant has previously sought planning permissions, with incomplete information, then “tweaked it” e.g. raising the roof height of the BMW building by a further 1m, felling trees, moving balancing ponds, etc., or “made it up as he goes along”. On this basis, although the details may not be a matter for planning permission, the application should be rejected until sufficient proposals and calculations are submitted to prove sustainable development.
- Highways England recommend that planning permission should not be granted for three months due to the deficiencies in developer’s traffic analysis submission, in order to provide the applicant with sufficient time to address the concerns raised and to protect the operation and safety of the A40 and M5 junction 11. The reader is also referred to the comments under section 6 of this report regarding the need for a coherent traffic plan for the neighbourhood and integration with the A40/Golden valley Roundabout improvement works that are planned.

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- Consultation in respect of the natural environment is poor. The consultee comments are disappointing and factually incorrect. The existing trees and hedges will be further thinned and lost to the proposed development. This is contrary to the intention of the original scheme presented to the Inspector, and his decision in 2007. The concept of the submission is incompatible with the greenbelt designation of the site. Prior to the BMW development work starting, the site and the surrounding area was home to badgers, slow worms, deer, bats, amphibians, buzzards, hedgehogs and kestrels.
- The Gloucestershire Centre for Environmental Records (consultee) are clearly not up-to-date and almost nobody in the local area has heard of them. It is suggested that all residents should update the Gloucestershire Centre for Environmental Records in respect of the biodiversity in the area, albeit it that it is rapidly being lost and which will be further compromised if the aged woodland at nearby Arle Court is cut down to construct the proposed nursing home (planning application 16/02302/FUL).
- The Cheltenham Civic Society oppose a development of this scale in the greenbelt and are not convinced that a further supermarket is required. Again, there is acknowledgement of substantial traffic congestion in the area and the need for detailed analysis and consideration.



*Proposed Elevations, Aldi*

- The hours of operation for the site extend Monday to Sunday, 05:30 to 23:00 hours. This will intrude significantly into the greenbelt and the surrounding dwellings and natural wildlife habitat. It is excessive and entirely inappropriate for a residential area. It exceeds the previously-permitted opening hours for other retail stores nearby. Light, noise and fume pollution will increase unacceptably and many objectors raise this concern. The applicant has “spun” the limited analysis that he has submitted, and a much more rigorous objective appraisal should be required by the planners. No doubt the planners and committee will recognise this.

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*Proposed Elevations, Happy Days Nursery*

- There is no acoustic screening or light screening included in the application. The nature of the developments will encourage crime and as such, additional lighting and security devices will be required to deal with the risks, as was the case for the BMW development. Once again, “the tail is wagging the dog”. There are no precedents for A1, A3 or D1 class usage on the site and no authority or consideration of retail is included within the Inspector’s report.

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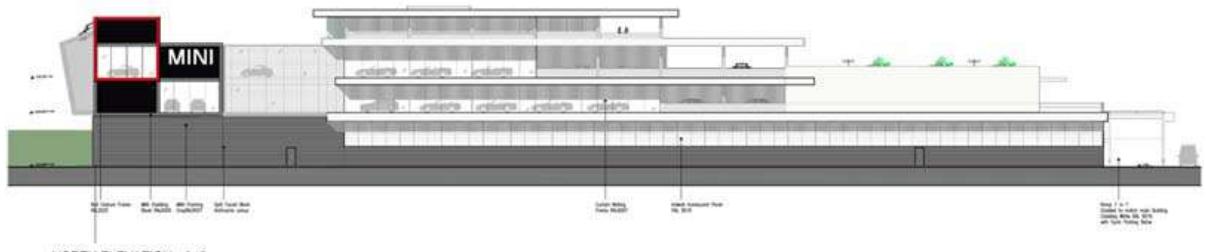
- Many of the objections to the application for the BMW development in 2013 were that it was a “thin entering wedge”. This has proven to be the case and this is the “thick end of it”. Retail instead of B1 is now being proposed. The Inspector was very clear in 2007 that the appeal was only in relation to B1, based upon a perceived real need for B1 land in 2007. The Inspector made it clear that the need should be reassessed in six years if the applicant chose not to proceed with the development and “back the arguments that they had put forward in the appeal”.



## *Design Development, proposed carpark and Aldi*



SOUTH ELEVATION - GROVEFIELD WAY



*Planning Elevation, BMW Mini Dealership*



*Design Development, proposed drive thru, carpark and Costa*

- Is any of the architecture shown above really suitable for a rural greenbelt location, or the gateway to Regency Cheltenham?

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- Car parking provision on the site is wholly inadequate and will generate significant traffic safety and congestion issues for the nearby roads and most likely the A40 and M5 junctions. With the previously-approved 22,000 m<sup>2</sup> of office space, the calculated number of car park spaces required was 735. At the planner's insistence, this was pared back to 700. 152 car parking spaces are being allocated to Aldi and Costa drive through in the proposal. 194 are being allocated to offices 1 and 2, which have a combined gross internal floor area of over 5000m<sup>2</sup>. Staff employment forecasts are based upon on full-time posts, but it seems very unlikely that staffing will not contain a considerable part-time element. The extended hours of the retail offering (18 hours per day) and the nursery will require shift working with "handover periods" when, at least, two sets of staff will be on site. The competition for car parking spaces, (BMW's own website boasts of "*generous customer parking*") together with those using the drive through coffee shop and supermarket parking will, at some point, almost certainly lead to queues of cars at the entrance to Costa or Aldi. In turn this will most likely then block the entrance to the development and cause congestion onto Grovefield Way and then, very quickly, back up onto the B&Q roundabout and Golden Valley roundabout. The potential for this is exacerbated, by the limited length of the right turn lane that has been constructed to enter the Grovefield Way site, on an almost blind bend in the road. This is foreseeable and it will interfere significantly with the park and ride operation, contrary to the planning policy of encouraging "modal shift" in travel. Currently, during peak times, park and ride buses (once they have finally managed to exit onto the "B&Q" roundabout against all traffic having priority over its entrance) now divert along Hatherley Lane to avoid the Golden Valley roundabout. This is not in accordance with planning policies. If retail development on the site is considered to be appropriate at all, the site location for the units at the front of the site is entirely inappropriate.





*Design Development, Office 1*

- The applicant suggests that 1018 jobs will be created if this application is approved and built. Previously, the applicant made projections of 100 new jobs at the BMW site. These are dispelled by a BMW director (document 26 page 52) who refers to the creation of 20 new full-time jobs associated with the BMW development. The applicant details the number of new jobs for Costa as 20. For Aldi, 26 new jobs are predicted, and 25 new jobs for Happy Days nursery. The applicant's transport assessment is based upon the Oxford Business Park with a gross floor area of 33,105m<sup>2</sup> housing, 1793 employees, giving a density of 18.5m<sup>2</sup> of gross floor area per employee. The previous applications for this site suggested 1200 employees and 22,000m<sup>2</sup> of development, giving a density of 18.3m<sup>2</sup> of gross floor area per employee. This is matched to density in the 2007 Inspector's approval for 1100 jobs in 20,200m<sup>2</sup> area. Applying these ratios to the office development provides the following predicted employment rates:

- Office 1 – 123 full-time employees
- Office 2 – 149 full-time employees
- Office 3 – 334 full-time employees
- Office 4 – 100 full-time employees

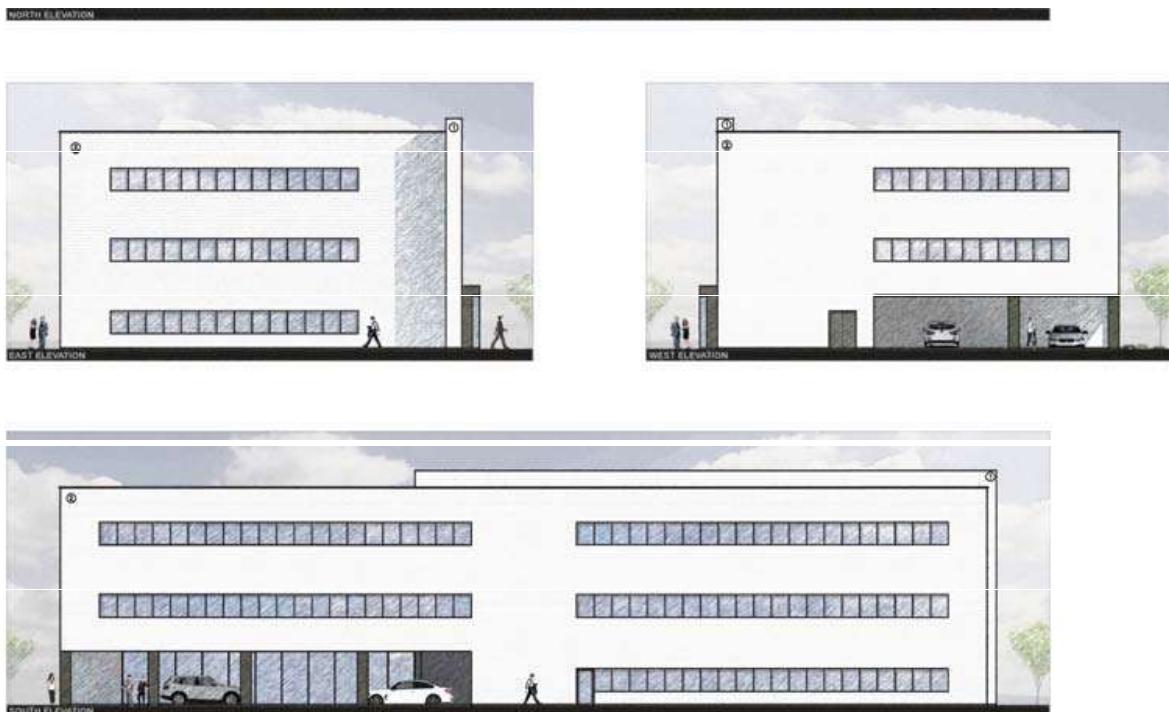
Giving a total of 777 full-time employees on the whole site (but only if the 4 (No) B1 offices in phase 2 and 3 are ever built).

Adding the additional 20 new full-time employee jobs (which it is suggested by the Cotswold BMW director will be created at BMW), gives total projected employment at the site as 800 full-time jobs (not 1018). The inspector singled out the Grovefield site as the only available size of site in Cheltenham that could provide adequate B1 employment in 2007; this was one of the exceptional circumstances that led to his award. The introduction of BMW and the proposed retail elements have already reduced the number of jobs by a third (from 1200 to 800). If the applicant makes a future case for conversion of B1 to retail, or to change Phase 3 to retail, there will be further substantial reduction in the employment created on the site.

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Another Inspector has just determined (2017) that B1 land less than 0.5km away from the site should be approved for residential usage because the owner has been unable to attract any interest at all over a 3 year period of sustained advertising for B1 usage. If there was demand for B1 – the applicant would have built the B1 in line with the applications that he has made over the last 13 years.



*Proposed Elevations, Office building 2*

- The parish councillors and ward councillors for The Reddings and Hatherley have objected to the proposal and have set out the same concerns as the local residents and businesses in respect of traffic, pollution (of all kinds) and that the effects of the day-to-day operation of the BMW site have not yet been felt. Also, that the site is being overdeveloped for the size of the plot and the infrastructure supporting it.
- The applicant makes no assessment on the impact of other businesses in the local area, particularly the smaller stores such as Springfield Provisions and the Caernarvon Court stores, or child minders, existing nurseries, or, the playgroup facility that is located in the community centre on the adjoining site. Both the playgroup and the community have raised objection to these proposals, with the community centre raising grave concern over its own future if this proposal were approved and the playgroup became unviable as a consequence.
- There is supermarket saturation in the local area.
- The BMW development includes a café for its customers and staff. There is also; a “takeaway van” located in the B&Q carpark; a café located in Asda; a drive-through KFC which sells coffee and snacks and the Harvester pub/restaurant. Coffee and snacks, as well as other food and beverages can be purchased from all of these, and also from the Home Bargains “mini supermarket”.

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- Many local objections are raised on the basis that neither Costa, nor Aldi, will add any value to the local area. All objectors are concerned that the proposal would have a disproportionately high negative impact on the amenity value of the area. There is an ongoing local litter problem local to the existing take-away offering and the proposed Costa will exacerbate it. The applicant makes no submissions in this regard.
- The applicant makes much of the Inspector appeal in 2007 and the shortfall of employment land. Much of the applicant's argument is centred upon a now out-of-date version of the JCS. The applicant extends these arguments to express a view that, even though the terms of the 2007 appeal were very clear that only B1 class employment was in contemplation (the Inspector and award made it clear that his considerations were limited to B1), some 10 years on, the applicant suggests that the Inspector would now agree to any type of employment as being appropriate within this greenbelt site, even though most of the "*exceptional circumstances*" (including the potential for a future park and ride extension) is no longer a part of the development scheme. There is no "greater good" now associated with the current proposal and it should not be approved on the basis of any perceived precedent.
- The applicant looks to support their arguments for a change to D1, A1 and A3 usage via the out-of-date draft JCS. The Grovefield Way site is referred to on page 26, item 4.85. The site is still categorised as "greenfield that currently lies within the greenbelt" (albeit it is anticipated that the existing greenbelt designation will be removed by the ongoing JCS process). Proposed policy EM3 states "*traditional B1 class employment uses or Sui Generis uses that exhibit the characteristics of traditional B class employment will be supported, subject to the proposal being in accordance with other relevant policies within the plan*". There is no apparent support in this statement for the classes A1 and A3 which the applicant proposes. The branding of a nursery as "educational" with B1 characteristics seems to be stretching a point to and beyond its absolute limit.
- There is much speculation by the applicant on the views of the Planning Inspectorate. There is also much comment from the objectors to this scheme that the B1 offices constructed next to the Asda store ("Pure Offices") are not yet fully leased and that the other two adjoining sites where two further office blocks were to be built have not been developed. The objectors express considerable concern that there is no proven requirement for offices in the area, and that the thin entering wedge argument is driving ever deeper to support retail, which is wholly inappropriate development in the greenbelt. It is not too great a leap to suppose that the applicant may build the two office blocks, but then apply to convert them to retail if there are no takers and that the applicant may then seek to justify abandonment of the office constructions in phase 3 all together and make a further proposal for retail. Retention of the greenbelt designation is essential to curb further selfish and inappropriate development proposals for this site and neighbouring sites. The Reddings Residents' Association will be making this case to the JCS.

# The Reddings Residents' Association

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- The current opinions of the Planning Inspectorate are perhaps best guided by the appeal decision dated 18 October 2016 (appeal ref APP/B1605/W/16/3152390) in respect of the nearby land to the rear of Nuffield Hospital, Hatherley Lane, Cheltenham (referred to above as adjoining the “Pure Offices/Asda development”). The site is one where B1 class development for offices, specifically new head offices for Kier Construction, were to be constructed. The recent appeal to the Inspector regarding this neighbouring site followed the refusal of Cheltenham Borough Council to grant permission to abandon the B1 office development permission that was granted in 2011, in favour of the construction of 27 dwellings. In the appeal decision, the Inspector takes account of the same policy documents that the applicant for the Grovefield Way site uses to support their application. In particular, reference to EM2 is made.

EM2 states that a change of use of land, or building in an existing employment use or if unoccupied, to use outside of classes B1, B2 or B8 will not be permitted, except where stated criteria are met. In this instance, the Inspector accepted that despite their best efforts, marketing of the site for employment purposes “*continuously since 2013*” has failed to find any interest from developers or employers. Further, the Inspector notes that no evidence has been provided by the council in respect of developers or employers expressing an interest in sites for any form of new office or alternative employment development, other than a single recent application to construct B1 offices in the town centre. In view of all the circumstances, the Inspector allowed the appeal for the change of use for the site from B1 to housing. It is therefore averred that granting permission for this proposed development on the Grovefield Way site will eventually lead to the development of a retail park by stealth, and that is wholly inappropriate in the greenbelt.

- Although it has been suggested in the JCS that the greenbelt status should be lifted from the site, it is strongly suggested that it should be retained in order to allow the planners an overall control mechanism to prevent further applications for “*inappropriate development in the greenbelt*”, and that the JCS should be amended accordingly.

## Planning Policy Consideration Document(s).

- Within the Planning Policy Considerations document section of the online application website, there are documents dated 26 January 2017 described as “planning policy” and 13 January 2017 described as “policy comments”. The author of both reports appears to be the Cheltenham Borough Council Planning Department. The wording in both versions of the document varies slightly and this is assumed to reflect the issue of the draft JCS document between 13 January and 26 January 2017. Following his review of the research and facts set out in this report, it is respectfully suggested that the planners may wish to review and update the contents of this report, to ensure that the arguments raised are properly balanced.

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- The analysis in the planner's report is centred upon the historic granting of B1 permission and general planning policy considerations to determine whether "B1" can be interpreted to mean "employment land" per se. Any such determination must take account of the fact that granting permission for these A1, A3 and D1 usage classes provides significantly less employment (800 full-time jobs, compared to the previous 1200 full-time jobs projected) than would the B1 offices for which planning approval has already been granted. The 2007 Inspector's report was also solely concerned with the pressing need for a large B1 site to promote high-paid employment opportunities to boost Cheltenham's prosperity and future. As this report sets out, the applicant's retail proposal seems contrary to paragraph 79 of the NPPF.
- Paragraph 87 of the NPPF states that inappropriate development which is harmful to the greenbelt should not be approved, except in very special circumstances. Paragraph 88 of the NPPF sets out those special circumstances. This report clearly demonstrates that the harm caused to the greenbelt and in particular, the local area, very clearly outweigh the benefits of the proposed development.
- The currently-redundant district centre at Springbank would seem to be an obvious alternative location, as would Edinburgh Place on Princess Elizabeth Way. These do not seem to have been properly considered by the applicant.
- Contrary to policy CP6, the proposed retail uses are not compatible with adjoining residential and business land uses. This is adequately set out within the objections raised (and summarised within this document), particularly in respect of light, fume and noise pollution. Policy EM1, which is concerned with employment uses, states that development or change of use will be permitted where the development involves land already in employment use. This land is not already in employment use. Whilst it may now form part of a mixed use development, it only does so because of the previous thin entering wedge permission that was granted for *sui generis*. That mistake must not be repeated to establish precedents for A1, A3 and D1 classes, which could ultimately lead to an application for a megastore store on the site.
- Policy EM2 seeks to retain land that is currently or was last in use for employment purposes. EM2 is not relevant because the land is in no such use. If it were considered relevant, the tests set out in EM2 are not met.
- The loss of existing floor space would not be offset by a gain in the quality of provision through modernisation of the existing site. The loss of part of the site to other uses will have a very detrimental impact on the range of types and sizes of sites for business use in the local area and would be entirely contrary to the Inspector's award in 2007. Most significantly, the proposed mixed use is entirely inappropriate to the location and will add no value to the local community and area whatsoever.

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- The assessment of the study undertaken for this report, is that would be that the development is not sustainable. The final paragraph on page 5 of the planners' report quotes the JCS Employment Land Review (ELR) 2011 which has identified that the "B" Class employment land deficit had increased since the time of the 2007 appeal. This statement appears entirely contradictory to the recent appeal ruling by the Inspector in 2017 which agreed that there was no demonstrable demand for B1 in this area/Cheltenham at large, in respect of evidence offered on a B1-designated use site less than 0.5km away (adjacent to Asda). Despite the owner and his agents having advertised it continuously since 2013, no interest has been found. The planners offered no evidence to the contrary. The Inspector therefore agreed to remove the B1 designation.
- The conclusion of this study and report is that the applicant's proposal does not offer an opportunity for economic growth, because each of the retail opportunities and childcare offering simply competes with 2 or 4 very similar businesses, all within 0.5km of it. The local community has made it very clear that childcare needs are fully met in the area at present and the introduction of an additional facility will prejudice these businesses. As such, it is averred that the NPPF would recommend against granting permission.
- The planner's report does seem to simply adopt the applicant's submission that the Grovefield site is "*demonstrably the most appropriate location for the proposed development*". This report sets out that the proposal is entirely inappropriate in this location; is entirely contrary to "*low key*" development; is entirely inappropriate for the local area; entirely inappropriate development in the greenbelt (with no special circumstances) and that it is completely out-of-step with the 2007 Inspector's report.
- The business links and shared directorships between the agent developer (Hinton) and Cotswold BMW (the owner of the site) are thought to be much greater influences in the applicant's advocacy of the Grovefield site. The Hinton website also demonstrates that they have a particularly history with Costa and Aldi developments.
- Whilst the proposed development may have an imperceptible impact on the town centre, it will have a very perceptible impact on the local economy. On page 7 of the planners' report, the final paragraph suggests that the proportion of floor space proposed is approximately 12% and that is sufficiently small not to overly affect future prospects for B Class job provision. This does not take account of the B1 land use lost to the BMW development where only 20 new jobs will be created (see page.....), Kevin Davidson, Retail Development Director of BMW UK, confirms that "*the new site will create 20 more jobs with all staff moving to the new site*". The applicant's assessment of new jobs associated with this application is not accepted. Supportable calculations suggest that the total number of jobs on the site would be reduced from 1100 proposed in 2007 (on a smaller site because of the land given over to the Park and Ride), rising to 1200 new jobs with the loss of the Park and Ride extension and a new office block in 2009-2012, to only 800 if this application is permitted. As such, the percentage of B1 employment land lost to retail development will be closer to 35% and over 400 potential full-time jobs associated with the original B1 lost will have been lost if permission is granted.

# The Reddings Residents' Association

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Email: thereddingsresidentsassoc@gmail.com



*Design Development, proposed drive thru, carpark and Costa*



*Design Development, proposed drive thru, carpark and Costa*



*Design Development, proposed carpark and Aldi*

# The Reddings Residents' Association

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*Proposed Elevations, Aldi*



*Proposed Elevations, Happy Days Nursery*



# The Reddings Residents' Association

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*Design Development, Office 1*



*Proposed Elevations, Office Building 1*

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## *Proposed Elevations, Office building 2*



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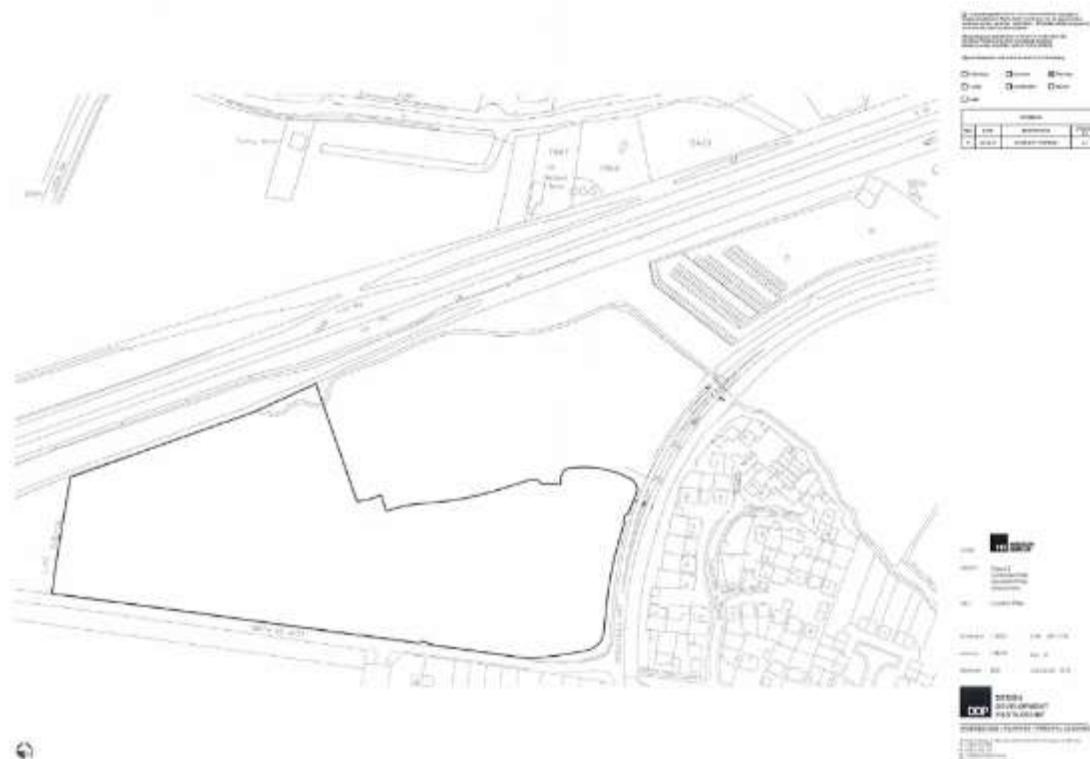


Grovefield Way Proposed Masterplan  
Aerial View From The East - A/GA/ASD-002  
LUXTON ARCHITECTS  
[gtaux@luxtonarchitects.com](mailto:gtaux@luxtonarchitects.com)

## Section 8

## Conclusions

- The appeal decision of 2007 can no longer be relied upon for guidance in relation to this site in view of the copious amendments that have been put forward over the past 10 years.
  - The site is still “greenbelt” and it is strongly recommended that it should remain in the greenbelt, despite the inclinations expressed in the JCS and by the Planning Inspectorate. The reason would be to ensure a greater level of control over inappropriate development on this site.
  - The urgent demand for employment land in 2007 just does not appear to have been realised, and the Inspector suggested a review after six years. That review should be made now.
  - Retail development on the site should not be permitted and this application should be refused, with a clear statement that the land is set aside for B1 and that only B1 usage is appropriate.
  - The neighbourhood objections show that considerable distress is already being caused by light pollution from the BMW building and there is a strong preference/urgent requirement for increased screening to reduce the visual impact and light pollution. Soft landscape screening to replace that removed by BMW, would also greatly add to the biodiversity which has been lost to the development, and would be in keeping with the Inspector’s original intentions of “*low key*” development on the site.
  - Document 36 below shows the proximity of the dwellings to the site and document 37 (page 87) show the proposed external lighting scheme.



Document 36

# The Reddings Residents' Association

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Document 37

- This proposal is clearly incompatible with the Inspector's 2007 deliberations, reasoning and his report. It will generate unacceptable amounts of light pollution for many residential properties 24 hours per day, 7 days per week and 365 days of the year.
- The consultees and neighbours have raised significant concerns with regard to current traffic management, congestion and under-capacity on the road network. Since 1998, Harvester, Travelodge, KFC, B&Q, Pets at Home, Home Bargains, Asda, Pure Offices, housing developments at Wade Court, Grace Gardens, Oakbrook Drive, Redgrove Park, Symphony Road and Chalford Avenue have all been built in The Reddings area. No additional road capacity, traffic management, foul or surface water capacity or, additional infrastructure facilities have been provided.
- Twenty seven new homes have now been approved adjacent to Asda and there is a concurrent application for a large care home to be built in the woods on the nearby Arle Court site.
- The Hayloft development on The Reddings/Badgeworth Road junction has also become significant.

# The Reddings Residents' Association

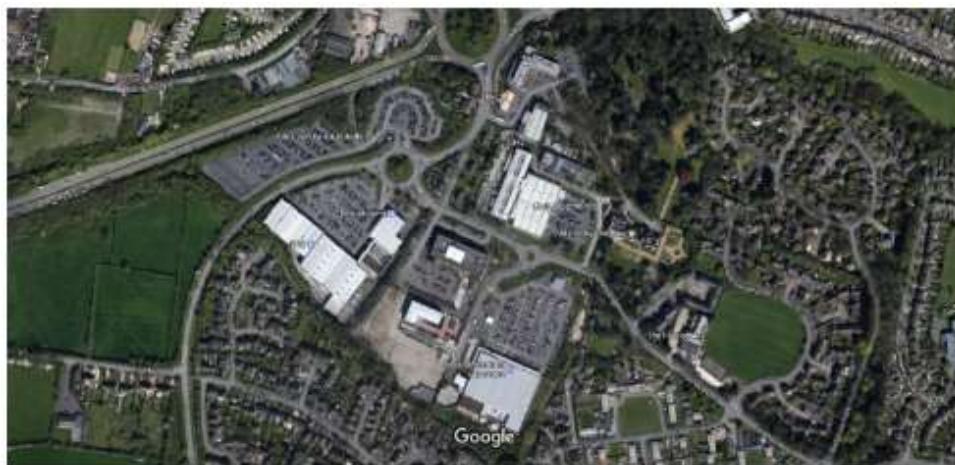
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- Nearby current agricultural fields have been identified as prime housing land behind and around the community centre on North Road West and Flowerdale Farm. The sites are within the greenbelt but have not been incorporated into the JCS. If the greenbelt is rolled back off the Grovefield site a further “thin entering wedge” precedent of applications and appeals citing the permissions granted nearby would seem to be inevitable and uncontrolled urban sprawl will result.
- The foregoing report sets out the extensive development that has been undertaken in The Reddings area and the significant alteration that has resulted to the amenity value of what was once essentially a rural/semi-rural village on the edge of the urban area. Each development is cited as justification for another development and the increasing comments of reduced “worth” as greenbelt amenity. Compare the aerial photographs attached below. They show the extent of development in the Reddings between 1998 and 2013 (The BMW/hybrid is still shown as a green field in both photographs)



Document 38

(dated 1998)



Document 39

(dated 2013)

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- Since 1998, and in particular, over the past 10 years, developers have ruthlessly exploited the absence of planning policy that the JCS and Inspector has identified is urgently required. The substantial number of objections that were raised to this proposal over the course of just 11 days is testimony to the absolute frustration that the beleaguered private neighbours and businesses in The Reddings, Hatherley, Badgeworth and Benhall areas currently feel.
- The Highways Authority will be carrying out further amendment and traffic control works to the Golden Valley roundabout once the similar works on the Elmbridge Court roundabout have been completed. Judging by the significant impact those roadworks are having on traffic flows currently, there are likely to be a long period of traffic issues on the Golden Valley roundabout during the work. Things will get worse, before they get better.
- Further significant development in the area, including this application, should be resisted, at least until the JCS is finalised, planning policy is settled and a cohesive, integrated and holistic traffic management policy for the A40, Golden Valley roundabout and all of its arms, particularly Hatherley Lane, Grovefield Way and the B&Q roundabout can be developed and any spare capacity assessed. This pro-active action for The Reddings and District area is long overdue. It is a requirement of the National Planning Policy Framework (NPPF) planning policy requirements that the developer must integrate his development into the existing area, not rely on others to do the work for him after he has built it, simply by making payment in lieu.
- Once the BMW site is in operation, Highways will have the opportunity of assessing its impact. An overall, informed and holistic approach can then be taken to traffic flows and management in the whole area. Following sensible public consultation, a consensus can be reached on local traffic management. Following that, informed, reasoned and compatible development in the area can be considered on the basis of a "neighbourhood plan", which must account for the still "semi-rural" postal service, telephone and broadband service that is available to The Reddings area and some parts of Hatherley and Badgeworth. The strain that development has placed on foul and surface water infrastructure and networks must be properly assessed and improved where necessary.
- Reliance on traffic problems being resolved at a later date by the implementation of traffic calming is not appropriate. It has been identified that the area does not easily lend itself to any such measures and a much wider view of traffic flows in and through The Reddings, Hatherley, Benhall and the Golden Valley is long overdue. Further piecemeal approaches to local planning policy must not be permitted.
- This application should certainly not be considered any further until fully developed designs are submitted in respect of infrastructure, drainage, travel, transport plans and pollution control. Any future application must also clearly set out why it will not be a nuisance or burden upon the existing residents and businesses.

# The Reddings Residents' Association

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- The application is inappropriate and contrary to NPPF and must be refused.
- The greenbelt status must be maintained.
- No retail can be permitted on the site.
- A neighbourhood plan for future development in The Reddings and District area must be incorporated into the JCS.

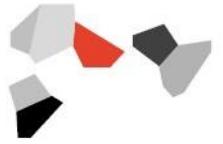


BMW from North Road East/West 21-00 -7 March 2017



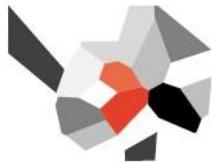
BMW from The Reddings roundabout 21-00 - 7 March 2017

Document 40



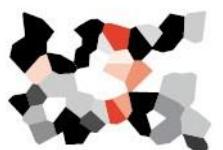
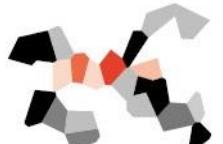
## Report on the Retail Statement

Mixed Use Development Land at Grovefield Way,  
Cheltenham



Application 16/02208/FUL

On behalf of Cheltenham Council



February 2017



C10279



## Report on the Retail Statement

**Mixed Use Development Land at Grovefield Way,  
Cheltenham**

**Application 16/02208/FUL**

**On behalf of Cheltenham Council**

**February 2017**

**Client:** Cheltenham Council

**Reference:** C10279

**Version:** 1

**Status:** Final

**Author:** DAM

**Checked:** DAM

**Approved:** DAM

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## 1.0 Introduction

- 1.1 This report has been prepared by DPDS on instruction from Cheltenham Council and considers the Planning and Retail Statement (PRS) prepared by DPP dated September 2016. We have also had regard to the planning statement by Hunter Page and other submitted documents.

### The Proposal

- 1.2 The description of development on the application form is:

*Hybrid application seeking detailed planning permission for a 5,034 sq m of commercial office space (Use Class B1), 502 sq m day nursery (Use Class D1), 1,742 sq m Aldi food retail unit (Class A1), a 204 sq m Costa Coffee retail unit and drive-thru (Use Classes A1 and A3), with associated parking, landscaping and infrastructure works. Outline planning permission sought for the erection of 8,034 sq m of commercial office space (Use Class B1), together with associated car parking, landscaping and infrastructure works, with all matters reserved (except access).*

This report is only concerned with the retail/leisure elements of the application.

- 1.3 The site is situated north of North Road West and east of Grovefield Way and immediately south of the A40. To the north, the new BMW dealership is nearing completion and beyond that is the Park and Ride. Immediately to the east is the Reddings residential area, but a little further to the north is a commercial area which includes a retail park with B&Q and Home Bargains, the Nuffield Hospital and an Asda food store. There is no dispute that the application is out-of-centre. The nearest designated centre is Coronation Square some 2km to the north-east and the town centre is some 4km to the east.
- 1.4 Full planning permission is sought for the retail use, the drive-thru, the nursery and phase 1 of the office development. The food store and drive-thru are located at the entrance to the site, with a shared access taken off the new spine road, with the nursery and office development further to the rear of the site. The site area is given on the application form as 4.15 ha.
- 1.5 The site is in the Green Belt but planning permission was granted for employment use in 2007 and according to the applicant's Planning Statement outline permission for B1 offices was granted in December 2014. The applicant claims that this outline permission represents a realistic fall-back position which should be taken into account in determining this application. However, the outline permission does not include retail development so we are not required to assess the fall-back position in retail terms. It appears to us, however, that if there are objections to the retail elements then the fall-back position is likely to be preferable from the Council's point of view.
- 1.6 The proposed operator is named as Aldi and it is stated that both Aldi and Costa Coffee have contractual agreements with the developer. The Retail and Planning Statement sets out Aldi's business model in some detail. The Council will be aware of the general character of Aldi retail operations and a full description is not necessary. Aldi stores stock fresh and refrigerated items including fresh meat, fish, bread, vegetables and yoghurts/desserts, as well as frozen foods and chilled ready made meals. The range of comparison goods includes clothing, health and beauty products, baby and toddler products, kitchenware, crockery, soft furnishings and gardening goods although not all are available in-store. The range of comparison goods available online is extensive (some 1858 items).

- 1.7 Aldi and Lidl have expanded very greatly in recent years and doubled their combined share of the food retailing market in the last five years to over 10%. It is recognised that Aldi and Lidl now compete with the major food stores on a much wider front. Aldi is now aimed at main food shopping and it boasts that averages of 16.9 items are bought per trip and that this is on a par with Tesco. Its recent expansion has been based on increasing the number of items and it has recently started selling nappies, newspapers and magazines. It is notable that three years ago, its agents gave a figure of 1100 stocked items in a retail statement in Gloucester (Clifton Road).
- 1.8 There is an Aldi store serving the town on Tewkesbury Road. There are two in Gloucester, and Gloucester City Council is considering an application for a third, at Hucclecote. There is a Lidl food store at the eastern end of the High Street. Other food store provision will be described later.
- 1.9 It should however be borne in mind that the permission if granted would not be restricted to Aldi. The Council will be aware of the Mansfield judgment, referred to in more detail later. Although this referred specifically to the operation of the sequential test, it found the operator was not generally a material in the test. The judgment is however a reminder not to give too much weight to a named operator.

## 2.0 Planning Policy

### The National Planning Policy Framework

- 2.1 The applicant's statement covers national planning policy accurately and there is no need to more than summarise it here. The presumption in favour of sustainable development and the emphasis on economic development are identified by the applicant. However, this presumption in favour of development does not apply where the specific policies of the framework indicate that development should be restricted. In relation to retail and other main town centre uses the sequential test (NPPF para 24) and the impact tests (NPPF para 26) are the key issues with regard to our instructions. Where an application fails either test, it should be refused (NPPF para 27). We will consider the advice and the Planning Policy Guidance in more detail in considering the applicant's submissions on these tests as the need arises.

### Cheltenham Local Plan 2<sup>nd</sup> Review 2006

- 2.2 The site is not in an identified town centre in the local plan and the development is therefore out-of-centre. The most relevant policy is RT7 for retail development in out-of-centre locations. This policy states that, subject to policy RT1, retail development outside of defined shopping areas will only be permitted where the need for the development has been demonstrated and the development, individually or in conjunction with other completed and permitted retail development would not harm the vitality and viability of centres. Policy RT1 sets out the sequential test, listing the preference in terms of the retail hierarchy of central shopping area, Montpellier, elsewhere in the Core Commercial Area and district and neighbourhood centres. Out-of-centre sites are the least preferable, and should be accessible by a choice of regular means of transport. Developers are expected to demonstrate flexibility and realism in format, design, scale and car parking. Both policies were "saved".
- 2.3 The Cheltenham Borough Local Plan polices RT1 and RT7 are in accordance with the NPPF advice with the exception of the requirement for applicants for out-of-centre retail development to demonstrate a need for the development, and we would recommend that little weight should now be given to this part of policy RT7.
- 2.4 The emerging Joint Core Strategy reflects the NPPF policies with regard to retail development. It defines the retail hierarchy and sets out the retail requirements for the main towns. Public consultation on amendments will take place this spring. There is no need to consider the polices in detail here or the weight to be accorded to them because they are compliant with the NPPF.
- 2.5 So far as our instructions are concerned, the two key issues for this application are the sequential approach to site selection and the impact tests. If the proposal complies with policy there is no need for us to consider the benefits of the proposal as set out by the applicant in section 5 of its Retail and Planning Statement. If the application fails to comply with the planning policy we will consider them. It is however, primarily, a matter for the Council to assess the weight to be given them.

## 3.0 The Sequential Test

### Preliminary Matters

- 3.1 The sequential test is well known. NPPF para 24 states sets out the order of preference as town centres, then edge of centre sites and only then out-of-centre sites. Edge of centre sites and out-of-centre sites should be accessible and well connected to the town centre. This is modified by the Local Plan policy RT1 which identifies specific preferences within the defined retail hierarchy.
- 3.2 The Dundee judgment of the Supreme Court established that when assessing potential sites for their suitability, it is their suitability for the application proposal which has to be considered, although this is subject to a requirement for all parties to be flexible in the development. A more recent judgment (*Aldergate Properties Ltd v Mansfield DC and Regal Sherwood Oaks Ltd* ([2016] EWHC 1670 (Admin)) found (para 35) that:

*"Suitable" and "available" generally mean "suitable" and "available" for the broad type of development which is proposed in the application by approximate size, type, and range of goods. This incorporates the requirement for flexibility in [24] NPPF, and excludes, generally, the identity and personal or corporate attitudes of an individual retailer".*

- 3.3 In para 7.7 the applicant states that the business requirement of any contractually committed named operator is a material consideration. In the context of the sequential test, this is clearly not so. The suitability of sites has to be considered on the broad type of development. This also affects the question of "need" referred to by the applicant in para 7.6 since the need is defined there in terms of the intended operators model. Other operators would define the need differently according to their stores attraction. The adopted Plan (policy RT1) in fact specifies the order of preference specifically, in relation to the defined central area, Montpellier, the rest of the Core Commercial Area, District and Neighbourhood Centres and only then, out-of-centres sites which are accessible by a choice of means of transport. Although dated, we do not believe that it could be argued that this did not comply with the NPPF. Whether this is significant or not in this particular case will become clear later in relation to the sites considered, but it is important that it is clear that the Council is applying the sequential test correctly whatever the conclusion.

### Disaggregation

- 3.4 It has become common for applicants to note that it is not a requirement of the NPPF to consider disaggregating the development proposed because, as the Inspector at the Rushden Lakes Inquiry noted, the need to do so is not referred to in the NPPF. The sequential test applies to all main town centre uses, the definition of which includes retail, drive-through restaurants and offices but not nurseries. DPP argues (para 7.3) that given the planning history of the site, the offices should not be included in the sequential site assessment. Its sequential assessment therefore considers only the drive-through and the retail development. We agree that this is a sensible approach.

### Flexibility

- 3.5 DPP does set the requirement as a drive-through restaurant rather than as a simple A3 restaurant. At an appeal last year in Exeter (APP/Y1110/W/15/3005333), the Secretary of State

agreed with his Inspector that:

*To insist on the same requirement for parking and access in a town centre, which has ample existing parking, service roads and excellent links to public transport, would be unreasonable. Drive-through restaurants do feature within the definition of a town centre and so, to be suitable, it must be possible for these to be accommodated. Nevertheless, as with general access requirements for servicing and other vehicular needs, it would be no more than showing reasonable flexibility to accept that existing streets and access arrangements could provide part of the drive element of such a proposal if not the restaurant area.*

- 3.6 There is clearly scope for flexibility, and we do consider the Council would be unreasonable not to regard the drive-through element as a definitive requirement. However, coffee shops are becoming if not a commercial requirement, a significant attraction in office park developments to provide facilities for workers and in this case it would provide such a service for the wider commercial area. There is, in our view, a case that the restaurant has a specific locational requirement which a more centrally located restaurant could not fulfil. New office parks also often contain a convenience store but the proposed Aldi would do much more than meet those requirements and stands to be assessed sequentially in the context of policy RT1 and RT7.

### **Availability**

- 3.7 DPP claims that the correct approach is whether alternative sites are currently available rather than speculating on what might become available, and that this approach was adopted in the Rushden Lakes decision. Neither the decision nor the NPPF qualify “available” by the word “current” or similar restrictive condition. It is in determining applications a matter that the Council must decide. However, the sequential test is a practical test and in our view the Council would be unreasonable to rely on sites which may or may not become available in due course. It is in our view reasonable that sites should be available in approximately the same timescale as the development proposed, but it will depend on local circumstances. At an appeal at Royal Leamington Spa (APP/T3725/A/14/2218334) in February 2015, the Inspector in his consideration of the appeal to sub-divide an existing out-of-centre Homebase unit to create 3/4 new A1 units that *“depending on the circumstances of the case, having to be immediately available for occupation seems somewhat too restrictive”* (paragraph 17). This decision postdates the Rushden Lake decision and demonstrates the non-binding nature of appeal decisions.

### **The Alternatives**

- 3.8 DPP states that its research has established that there are no vacant units of a suitable size to accommodate the proposal but does not give further details. We agree that most of the units available on property websites are too small. DPP comment that the historic fabric of the Central Shopping Area constrains the potential for larger scale development in the centre. We do not believe this to be true and note that large scale development has taken place and continues to take place in the centre. Furthermore there is no place for generic judgements of this sort in assessments and each development would have to be assessed individually. It is worth commenting on the former Morrison/My Local unit on Winchcombe Street which is on the market. The details indicate that the floorspace is 363 sq m and that it is under offer. We consider it is too small and can be ruled out.
- 3.9 DPP provides a little more detail on the vacant units in the existing Brewery and Brewery Phase II development which is now coming on stream. The existing units are described as Unit 5 (1347

sq m over two floors) and Unit 12 with 449 sq m. This does not tally with the information currently shown on websites. The Brewery website itself shows units 6, 7a and 8 as under offer. While this is would not necessarily rule out units as available in the sequential test, none of the units under offer appear to be suitable for medium scale food retailing in terms of size or format.

- 3.10 There are a number of units available in Phase II – mostly in Block B. These are two storey units and designed as modern high street units. We accept that they are not well suited for food store use on the scale proposed.
- 3.11 The main redevelopment site in the town centre is North Place. There is a planning permission for a mixed use scheme including a Morrison food store, but this is no longer proceeding. There is little doubt that the development would need to be rethought. DPP indicate that the current owners' expectations require a high return and that the planning requirements of affordable and public car parking preclude a food store development. In our view, this speculation is not a sufficient basis to rule out the site as a preferable alternative. We appreciate that it is difficult for DPP (or ourselves) to obtain sensitive information, and it is likely that the Council is better placed to understand the current position. We would be happy to comment on the implications of any information that Council was able to supply in the context of the sequential test.
- 3.12 In relation to other sites, we understand that the Promenade scheme has progressed, but our understanding is that this is not to the stage where alternative uses have been settled for the existing building, or the time scale in which it might become available. Again the Council is in a better position to consider the availability of the site.
- 3.13 DPP rejects the St Georges Place/St James Square site as too small and more suitable for housing – noting the SHLAA identifies it (ref S084) for 8 units. This is a case where full car parking would not be necessary in view of its location and the 2013 SHLAA states that it is suitable for housing in part only. It also identifies it as suitable for economic and commercial development, but gives the availability as 6-10 years. DPP comments that it believes a planning application for residential development has been submitted but we have been unable to find it – the only recent applications appear to have been associated with a pay and display car park. We do conclude, however, that the site can be ruled out as not available.
- 3.14 The Odeon/Haynes and Strange site has now been built out as a residential scheme and is no longer available.
- 3.15 DPP has not considered opportunities at Coronation Square. There have been numerous proposals for the redevelopment of the Coronation Square centre over the years. We are not fully aware of the current position with such proposals but in the absence of a development brief or similar document we doubt that a case could be made for a site being available.
- 3.16 Subject to the Council's own knowledge of the North Place site and the proposed relocation of the Council offices from the Promenade, we conclude that there are no suitable sites available in sequentially preferred locations and therefore that the test is met. We would of course comment on information the Council can supply on North Place and the Promenade.

## 4.0 Retail Impact

- 4.1 DPP states that a retail impact assessment is not necessary because the proposals falls under the floorspace threshold of 2500 sq m the NPPF and there is no local threshold in place. Notwithstanding this, DPP has prepared a retail impact assessment and we will, in accordance to our instructions, examine the retail impact assessment and advise the Council accordingly.
- 4.2 DPP has relied on population data from the 2014 JCS retail study update and a household survey carried out on behalf of CgMs in relation to the proposed Morrison store at North Place. However DPDS carried out a further update of the JCS retail study in 2015, based on a new household study and more, smaller zones. The 2015 update has considerable advantages in estimating the turnover of centres and stores, not least in including the expenditure flows from an area which includes almost all of Cheltenham's catchment area for food shopping. We will examine DPP's estimates of the proposal's turnover and trade diversion in the context of the 2015 study results.
- 4.3 The DPP price base is 2009 to be compatible with the 2014 JCS Retail Study Update. The 2015 update was however, in 2015 prices and it is necessary to convert the DPP figures to 2015 prices. The Experian price indices for convenience goods are 86.7 in 2009 and 104.1 in 2015 (2012 = 100). There is little change in the comparison goods price index between 2009 and 2015 (98.5 in 2009 and 98.6 in 2015) and prices can be taken as stable between the two years.

### **The Turnover of the Proposal**

- 4.4 DPP estimates the turnover of the store at £11.84m – £9.57m from convenience goods sales and £2.70m from comparison goods sales (DPP Appendix 1 Table 4a). In 2015 prices the turnover is £11.49m for convenience goods and £2.70m for comparison goods giving a total of £14.19m.
- 4.5 The estimate is based on the floorspace and sales densities (turnover/sq m) derived from Mintel Retail Rankings 2016. The proposal has 1741 sq m gross floorspace and the net sales is estimated at 1254 sq m which is 72% of the gross. This is very much standard for Aldi proposals. The sales densities are used are £9541/sq m for convenience goods and £10950 sq m for comparison goods. These figures convert to £11455/sq m for convenience and remain at £10950/sq m for comparison goods in 2015 prices and are on a par with those used for Aldi in other studies. We therefore regard the DPP estimate of turnover as reasonable.

### **The Turnover of Centres and the Main Foodstores**

- 4.6 DPP and our own estimates of the centre turnovers (convenience goods only) are shown in the table below. Bearing in mind the different survey samples and local data, the figures are broadly similar. However the JCS figures incorporate more up-to-date population and expenditure forecasts, and take account of more recent shopping developments (up until September 2015).

**Table 1 The Turnover of Centres and the Main Foodstores**

Centre	2015 JCS Update £m	DPP 2015 Prices £m
Cheltenham Town Centre	27.04	28.88
Morrison Caernarvon Rd	41.61	36.02
Co-op/Sainsbury's, Bath Road	7.11	7.17
Coronation Square	2.29	1.18
Tesco, Collets Way	24.12	39.56
Sainsbury, Tewkesbury Road	43.75	33.89
Waitrose, Honeybourne Way	42.69	28.09
M&S, Kingsditch Retail Park	5.62	2.40
Aldi, Tewkesbury Road	29.57	5.67
Asda, Hatherley Lane	29.33	19.17
Sainsbury, Priors Road Oakley	25.34	24.85
Tesco, Bishops Cleeve	28.83	24.80
Total	£307.30	£251.68m

4.7 The overall difference between the figures is probably attributable to the restricted catchment area in the DPP figures. There are some notable differences at individual store/centre level - particularly with the turnover of the Aldi store on Tewkesbury Road. The JCS figures show an improbably high turnover. This is a common problem with recent retail studies and probably derives from a combination of over reporting in surveys and an assumption that the "basket size" of shop at Aldi is the same as for the mainstream grocery retailers. On the other hand the turnover is likely to have increased substantially with its increased market share since the 2012 household survey and the DPP estimate appears to be significantly too low. The overestimation of its turnover in the JCS up-date indicates that the turnover of other destinations is underestimated. This will primarily affect the out-of-centre stores because of their much greater market share, particularly in main food shopping. We are primarily concerned with the impact on the town centre and Coronation Square and Bath Road centres.

4.8 The JCS estimates of the convenience goods turnover of the centres are:

Cheltenham Town Centre	£27.04m
Coronation Square	£2.29m
Bath Road	£7.11m

The comparison goods turnover of the town centre is estimated at £486m in the JCS Retail Study. Figures are not available for Coronation Square and Bath Road because of the limitations of surveys. DPP estimates the comparison turnover of the town centre at £650m in 2021. We will work to the JCS figures.

4.9 DPP made a reduction for the loss of the Tesco Metro on High Street in the base year and added an estimate for the town centre in for 2021. The adjustment is described as mostly to the

benefit of the town centre shops (para 8.18) although further details are not given. We will assume that all its turnover will divert to other town centre shops and that when the Tesco Express re-opens it will regain its trade from them, leaving the town centre convenience goods turnover unchanged.

- 4.10 DPP allows for growth in turnover and expenditure between 2016 and the design year of 2021, on the basis of a constant market share. However, DPP have made an allowance for the proposal's turnover to increase in line with national productivity increases forecast by Experian. The implication is that it will experience a loss of market share between 2016 and 2021. This is particularly unlikely in the case of Aldi which seen a phenomenal increase in market share recently. We have assumed that its market share remains constant and that its turnover will increase in line with total expenditure growth in the study area. This means that scheme turnover will increase at the same rate as the other destinations and the relationship between it and their turnovers will remain constant between 2016 and 2021. There is therefore no need to forecast forward to 2021 to assess impact. Since Aldi market share is likely to continue to increase at least to some extent this might lead to an underestimation of the impact so we will review this assessment if the impact is likely to be marginal.

### **Commitments**

- 4.11 DPP has made an allowance for the permitted extension to the Aldi store on Tewkesbury Road assuming the same turnover per sq m as for the proposal. With the additional net sales floorspace estimated at 265 sq m the estimated additional turnover of £2.53m, and an additional comparison goods turnover of £0.67m in 2009 prices. In view of the very high turnover indicated for this store by the 2015 household survey, it is in our view likely that some of the additional floorspace will reduce the turnover/sq m rather than attracting additional trade.
- 4.12 DPP has included the Morrison store at North Place as a commitment in the cumulative impact exercise. We understand why, but it is at odds with its view taken with regards to the sequential test. We have suggested that the Council seeks further information on the site with regards to owners' intentions, but we accept that a development based on the extant permission is very unlikely to go ahead. If a new permission is required, any retail content will have to be assessed in relations to commitments and recent developments at that time. Furthermore the North Place proposals are much larger than the current scheme with an estimated turnover of £24.3m (DPP para 8.23). As DPP notes it would be unreasonable to refuse planning permission on cumulative impact grounds if the application proposal formed only a small proportion of that cumulative impact. We have therefore not included it at this stage.
- 4.13 The main comparison goods commitment is the planning permission on the BMW dealership site on Tewksbury Road. DPP estimated the turnover at about £9.5m depending on occupiers, but this may not have included VAT. DPP had estimated that about 70% of this would be diverted from the town centre. Bearing in mind the limited clothing offer on the retail parks, we considered that it was likely to be higher but it was clear that even if all of the turnover were diverted from the town centre, this would not be significantly adverse in the context of the town centre turnover.
- 4.14 DPP also makes an allowance for the impact of the development adjacent to the B&Q at Golden Valley. This was trading at the time of the 2015 household survey and there is no need for a specific allowance.

## Trade Draw

- 4.15 The trade draw assumed by DPP is shown in the table 2 below.

**Table 2 – DPP Trade Draw**

	DPP Trade Diversion £m 2015 Prices	% Trade Draw
Cheltenham Town Centre	0.37	3%
Morrison Caernarvon Rd	2.28	18%
Co-op/Sainsbury's, Bath Road	0.00	0%
Coronation Square	0.00	0%
Tesco, Collets Way	1.80	15%
Sainsbury , Tewkesbury Road	0.65	5%
Waitrose, Honeybourne Way	0.29	2%
M&S, Kingsditch Retail Park	0.96	8%
Aldi, Tewkesbury Road	0.61	5%
Asda, Hatherley Lane	2.73	22%
Sainsbury Oakley	0.24	2%
Tesco, Bishops Cleeve	0.00	0%
Morrison, North Place	1.74	14%
Other Stores	0.74	6%
Total	12.41	100%

- 4.16 The calculation of the trade draw is not described and we assume that it is based on judgement. The table includes diversion from Morrison North Place. While it is reasonable to assume that there would be trade diversion from the store if it were built, this is very unlikely. The implication is that the trade diversion from the existing stores as a result of the Aldi development would be greater. In the event that it were built, we regard 14% as too high a trade diversion compared with the 15% on Tesco on Collet Way and 18% from the Morrison at Caernarvon Road.
- 4.17 The trade draw of 5% from the Aldi appears significantly too low – it will have the same offer and is the nearest food discounter to the proposal. They will have overlapping catchment areas. We would also expect considerably more of the trade to be diverted from the Asda given the similar market orientation and closeness of the store. We would also expect more trade to be diverted from the Morrison store at Caernarvon Road – it is relatively close and would be easy to get to for most people in the Morrison catchment area. In contrast the trade draw from stores on Tewkesbury Road appear too high given that there is already an Aldi trading there.
- 4.18 Most of these doubts are concerned with the trade draw from other out-of-centre stores. With regard to trade draw from centres, DPP estimates that only £0.37m would be diverted from the town centre. It is tempting to think of most of the shopping in the town centre as top-up

shopping but the JCS Retail Study indicates that about 55% of its convenience goods turnover is derived from main food shopping. This may be over-estimated because the basket size of a main food shopping trip in the town centre may well be smaller than at a large food store, but that would also suggest a lower overall turnover, so the impact might be greater. Significantly most of shoppers in the survey using Lidl and Iceland in the town centre regarded that as their main food shop. We consider that DPP has underestimated the likely trade diversion from the town centre, particularly because of the likely impact on the Lidl store which accounts for over 25% of the town centre convenience goods turnover. However, it is clear that even if a substantially larger amount were diverted from the town centre as result of the proposal, with a combined turnover of about £513m in the town centre, the impact would not be significant.

- 4.19 Caernarvon Road is a designated centre and the impact is a material consideration. The centre comprises largely the Morrison store and the JCS estimates indicate that it is still trading well above the company average. There is no realistic risk of its closure even if the trade diversion to the proposed Aldi store were much greater.
- 4.20 DPP estimates no trade diversion from Bath Road or Coronation Square. We agree that trade diversion from Bath Road, and smaller centres to the east of it, would be very small given the distance to the proposed store and the more local nature of the shopping in the centres.
- 4.21 Coronation Square is much closer and the main food shops there, Iceland and Farmfoods share Aldi's market orientation. We consider that there are two factors which indicate a very limited impact on the centre. First the Aldi on Tewkesbury Road is reasonably accessible to those residents in the centre's catchment and many will simply swap to a more convenient store. Second, the catchment area of the centre is also in the catchment area of the Asda store and the main impact will already have been experienced with opening of the Asda. This suggests greater impacts on the Asda and Aldi stores but to a limited impact on Coronation Square. We consider that would be some further trade diversion, but accept that it would be limited and that it would be difficult to demonstrate a significant adverse impact – not least because of the difficulty of establishing trading levels in small centres on the basis of sample surveys. The centre has not performed well for many years but in view of this conclusion there is no need to consider the centre's vitality and viability in detail here.

#### **Cumulative Impact**

- 4.22 In terms of cumulative impact, the extension to the existing Aldi is likely to have limited impact on any centres not least because of its size. If there is any impact on Coronation Square, this would reduce any additional impact of the proposed store and the small sums involved are within any margins of error. The main commitment is the redevelopment of the BMW dealership on Tewkesbury Road. In relation to the town centre, the impact of this development will be much greater and form a high proportion of the combined impact. The additional impact of the Aldi proposal would be so small that it would be unreasonable to refuse planning permission having accepted the much greater impact of the committed development. The committed development would give virtually no trade diversion from either Coronation Square or Caernarvon Road whether it trades in fashion or bulky goods – comparable goods are simply not available in those centres. There is therefore no realistic risk of a significantly adverse cumulative impact from the application development.

### **Impact on Planned Investment**

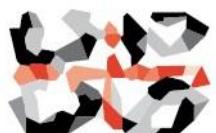
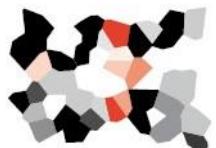
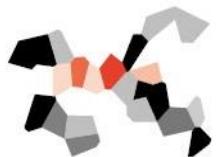
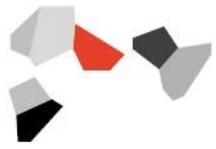
4.23 Significant investment is taking place in the town centre at present, with the Brewery Phase II and the John Lewis department store. We have considered the main sites in the sequential test assessment and are not aware of any further planned investment in the town centre which has reached the stage where it should be taken into account. There have been proposals for the redevelopment of Coronation Square, but these were dropped and we are not aware of any current proposals. We will comment further if the Council brings any proposals to our notice.

### **Overall Conclusion on Impact**

4.24 The proposal is relatively small and the impacts are likely to be experienced mostly by the existing foodstores. Although we disagree with DPP on the likely trade draw, the main foodstores are mostly out-of-centre and the impacts on centres are therefore likely to be limited. The centres where the potential impacts are greatest are the town centre, Caernarvon Road and Coronation Square. The comparison goods turnover of the town centre is so large that the impact on the centre as a whole would be negligible even if much greater than forecast by DPP. The impact on Caernarvon Road would be on the Morrison store which comprises the majority of the centre. This is operated by a major national company and is trading considerably above the average for the company. Its closure as a result of this proposal or any cumulative impact is highly unlikely. Coronation Square is a weak centre but we conclude the trade diversion is likely to be small because the existing Aldi store on Tewkesbury Road and the Asda store on Hatherley Lane are already conveniently accessible to the users of the centre and the proposed store would offer little qualitatively that is not already available. We are not aware of any investment proposals in these centres which would be jeopardised by the application proposal. We therefore conclude that the impacts tests are passed.

## 5.0 Conclusions

- 5.1 The proposal includes office, retail and restaurant uses on an out-of-centre site and national and local planning policy indicates that the sequential and impact tests are relevant. The site has an outline planning permission for office use and we agree with the applicant that the sequential test is of little value in deterring that use. We also consider that the restaurant use is closely linked to the office development, and surrounding commercial uses and that there is an element of locational specificity which indicates that similar development in any existing centre could not meet. The Aldi would meet the same requirement from local workers but is larger than needed to serve the development itself and would also meet a much wider market. It should therefore be subject to the sequential and impact tests.
- 5.2 In relation to the sequential test, we accept that there are no suitable vacant premises in the relevant centres. We consider that more information is required on the current position of development on North Place and the Promenade (the Council Offices). This is information that the Council is probably in a better position to obtain and we recommend that it is sought from the departments concerned. We would be happy to comment on any additional information supplied.
- 5.3 We conclude there is unlikely to be any significant adverse impacts on the vitality and viability of any centre, or investment in it, either from the development on its own or cumulatively in association with other developments with planning permission. The proposal is likely to impact mostly on the large foodstores in the area and the out-of-centre Aldi in Tewkesbury Road. We have examined the likely impact on the town centre, on the Caernarvon Road centre and Coronation Square and consider that the trade diversion would be larger than DPP indicates in each case. However, the town centre turnover is so large compared with that of the proposed development that there is no realistic risk to its vitality and viability. The Caernarvon Road centre is dominated by a large mainstream food store which is trading well and there is no realistic likelihood of it closing as a result of the proposal. Coronation Square is a weak centre but we conclude the trade diversion is likely to be small because the existing Aldi store on Tewkesbury Road and the Asda store on Hatherley Lane are already conveniently accessible to the users of the centre and the proposed store would offer little qualitatively that is not already available. We therefore conclude that the impact test is passed.
- 5.4 We therefore conclude that the proposal is in accordance with national and local policy for retail development. In relation to restaurant development, the proposal would serve a largely local need and the sequential test would be of little assistance in determining the application.



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<b>APPLICATION NO:</b> 16/02208/FUL	<b>OFFICER:</b> Mrs Emma Pickernell
<b>DATE REGISTERED:</b> 13th December 2016	<b>DATE OF EXPIRY :</b> 14th March 2017
<b>WARD:</b> Benhall/The Reddings	<b>PARISH:</b>
<b>APPLICANT:</b>	Hinton Properties (Grovefield Way) Ltd
<b>LOCATION:</b>	Land At North Road West And Grovefield Way, Cheltenham
<b>PROPOSAL:</b>	Hybrid application seeking detailed planning permission for a 5,034 sq.m of commercial office space (Use Class B1), 502 sq.m day nursery (Use Class D1), 1,742 sq.m supermarket food retail unit (Class A1), a 204 sq.m coffee shop retail unit and drive-thru (Use Classes A1 and A3), with associated parking, landscaping and infrastructure works. Outline planning permission sought for the erection of 8,034 sq.m of commercial office space (Use Class B1), together with associated car parking, landscaping and infrastructure works, with all matters reserved (except access).

## REPRESENTATIONS

Number of contributors	<b>339</b>
Number of objections	<b>336</b>
Number of representations	<b>1</b>
Number of supporting	<b>2</b>

76 Reddings Road  
Cheltenham  
Gloucestershire  
GL51 6UE

**Comments:** 10th January 2017

I object to this application.

There is already empty office space between the Nuffield Hospital and Asda. In addition, there is vast amounts in other buildings around the town. More office space in the town is unnecessary.

There are already two supermarkets in the local area and at least 7 large supermarkets in the town already. Sacrificing greenbelt land for another is irresponsible.

Whilst I accept there could be justification for a drive through coffee outlet and child care centre, the surrounding road infrastructure is wholly inadequate to cope with continued growth in traffic volumes, as any local resident will tell you. During peak traffic hours, the area near the Park and Ride roundabout becomes chaotic. Further development in the area will exacerbate this.

Equally, the increase in noise, light and air pollution that would come with this application is not in keeping with considering the welfare and health of local residents.

There is empty brownfield land in the town centre that could be utilised (A4019 north place car park), rather than tearing up more fields, though even then the requirement for such developments seems questionable.

14 Leckhampton View  
Cheltenham  
GL51 4GW

**Comments:** 10th January 2017

Morrisons in Hatherley is only 2.1 miles from the recently developed Asda Superstore on Hatherley lane; it seems a total waste of space and money to erect yet ANOTHER superstore en route.

This area of Cheltenham is extremely busy at the best of times let alone during rush hour traffic which will undoubtedly become even more severe with the addition of the BMW complex already under construction and further office space, retail outlets etc.

Totally unnecessary.

Chadwick  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6RL

**Comments:** 11th January 2017

I am writing to object to the planning application 16/02208/ful on the land off Grovefield Way behind the BMW site.

The land is in green belt and should be preserve as such.

The traffic would increase and the area would be changed because if it. Parking being an issue already.

We already have two supermarkets supporting the area and do not need a third.

16 Barrington Avenue  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6TY

**Comments:** 6th January 2017

The proposed development would cause further traffic and congestion to the area which is otherwise beautiful with all the green belt area.

Commuting twice on a daily basis is already difficult for many who use the Golden Valley already an issue and this would just simply add to it. Public use the Park and Ride facility nearby for ease and regular travel into the centre of Cheltenham for work and leisure. The extra traffic would effect many and may cause issues with timings. Who will then subsequently use their own vehicles perhaps but as we are all aware this would put further pressure in the centre of Cheltenham in terms of parking which we have limited availability of as it is. Will people stop coming into Cheltenham unless they have to?

This will of course effect the many elderly and families who live nearby. Will the extra noise and traffic pose difficulty for them. Lastly I would like to stress the majority of people who live in the surrounding area are elderly and may have no means of objecting or voicing their opinions is this a fair proposal to them?

Please consider some of the points I have made thus far.

2 Tylea Close  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6RB

**Comments:** 9th January 2017

Do we need another supermarket in the area?

No. We already have Asda and Morrisons in close proximity. And indeed an Aldi is only a couple of miles away.

Do we need a Costa Coffee?

No. Asda already has a coffee shop and B&Q has a provision as well.

Do we need more office space?

No. There are already large numbers of unused offices within Cheltenham, some of which are in the immediate vicinity of the proposed development.

Do we need another nursery?

Possibly. With the increased numbers of houses being built, the local population has increased. However, the location proposed is completely unsuitable due to the large amount of traffic in the area which will expose any children to noise and pollution.

Conclusion 1: The development is unnecessary and is just crass commercialism.

What will the impact be of the proposed development?

We will have considerably increased traffic on roads that already get gridlocked at certain times of the day. And this is before we are fully aware of the impact of the new BMW garage on the traffic.

Increased traffic, also means increased noise and pollution.

Commercial opening hours means more noise and light pollution.

Increased footfall means more litter.

Residents of the Reddings already see the impact of the lack of parking at GCHQ. The proposed parking for the development is inadequate and will mean people park in the streets near the location which will affect residents further.

Conclusion 2: The development will have a huge detrimental effect on residents.

Therefore please note that I wholly and utterly disagree with the proposed development. I hope that Cheltenham Borough Council will see that the development is neither wanted, nor needed, and will respect and support the wishes of local residents who overwhelmingly do not want the development.

**Comments:** 5th September 2017

I note that revised plans have been submitted. All my previous objections submitted in January still stand.

2 Old Reddings Road  
Cheltenham  
Gloucestershire  
GL51 6RZ

**Comments:** 9th January 2017

I have lived in The Reddings for over 30 years and have seen more than double the number of houses appear in the lower Reddings area alone in that time. My late wife and I used to take our dog for long walks in the fields and meadows that are now occupied by B&Q, Park and Ride, and the new Cotswold BMW! I don't agree that someone can buy greenbelt land and destroy it for the sake of a quick profit. We already have Asda and Home Bargains nearby, so don't really need another supermarket, and I know the amount of extra traffic generated by nursery and office development will only make congestion in the area even worse! How is traffic going to come and go into this new development - Traffic light control, roundabout, or just a feeder road off the main road.

I hope there is serious thought being given to the implications of this development on the local community, before agreeing to the plans!

Bethany House  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6RL

**Comments:** 10th January 2017

This application is in the green belt, and there is no reason that it should be allowed for the same reasons that application 15/00573/OUT just up the road was rejected. For example: "*inappropriate development...compromise the purpose of the green belt in this locality to check the unrestricted sprawl of large built up areas, prevent neighbouring towns merging into one another, safeguard the countryside from encroachment*".

How the ugly, enormous monstrosity of the BMW dealership got approved is a complete mystery and a travesty and it should not be allowed to influence this decision.

The impact of traffic in the area would also be horrendous as there are already huge tailbacks in the rush hour. The £1m put forward in the section 106 agreement for the Asda development for traffic improvement was never used.

There is also no need for another huge supermarket less than 400m as the crow flies from Asda, and with Morrisons also in the vicinity. There is also office space still available adjacent to the Asda development that has not yet been taken up.

15 Appleton Avenue  
Cheltenham  
Gloucestershire  
GL51 6TS

**Comments:** 10th January 2017

We wish to register our objection to the mixed use development at Grovefield Way, application 16/02208/FUL for a number of reasons:

There is no requirement for yet another supermarket:

- Asda exists only a minute away from the site of the proposed development.
- Less than 5 minutes drive away is Morrisons.

- There is an existing Aldi only 10 minutes drive away.
- On the B&Q site exists Home Bargains, which sells a variety of daily provisions.
- There are also a number of local shops in The Reddings, in Caernarvon Road, and in Benhall.
- It should be remembered that the outline grant (09/00176/OUT) for the Home Bargains store placed strict conditions on the products stocked, specifically "to protect the vitality and viability of existing centres". Adding an Aldi to the mix completely undermines this.

Similarly, there is no requirement for another development of office blocks.

- As others have stated, there is the existing 'Pure' development next to Asda, which is not yet fully utilised.
- As the hoardings at the Pure site proudly advertise, provision has already been made for building more offices on this brownfield site.
- There are also a number of empty office buildings in the town centre (where there are much better public transport links). We should be encouraging people to go into the town, not desert it.

There are several good day nurseries already existing within a few minutes of the proposed development. Building another nursery is likely to have a negative impact on the existing provisions. These existing facilities also have the advantage that they are not located close to a busy road and motorway.

A Costa outlet is a bizarre choice for this site, and will seek to bring noise, litter and air pollution. It is unnecessary and inappropriate to encourage more traffic to this location, which isn't suitable to handle it.

- There is a hot food van sited in the B&Q car park, just across the road.
- There is a KFC drive-thru and Asda coffee shop less than a minute away.
- There are also coffee and food facilities available at the Harvester, and at Dundry garden centre.

This Green Belt land is an important division between Cheltenham and Churchdown, and must be retained as such.

The National Planning Policy Framework quite clearly states that "The government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open [...] local planning authorities should plan positively to enhance the beneficial use of the Green Belt" (§79) and that "Once established, Green Belt boundaries should only be altered in exceptional circumstances" (§83). This is quite clearly not an 'exception circumstance'.

It is quite clearly described in The Planning Policy Framework (§89) that this proposed development is inappropriate. To allow this development would demonstrate that Cheltenham Borough Council do not attach great importance to its Green Belts, and the residents that they represent.

As the planning inspector for what is now the site of the BMW dealership stated (ref APP/B1605/A/06/2015866/NWF) "There is no dispute that the proposal constitutes inappropriate development in the green belt". Building here was a mistake, and further inappropriate development here must be avoided.

The BMW development is already a monstrosity. It is completely out of place, and stands out against the landscape, both when approaching Cheltenham via the A40, and when using local roads. An earlier comment in regards this development rightly described it as "looking like a cruise ship plonked in the middle of the site" - I can only but agree.

We should learn from the mistakes of the past, not perpetuate them. The BMW development should never have been allowed, and I am concerned that this colossal mistake may have started

a precedent. There should not be a perception that, having destroyed this part of the Green Belt, it is fine to carry on and destroy it further. This area of Cheltenham must not begin to resemble Tewkesbury Road, with its multitude of retail parks and industrial units.

We chose to live in this part of Cheltenham for its semi-rural location, and for the fact that it was away from the urban sprawl that has taken place on the northern side of the town. This environment, and the associated quality of life, should be preserved as-is. There are quite clearly enough supermarkets in the vicinity, Aldi and similar are not required. We (and others who have submitted similar comments) do not wish to live in the middle of a retail park.

The roundabout between B&Q and the Park & Ride is already heavily congested, particularly at rush hour. This, and Hatherley Lane back to the A40, cannot handle any more traffic.

Several years ago Grovefield Way was a quiet country road, providing a route from Up Hatherley to and from the A40. The amount of traffic using this road has increased substantially since the developments adjacent to Cool Pool Way were built. The BMW site hasn't opened yet, meaning that it is impossible to accurately gauge the effect that it will have on the amount of traffic using Grovefield Way. Adding yet more developments in the meantime is reckless.

Others have suggested that traffic calming should be implemented on Grovefield Way and surrounding roads. This is completely unnecessary. It is a straight road, with good visibility, and for the most part is away from houses. What needs to be done is not encouraging further building here. Adding additional road junctions and increasing the amount of traffic joining and leaving this road is only going to exacerbate the existing problems. Most concerning is the Costa drive-thru, which will result in a constant stream of cars arriving and leaving the site for a major proportion of the day.

The modelling that has been performed as part of the impact assessment does not take account of the noise resulting from the unfinished BMW development. Clearly this is going to have an impact on the ambient noise level in the vicinity, particularly during the day time. Again, adding more development here is foolhardy.

The noise impact assessment goes into significant detail about the noise impact of deliveries, though makes little reference to the impact of a significant number of customer vehicles visiting the site. Additionally, this study treats each factor in isolation, and does not take into account the combined impact of the HGVs and van deliveries. These should be considered as a whole, not as unique entities. Whilst in isolation they may have a minimal impact, in aggregation the impact will be massive.

The transport statement provides only forecasts of journeys taking place at peak times, and gives no consideration to the large number of vehicles that will be visiting the site for the remainder of the day. The provided figure of ~1,200 vehicles sounds horrendous, though this only accounts for vehicles at peak times. In reality the true figure across the whole day is going to be significantly more.

For the developers to state "it is considered that the proposed development will not have a material impact on the operation or safety of the local highway network during the weekday peak periods" is preposterous. Their comment that "There are therefore no valid highway or transportation reasons, which should prevent the proposed development of the site" is simply untrue.

The summary of local bus services includes the 'M5' and 'DR7' school buses. This is completely misrepresentative!

It was assumed in the application for the BMW site that workers would use public transport. The fact of this remains to be seen, but it is likely that the take-up of this is overestimated. An

insufficient number of car parking spaces will result in parking in local roads, to the detriment of residents.

The various plans and maps submitted in conjunction with the application emphasise the sheer size and scale of the proposed development. Like the BMW site this is completely out of proportion and out of keeping with the local area.

In summary this development is a completely unnecessary, completely out of place, destruction of the countryside. It must be refused immediately. The sheer number of comments already received speak volumes for the feelings that local residents have in opposition to the plans. The planning committee must take note.

**Comments:** 11th September 2017

We stand by our earlier comments, and would like to reinforce our objection to the proposed development.

We would like to thank the developers for their additional submissions of the 'visual pack' and other artwork. These further confirm that this development would be totally out of place and is wholly unsuitable for this semi-rural location. Hopefully the planning committee utilise these artefacts to their full potential in reaching a conclusion that the proposed development should be rejected. It was a mistake to permit the the BMW monstrosity and we should not be perpetuating this any further. The proposed development might work as a natural extension of Aztec West, but is completely not what is required in this area.

Reviewing the 'revised masterplan' shows that the developers have increased the height of a number of the buildings in order to "give the buildings a presence...". This is absurd. The developers should be looking to make the buildings (if they need to exist at all) blend into the surrounding landscape. Making a bigger blot on the landspace isn't the answer here!

We question that the amount of parking provided for the proposed office space. Whilst the belief that office workers will make use of public transport is nice in theory, the reality is quite different. The existing Gloucester Business Park development at Brockworth has shown that the number of parking spaces provided falls significantly falls short of what is required. The result being that employees have taken to parking in nearby roads, to the detriment of residents. As was predicated, similar is already happening in The Reddings, following the construction of the BMW site.

It has been several months since the earlier comments were submitted. It should be noted that (1) the office buildings development next to Asda has still not progressed (which again brings into question the demand for office space in this area), (2) there is still office space vacant at Gloucester Business Park, (3) there are still a variety of offices vacant in the centre of Cheltenham. It can only be concluded that the four proposed office buildings are simply surplus to requirements.

The proposed Aldi and Costa are completely surplus to requirements. There are a variety of existing facilities within easy walking distance of the proposed development. As others have said this is clearly a commercially driven venture in which the needs of the local community and the impact on them is being completely ignored.

Blenheim Villa  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6RT

**Comments:** 9th January 2017

There is already an Asda in our vicinity - traffic congestion is growing daily and will soon be exacerbated by the opening of the BMW. I had expected the Council to require BMW to build amenities for the local neighbourhood on this site. We have an excellent pre-school group just opposite this - AND IT IS GREEN BELT!!!!!! It isn't even necessary housing but unnecessary service industry buildings that this will adversely affect too.

Meranti  
North Road East  
The Reddings Cheltenham  
Gloucestershire  
GL51 6RE

**Comments:** 11th January 2017

We object to the proposed development on the following grounds:

- Traffic congestion/pollution - The traffic in the area is already very heavy especially at the roundabout on Grovefield Way. During peak times the congestion in the area is already severe and the roads are not large enough to deal with any more. The increased traffic will also increase health risks in what is supposed to be a family orientated area.
- Car parking will not be sufficient for the development and would inevitably lead to people parking on residential streets
- House prices will almost certainly be adversely affected
- Damage to wildlife - This is a green belt area and the new development will damage the wildlife established in the area.
- Roads already in a poor state of repair receiving yet more vehicles
- Light and noise pollution - This will be especially increased during the building period and also ongoing after.
- The offices next to Asda have been unoccupied for a long time. This demonstrates no requirement for additional office space in the area.
- The area is already well served by two large supermarkets and a number of smaller convenience stores
- There are already many convenience and fast food outlets in the area. The local KFC and Harvester provide the services offered at Costa.

11 Unwin Road  
Cheltenham  
Gloucestershire  
GL51 6PQ

**Comments:** 11th January 2017

This is an application for degradation not development of the countryside

- Traffic congestion/pollution
- Damage to wildlife and destruction of the healthy environment.
- increasing Flooding to all living down stream of this land.
- Adding to existing traffic congestion
- Roads already in a poor state of repair receiving yet more vehicles as north road west is already being used as a high speed cut through to avoid queuing on grovefield way.
- The area is already well served by two large supermarkets and a number of smaller convenience stores
- KFC locally plus the Harvester provides convenience/fast food (plus the burger van at B&Q!)
- Car parking will not be sufficient for the development and would inevitably lead to people parking on residential streets
- outline for phase 2 would not have been granted for the now proposed retail use.

- There should never be a phase 3 permission for anything other than the remaining land to be turned back into an orchard for the benefit of the local community.

This proposal clearly does not have the interests of the local community, it is purely a commercially driven venture with no regard for any of the above points and therefore permission should not be granted.

28 Fairfield Avenue  
Cheltenham  
Gloucestershire  
GL53 7PN

**Comments:** 9th January 2017

As a former resident and weekly user of The Reddings Community Centre my objection is actually an appeal. An appeal to councillors.

As councillors you are temporary guardians of the town with a duty to care for and protect the town, its communities and its residents. I cannot believe in that capacity that councillors could consider this development as beneficial to the town or community. I'm sure that if councillors knew then what they know now about the BMW development they would reconsider. An eyesore has been created in the approach to cheltenham with a lasting impact on the town and local community.

The points raised by others cannot be denied or go un-investigated by the planning committee

- increased traffic and pollution
- the continued destruction of green belt
- the need for another supermarket and offices in the area
- the impact on a community and its facilities

I appeal to councillors to do the right thing. The right thing for the town. The right thing for the community. The right thing for the people.

44 Grace Gardens  
Cheltenham  
Gloucestershire  
GL51 6QE

**Comments:** 5th January 2017

I am objecting to the proposed development plan.

My objections are as follows :-

- Increased traffic flow. The traffic in the area has increased significantly with the existing development in the area. The BMW garage hasn't opened yet and we are anticipating increased traffic due to this development. If there is another development next to the BMW site this will worsen the traffic congestion.
- Parking. There is already a parking problem in the area due to existing developments not having sufficient car parking for visitors and staff resulting in cars parked in residential areas. This new development will further add to this problem.

2 Old Farm Drive  
Cheltenham  
Gloucestershire  
GL51 3ED

**Comments:** 11th January 2017

We strongly object to this planning application due to several reasons.

First of all, the planning application identifies land that is part of the green belt as building site while there is plenty of brown fields in Cheltenham that could be used for development. Green belt lands need to be safeguarded to ensure adequate habitat and transit for Wildlife as well as ensuring neighbouring town and cities do not blend into each other. The development includes supermarkets, coffee shops and nurseries but the neighbourhood has plenty of options already and does not need more. The addition of office buildings is further nonsense when near Asda retail park there are unrented commercial properties.

The new BMW development looks already out of place and has been placed in a location that is bound to aggravate the congestion of a road infrastructure that has not been designed for heavy traffic and the additional development would grind the road traffic to a halt.

4 The Grange  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6RL

**Comments:** 8th January 2017

I strongly object to the planning application 16/0220/FUL on the following grounds:

1. This is a residential area and the increase in noise pollution will be intolerable. This is already the case with the BMW site which isn't even open yet. I wasn't able to have a window open during the summer months as the early morning deliveries with their beeping lorries woke me at the crack of dawn. The removal of trees will also increase traffic noise from the raised section of the A40. I believe that deliveries to retail units will be 24/7 which will further impact on the quality of sleep of local residents.

2. This is a residential area and the increase in light pollution will be intolerable. We moved to this area due to the lack of street lighting which enabled us to carry out astronomy. We have already noticed a significant increase in light pollution since the building of BMW site which has negatively impacted on our hobby and negatively affected our quality of life. With the passing of planning for retail units this will also result in increase of security lighting which will be 24/7 significantly impacting on the quality of life for the surrounding residents.

3. There is no requirement for extra supermarkets in this location. We already gave a large ASDA minutes away from this site and a Morrisons a couple of minutes drive away. We can shop at Aldi on the Tewkesbury Road which is only 10 minutes drive away. In addition we have numerous local stores that provide a valuable community service. There is no requirement of another store so close. We have never failed to park at any of the local stores which suggests that none are working to their potential capacity. Therefore, there can be no legitimate requirement for further food shopping units.

4. There is definitely no requirement for a Costa coffee in this area. It will result in late night litter, noise and light pollution and an increase in traffic to an already busy area 24/7 rather than with office blocks which will only be increased twice a day. The currently vacant (brown field) Robert Hitchens site by asda would be a more sensible option for this outlet.

5. The further destruction of the surrounding habit for wildlife that have been squeezed out of this green belt area will negatively impact on the wildlife. We have already noted an increase in road kill due to destruction of nature corridors. The deer that previously used the site are now using the nearby roads as a means to travel to feeding sites. The Formal Landscaping is stripping our country side of meaningful habitat. It is resulting in a desert environment for wildlife that is already struggling. Removing existing hedgerows and important endangered Perry pear trees will be an act of major destruction that can never be replaced.

6. There should be a limit on the number of stories of any further buildings on the site to two. The carbuncle/battleship monstrosity of the BMW blot on the landscape should have been blocked. Please draw a line in the sand and say 'no more'.

I plead with the council to think of the surrounding residents whose quality of life have already been negatively impacted when considering these vile plans.

4 The Grange  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6RL

**Comments:** 8th January 2017

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5. The further destruction of the surrounding hedgerow habit for wildlife that have already been squeezed out of this green belt area will negatively impact on the wildlife. We have already noted an increase in road kill due to destruction of nature corridors. The deer that previously used the site are now using the nearby roads as a means to travel to feeding sites. The Formal Landscaping now present at BMW is stripping our countryside of meaningful habitat. It is resulting

in a desert environment for wildlife that is already struggling. The further removal the last remaining existing hedgerows and important endangered Perry pear trees will be an act of major destruction that can never be replaced.

6. There should be a limit on the number of stories of any further buildings on the site to two. The carbuncle/battleship monstrosity of the BMW blot on the landscape should have been blocked. Please draw a line in the sand and say 'no more'.

I plead with the council to think of the surrounding residents whose quality of life have already been negatively impacted when considering these vile plans.

### **Comments:** 31st August 2017

I would like to submit further objections to the revised plans for application 16/02208/FUL for the following reasons:

#### **Greenbelt**

The National Planning Policy Framework, is explicit in stating that Green Belt boundaries should only be altered in exceptional circumstances. This proposal is not an exceptional circumstance with absolutely no evidence of a need for a further supermarket, coffee shop or nursery.

#### **Urban Sprawl**

Allowing this proposal will create a huge area of urban sprawl around an already unsightly BMW building. It is inappropriate to the immediate area and is damaging to the appearance of the approach to Cheltenham town. Making it look like any other town in the country.

#### **Need for Development**

This proposal would not make any contribution to the economic prosperity of our town. There is no evidence that this type of development is actually wanted or needed by local or Cheltenham residents generally, who's feelings have been repeatedly ignored - in fact, looking at the reaction of the contributors to this planning application, it is clear that it is neither wanted nor needed.

#### **Design**

The buildings are too high and too big for the rural setting and will be an eyesore for miles around. The place will look like any other approach to any other town in the country. They should make allowance for the loss of wildlife habitat by having green roofs and wildlife friendly outside space that can be enjoyed by all and not just consider the transient population wanting their fix of coffee or cheap food.

#### **Content**

Another supermarket is not required. Another Costa Coffee is not wanted. Empty office blocks, already abound in and around Cheltenham should not be built and left. Why not make it into a wildlife rich/friendly open space that residents and visitors could enjoy? Make it a different experience to all other towns and cities in this country to attract visitors to the town. The green pound is seen to be increasing in value....

#### **Traffic**

Traffic surveys carried out in school holidays should not be believed. The figures represent only 2 hours of any day. The Reddings, Badgeworth Lane, Cold Pool Lane, Hatherley Road - are already being used as a rat run and are not suitable to support the inevitable increase of traffic.

#### **Litter**

Residents already have to clear up huge amounts of rubbish thrown out of cars ruining the appearance of residential roads and the surrounding area and impacting on the wildlife already struggling in the area.

## Wildlife

The impact of overnight security lighting on local wildlife will impact the numbers of nocturnal species in the area including moths, bats and owls.

The removal of any hedging and trees is not acceptable - they provide an established wildlife habitat in this green belt land.

Please refer to the wildlife report submitted by one of The Reddings Residents showing that at least 461 individual species rely on the habitat in this grid reference for their survival.

## Light and Noise Pollution

This has still not been seen to have been addressed by the developers. The extra 24/7 lighting and activity required at such a development for security purposes will impact on local residents and wildlife. This is a semi rural location chosen by local residents for that reason and will negatively impact our lives. No consideration or respect has been shown to those living locally, in these revised plans.

Finally, I must express my concerns about further erosion of the greenbelt. There are significant amounts of unoccupied office space in Cheltenham more suited to development. I love Cheltenham's fields and green spaces that wildlife and myself have chosen to call their home. The proposed development is entirely unnecessary and does not warrant the loss of our precious natural environment.

I hope that the Council will see sense, listen to local residents and reject the current revised application.

10 Barrington Avenue  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6TY

## Comments: 8th January 2017

We oppose the planned development next to the BMW dealership for the following reasons:

### 1. Increased Traffic Congestion.

At peak times traffic queues along Grovefield Way trying to access the Golden Valley. With the proposed development this can only increase or force drivers to find alternative routes along the surrounding roads and this will lead to increased danger for pedestrians crossing these roads.

### 2. Aldi Supermarket.

We have two supermarkets within 2 miles of each other plus other convenience stores. We do not need another supermarket.

### 3. Costa Coffee

Both supermarkets have Coffee Shops along with the mobile catering van in the B and Q car park. We do not need another shop selling coffee.

### 4. More Office Space

The offices next to Asda are empty. Why do we need more office space when what we have is not being used to its full potential?

In summary, we oppose the development because of increased traffic in the local area, the likelihood of increased litter and the destruction of the local green belt land.

19 Meadow Close  
Cheltenham  
Gloucestershire  
GL51 0TZ

**Comments:** 8th January 2017

I am opposed to the planning application 16/02208/FUL for the following reasons:

I find it absurd that further planning be granted to continue the development of this greenbelt land. As I'm sure you are already aware, planning permission has already been declined for this type of development once by CBC and the time scale of the application and process is very tactical as CMC know its wrong for Cheltenham

The increase in traffic flow on all approaches to the Arle Court roundabout and the Golden Valley roundabout will only negatively impact journey times and further pollution in the area.

As already stated by the CBC contributor to this planning application, the roads are already at 'saturation' and the addition of this development will only worsen what is already a problem that should be on CBC's agenda to tackle.

Do CBC's consider the effect on established business in the area! This application won't bring any value to the area it will only damage local communities like Carnarvon Road, Coronation Square that's already struggling to occupy empty units along with other sites mentioned.

Hasn't there already been planning granted for similar companies on the old Tewkesbury RD BMW site.

1 Orchard Close  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6LD

**Comments:** 8th January 2017

I strongly object as to this proposal as this would destroy green belt and wildlife habitat in addition to congestion and pollution that already is really bad. Due to heavy road traffic and very little green area a lot of dust and smoke particles settle in the house which is not healthy. Water quality is poor and will get worse. Cheltenham does not need more office space in this area nor supermarket. There are allot of places in Gloucester very near all empty use them.

7 Oldfield Crescent  
Cheltenham  
Gloucestershire  
GL51 7BB

**Comments:** 10th January 2017

I object to the building of commercial office space as there is lots of it already unused in Cheltenham. This massive development will further destroy wildlife and the build up of traffic will be a nuisance.

8 Frampton Mews  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6UG

**Comments:** 5th January 2017

I object to the latest proposals for development off of Grovefield Way. I have read with interest all of the comments posted to date - which I wholly agree with, as will most of my neighbours - if given the chance to respond.

There has been very little time or notification given for this. I was expecting a letter to be sent out, but only received the details due to a thoughtful neighbour passing me the information. Two weeks notice is not enough time to gather feedback and views from all those affected by this development.

The timing is very poor also, given that the new BMW site is not yet finished, and we have yet to see the full impact of that development on the surrounding area. So to push through a new proposal on top of that would seem very foolish and risky. We are expecting a significant impact on the already congested surrounding roads from the BMW site. This will significantly worsen with the latest proposal.

The road system has not been improved since it was originally put in, and will not cope with any more traffic. Traffic is going to spill out further onto residential roads - using them as rat runs, endangering lives of pedestrians, school children etc.. I cycle to work to avoid the issues, and often witness cars doing dangerous U turns in the middle of the road to look for a quicker alternative through the local residential roads.

The current road gets very congested at peak times - adding to pollution of the local neighbourhood. The B&Q roundabout cannot cope with the traffic, nor the approach to the Golden Valley roundabout. A better option would have been to develop a filter lane through the area of the Park & ride site, to quickly move traffic onto the Gloucester bound carriageway of the A40, missing out both roundabouts.

Parking in residential areas is also going to be a big problem, as there are not enough designated parking spaces for all the staff who will be parking at the BMW site, and further worsened with the proposed office development. This is likely to be of similar impact to the GCHQ issues around Springbank and Benhall. Note that some GCHQ staff still park in this Reddings area, overlapping with the area for this new development. The current Park & Ride site is now boxed in, and cannot easily be extended - thus restricting options for any other parking sites.

The proposed office development is not needed, and totally unnecessary. There are plenty of brown field sites that can be used within the town centre. In fact there are still unoccupied office and undeveloped sites between the Asda site and Nuffield hospital.

The proposed Aldi store is also unneeded and unwanted. There are 2 perfectly good supermarkets within 1-2 miles, and another Aldi within 3 miles. The delivery lorries are going to add to the traffic chaos, noise and air pollution. They will have difficulty navigating through the narrow roads to the site, and the roundabouts by B&Q.

The proposed nursery is not needed. It would seem that this has only been put in to appease local workers on the new site. There is a perfectly good nursery at the local community centre.

This land is Green Belt land and should not be used for any development. The BMW site should not set a precedent for the further development of this land. The whole development is out of keeping with providing a gateway to Cheltenham for all those visiting. Visitors travelling down the A40 will be presented with a sprawl of offices, car parks, an Aldi and a Costa, which hardly

seems to be in keeping with a beautiful regency town like Cheltenham. It is more akin to an inner city development. It brings no benefit to the local community.

Greenfields  
Old Reddings Road  
Cheltenham  
Gloucestershire  
GL51 6RZ

**Comments:** 9th January 2017

Traffic congestion is already too high.

We already have supermarkets within easy reach.

There is available office space for rent within 3 miles.

Local coffee shops and child minders already established.

Yet more destruction to green belt.

29 Grace Gardens  
Cheltenham  
Gloucestershire  
GL51 6QE

**Comments:** 9th January 2017

I strongly object to this application because of its deleterious effect on the Green Belt and wildlife habitats, but mainly because of the increased traffic congestion it will cause in an already congested area.

Chosenhome Farm  
Badgeworth Road  
Cheltenham  
GL51 6RJ

**Comments:** 9th January 2017

I have only just been informed about this planning application. I farm land in Bamfurlong, which since the development of the BMW and B&Q sites, is suffering more and more flooding. Already the houses at the bottom of North Road flood and the field on the other side of Badgeworth Road floods on a regular basis. Several acres are no longer any good for grazing. If this does go ahead, an adequate drainage system is absolutely vital.

I questioned the BMW Site Manager , when work started, about what they were doing about drainage. I was told that a balance pit of 60,000 litres would solve the problem. When I suggested that was nowhere large enough and that my cows produced 60,000 litres of milk every two weeks, he would not discuss it any further.

I oppose this proposal, as it will be highly detrimental to the locality and all properties downstream.

North Road East  
The Reddings  
Cheltenham  
GL51 6RE

**Comments:** 9th January 2017

This latest application is unacceptable and will not offer anything to the community other than more traffic, pollution and noise to what was once a peaceful dwelling. The residents of The Reddings are being forced to live in the midst of an industrial park!!

Proposed drive thru coffee shop, Aldi, a nursery and offices will create more traffic which is already unbearable in the area.

This land is Greenbelt and this means it should remain as it is!

16 Egdon Crescent  
Cheltenham  
GL51 6GF

**Comments:** 9th January 2017

Due to the potential increase in traffic and lack of road infrastructure the potential development would be a detriment to the local area.

Currently there are already a large number of supermarkets and office blocks already within the area that are not fully utilised so an increase in these facilities are not required.

Hazelhurst  
North Road East  
The Reddings Cheltenham  
Gloucestershire  
GL51 6RE

**Comments:** 8th January 2017

Affordable housing is what Cheltenham needs.

The access to the A40 is already under stress and off road parking will become an issue as it already is from GCHQ.

18 Barrington Avenue  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6TY

**Comments:** 8th January 2017

As a BSc Geography undergraduate student I am aware of how this will negatively impact the local environment/atmosphere and I, like the majority of residents within the catchment area of this development, oppose the planning application submitted to build on precious Green Belt land.

The UK is currently experiencing a housing crisis and developments should be prioritised, focused on affordable housing and educational institutions.

I oppose for the following reasons:

1. Increased anthropogenic pollution including carbon monoxide and sulphur dioxide from vehicle emissions and congestion due to increased activity.
2. Empty office developments opposite ASDA are yet to be used - do we need further office development?
3. ASDA and Morrisons supermarkets within 1 mile of proposed Aldi development - unnecessary.
4. Visual pollution and noise pollution from increased activity and obtrusive buildings.
5. Nuffield Nursery and other nurseries close by.
6. Increased litter an inevitability of Costa/Aldi etc.
7. Precious Green Belt land sacrificed.
8. Unnecessary development of a 'Retail Park' or 'Boxmall' - situated metres away from the already established 'B&Q Retail Park'.
9. Dangers to local residents from increased vehicle usage, increasing probability of traffic collisions and road accidents.
10. Also, lack of news regarding this development not fully consulting local residents.

1 Tylea Close  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6RB

**Comments:** 8th January 2017

Having studied the planning application I feel that I must object most strongly to this proposed development of Aldi, Costa Coffee, Office Blocks and Children's Nursery.

The roads around the development are not suitable for retail purposes, they get extremely congested during the day with traffic backing up past North Road West, North Road West is not a suitable road, due to width and residential properties to enable a large amount of traffic to access the proposed development.

There will be major additional traffic with the opening of the BMW garage spring this year.

This is predominantly a residential area, we have one supermarket (ASDA), office blocks that are not full to capacity, along with a busy Park and Ride and the large B&Q site.

One of my concerns is that the lack of car parking spaces will mean that people will be parking in the surrounding Residential areas.

The substantial increase in traffic will no doubt have an adverse effect on emergency services getting through.

We do not want or need this development, please listen to the local people.

**THIS IS A RESIDENTIAL AREA NOT A SUITABLE SITE FOR A RETAIL PARK.**

Woodways  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6RL

**Comments:** 8th January 2017

I have read the proposal and I am shocked and dismayed.

Yet another supermarket? There is a finite number of shoppers in the vicinity and these are already served by two existing stores. Beside this there are small, individual shops covering local needs. Where are all the other shoppers coming from?

Yet more office space? Where is the evidence that more office space is needed? There is already underused office space at Pure offices between Asda and the Nuffield hospital.

Yet more congestion? The B&Q roundabout is already busy at best and near gridlocked at peak times. Traffic is backing up along Grovefield Way causing long delays.

Is this the approach to our town that we want to present to visitors? I have always been proud to be a Cheltonian but I cannot be proud of the wanton disregard we seem to be taking of what our town really needs.

This application is wrong on so many levels and I trust the planning committee will reject it as it deserves.

24 Grace Gardens  
Cheltenham  
Gloucestershire  
GL51 6QE

**Comments:** 8th January 2017

I am concerned about the predictable adverse safety and amenity impact on an area which already suffers considerable traffic congestion at peak hours and day-long inadequate parking provision for existing workers and visitors. Experience of previous local developments suggests that an unrealistic ratio of associated parking to users will once again simply shunt the problems into the surrounding residential roads.

Tawny Lodge  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6RL

**Comments:** 8th January 2017

I wish to strongly object to this Hybrid Planning Application. Having read the letter of objection from 'Springfield', The Reddings, we agree 100% regarding its contents which we believe accurately sum's up the feelings of a large contingent of people that live in this area.

The approval given by the Planning Inspectorate for the construction of this large BMW development on existing Greenbelt land was a total travesty of justice. This area had been designated by the Local Planning Authority as Greenbelt to allow a beautiful piece of the Countryside to form a 'Buffer' between the busy A40 Golden Valley bypass and the residential area of the Reddings but is now being destroyed.

With regard to this new application I would like to make the following comments:

- Proposed Aldi Supermarket

There is no demand for another supermarket as the area is already served by Asda, a 2 minute walk away and Morrisons which is a 3 minute drive away. There is also an Iceland at Coronation Square. In total there are already 6 existing supermarkets within a 2.5 mile radius of this proposed development, including an existing Aldi on Tewkesbury Road with adequate parking facilities.

- Proposed Office Space

Enough time has elapsed to make it very clear that the Planning Inspectorate was wrong in its analysis that B1 employment use was appropriate on this site. The development of 'Pure Offices' adjacent to Asda has resulted in only 1 Office block being constructed of the 4 proposed and this block in itself has not reached full occupancy. Incidentally, there are many Offices available for rent in the centre of Cheltenham, there is no demand for land designated as Greenbelt to be justifiably used for Office Space on the outskirts of the Town.

- Traffic Congestion

The traffic study for this proposed development was undertaken before the BMW is in operation and so is not representative of the traffic conditions.

The existing Asda site and the existing Retail Park comprising of B&Q, Home Bargains and Pets at Home plus the Park & Ride collectively has created enormous traffic congestion especially at peak times. The totally inappropriate development of the BMW site and the increase in traffic that this will generate may well be the catalyst that creates the 'tipping point' causing total 'gridlock' with traffic back up's to the Golden Valley and beyond. Any further development will create a total mayhem and further exasperation to the residents of Up Hatherley and The Reddings. The Reddings ( Badgeworth Lane to Grovefield Way), The Reddings Road and Hatherley Lane have become 'rat runs'. Every morning and evening traffic along Hatherley Road towards the town centre is significantly heavier than it used to be. This will become considerably worse if the application is approved.

29 Barrington Avenue  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6TY

**Comments:** 10th January 2017

My family strongly object to this application on the grounds that:-

1) Reduction in Green Belt: The area of the proposed development is a green belt area. Over the last 15-20 years there has been a steady and gradual reduction in the green belt as commercial properties have been built (e.g. Asda, B&Q, KFC, Park & Ride, BMW, etc). This needs to stop now to preserve the remaining green belt areas. Please take a stand now, for tomorrow and the future.

2) Increase in traffic congestion: Grovefield way is unsuitable for the existing volume of traffic at peak times and it is only going to get worse with the opening of the new BMW site. Should the proposed development go ahead then the traffic congestion will become chronic, badly affecting the local residents and the flow of traffic through the area ... bearing in-mind that Grovefield Way is meant to be a bypass road.

3) Increase in Pollution: There will be an increase in noise and car fumes due to increase traffic in the area and traffic being stationary in queues

4) Lack of notification: There is a very short notice period and little or no consultation

5) Unfounded Requirements: The need for an additional superstore, nursery and coffee shop are unfounded as they are already met by existing businesses in the area (e.g. Asda Superstore on Hatherley Lane).

6) Car Parking: The proposal only allows for 346 additional car parking spaces. This seems low and may result in visitors/employees of the new site to park in nearby roads because of insufficient parking and to avoid queues in entering and exiting the site. This would cause

problems for local residents - parking, driving and walking on pavements partially blocked by cars.

**Comments:** 3rd September 2017

My family strongly object to this application on the following grounds:-

- 1) Erosion of the Green Belt: The area of the proposed development is a green belt area. Over the last 15-20 years there has been a steady and gradual reduction in the green belt as commercial properties have been built (e.g. Asda, B&Q, KFC, Park & Ride, BMW, etc). This needs to stop now to preserve the remaining green belt areas. Please take a stand now, for tomorrow and the future.
- 2) Increase in traffic congestion: Grovefield way is unsuitable for the existing volume of traffic at peak times and it is only going to get worse with the new BMW dealership opening. Should the proposed development go ahead then the traffic congestion will become chronic, badly affecting the local residents and the flow of traffic through the area ... bearing in-mind that Grovefield way is meant to be a bypass road.
- 3) Parking in the local area: There will be an increase in parking in nearby roads from customers and employees of the new amenities. This has been proved by BMW staff not being allowed to park onsite and thereby parking in nearby areas (e.g. on pavements) with subsequent risks to the health and safety of local residents.
- 3) Increase in Pollution: There will be an increase in noise and car fumes due to increase traffic in the area, unloading of delivery vehicles at potentially unsociable hours and traffic being stationary in queues
- 4) Unfounded Requirements: The need for an additional superstore, nursery and coffee shop are unfounded as they are already met by existing businesses in the area (e.g. Asda Superstore on Hatherley Lane).
- 5) Damage to wildlife: The loss of natural habitat in the area will dramatically affect the wildlife.

18B Wade Court  
Cheltenham  
Gloucestershire  
GL51 6NL

**Comments:** 10th January 2017

This area is already over burdened with traffic. The roads are in a very poor condition due to the volume of traffic that Hatherley Lane was never intended for. The angle and slope of the road has always caused poor visibility but with the increase of traffic is becoming more and more hazardous. The round about at the Park and Ride is so congested at times that it is almost impossible to access it.

This residential area is fast becoming a noisy, polluted, busy industrial area.

I strongly object to any further development in this area.

**Comments:** 13th September 2017

Letter attached.

34 The Greenings  
Up Hatherley  
Cheltenham  
Gloucestershire  
GL51 3UX

**Comments:** 10th January 2017

Far too over populated and traffic is simply too much.

37 Grace Gardens  
Cheltenham  
Gloucestershire  
GL51 6QE

**Comments:** 10th January 2017

How can we possibly justify yet another supermarket, with a Morrisons and ASDA within 2 miles of each other????

The roads around the roundabout by B&Q are already under considerable pressure, with very long queues in the mornings and afternoons, thanks to the many houses that have recently been built and the ASDA supermarket.

Adding a further supermarket can only make this worse.

If this goes ahead you will have to introduce traffic lights by B&Q and at the KFC entrance to the Arle Court roundabout to make car management possible and feasible.

Without it you will regularly have gridlock, with its many problems, including air pollution from many stationary/intermittently moving cars.

**Comments:** 29th August 2017

I really cannot understand why we need a third large supermarket within several hundred metres of ASDA and only a mile or so from Morrison's. Equally, there is no need, in a predominantly residential area for a coffee outlet (many houses have coffee making facilities, often up to the standard of modern Barista outlets); and the concept of need for a drive "thru" (sic) is beyond belief and surely encouraging drivers to be driving with their recently bought coffees - surely akin to using mobile phones while at the wheel?.

Beyond the basic lack of need for the suggested buildings, both developments will add to an already markedly overloaded road system, which has suffered from the recent expanse in residential developments.

We already have several times in the day when traffic is at a standstill, causing increased air pollution from near-stationary, idling cars.

2 Fairhaven Park  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6RW

**Comments:** 10th January 2017

I most strongly object to the proposed development Ref; 16/02208/FUL on the following grounds:-

Destruction of GREEN BELT LAND and Destruction of Wildlife.

The proposed area is GREEN BELT LAND and should remain so.  
Further destruction of trees, hedgerows and wildlife habitats is totally unacceptable.  
The BMW dealership is already a monstrosity and should not be added to.

### Aldi Supermarket.

- No need for another supermarket in this area. There is already Asda, Morrison's and Home Bargains which more than meet local needs evidenced by car parks never at capacity.
- There is an Aldi, Sainsbury's, Waitrose and Tesco within 2-3 miles of this area!!
- The argument that another supermarket would provide substantial employment is unconvincing because retail employment is low-paid and often part-time.
- Traffic congestion (already at unacceptable levels during peak times) would increase, making life intolerable for local residents. Additionally the BMW dealership is not even operational yet.
- Congestion hinders emergency service vehicles.
- Increased pollution from cars/delivery lorries.
- Light and noise disturbance from car parks in continuous use, delivery lorries and long operational hours.
- Significant threat to local businesses such as Springfield Stores which are intrinsic to community life.

### Costa Coffee Drive-Through Outlet.

- Coffee/snacks are available from Asda (café), Morrison's (café), KFC, Harvester restaurant, Catering Van located in B&Q carpark, Hatherley Farm Shop, Dundry Nurseries (café), and Hatherley Co-Op, therefore this outlet is totally unnecessary.
- Again, employment is low paid/part-time so an argument that this would bring significant employment to the area is tenuous.
- Increased pollution; car engines running continuously.
- Increased litter production.
- Increased traffic congestion; again long operational hours.
- Increased noise/light pollution.
- Increased stress on local residents.

### Children's Nursery.

- Playgroups and nurseries are established locally and not at capacity; therefore an additional nursery is totally unnecessary.
- Threat to local playgroups/nurseries which is totally unacceptable.
- Unlikely that Costa Coffee/Aldi employees would utilize the Nursery because the majority of employees are part-time/low paid.
- Harmful to young children due to significant pollution from delivery lorries/cars.

### Three Storey and Two Storey Office Buildings.

- Clearly excess to demand as offices near Asda remain unused.
- Many empty offices in Cheltenham and Brown Field sites that could be utilised.
- Negative visual impact on the surrounding area.
- Total invasion of privacy for immediate residents.
- Increased traffic volume and congestion.
- Negative impact on local residents from office workers parking on local roads.

It is disgraceful that this proposal was submitted during the Christmas period when many residents would have been extremely busy/away. Many residents have not received notification of this proposal, nor have we been given sufficient time to object to this proposed destruction of our community. Presumably these are deliberate tactics to minimise opposition and a covert attempt to develop a retail park. I trust that Cheltenham Borough Council Planning Department will read ALL objections/concerns raised by local residents and act accordingly to stop this destruction of the GREEN BELT.

22 Egdon Crescent  
Cheltenham  
GL51 6GF

**Comments:** 10th January 2017

This development is unnecessary; there are already two supermarkets nearby and under-occupied office space in the vicinity. The additional traffic as office workers arrive and leave will cause huge disruption on a road already congested at peak times, even before the impact of the BMW garage is realised. The additional traffic will create unwarranted noise and air pollution in an area which should be left as greenbelt.

31 Haslette Way  
Up Hatherley  
Cheltenham  
Gloucestershire  
GL51 3RQ

**Comments:** 10th January 2017

No need for another supermarket in the area especially minutes away from an Asda!

York Barn  
Badgeworth Road  
Cheltenham  
GL51 6RJ

**Comments:** 10th January 2017

Living on Badgeworth Road, I am very concerned with the amount of extra traffic that will start to use this road and North Road west to access this. North road west is already in a dreadful state and a rat run to get to Staverton. Badgeworth Road is also used by the emergency services as a quick route. This number of extra traffic will be a danger to this.

We can already see the BMW garage. Another 3 storey building will also be visible. The was a ruling when B&Q and Asda were built that they were not gone visible from anywhere and are subsequently lower than other buildings of their type.

We do not need another supermarket or drive through. We also do not need extra office space as the offices throughout Cheltenham have plenty of empty opportunities. Adding more will be more empty buildings.

We do need park space and areas for children to play. Turn it into a park!

3 Kemble Grove  
Cheltenham  
Gloucestershire  
GL51 6TX

**Comments:** 7th January 2017

As nearby residents of the proposed new (additional) developments, we are vehemently opposed to this planning application.

Those that have commented previously have articulated very clearly and rationally our concerns so we will spare you any further duplication.

However, as parents of a young family who chose to purchase a home in this area, it's distance away from such developments was a contributing factor to us making this choice in the first place. We find it abhorrent that so shortly after the commencement of work of the BMW showroom that we are now faced with the prospect of additional and in our humble opinion, unnecessary commercial properties and all that would undoubtedly accompany them.

Finally, having been fortunate to have been able to utilise the services of the existing and fantastic Reddings Playgroup, we certainly echo those concerns around its longevity and that of the Reddings Community Centre too - should this come to pass.

3 Barrington Mews  
Barrington Avenue  
The Reddings Cheltenham  
Gloucestershire  
GL51 6TZ

**Comments:** 7th January 2017

My wife and I both object to the above planning application, for the following reasons.

- 1) The extra volume of traffic/pollution. The current road is unable to cope with the level of traffic now and that is before the BMW complex has been opened.
- 2) We do not want another supermarket . We have two within half a mile
- 3) We do not want a additional Nursery the area has 2/3 already established
- 4) We do not want a drive through coffee house which will only add to the congestion of traffic .
- 5) We do not understand why more office accommodation is required, when there are empty offices all over Cheltenham.
- 6) We missed the opportunity to object when planning permission was requested to build the BMW complex. We hope that you take notice of all these objections and think for once of all the local residents and the impact it will have on our everyday lives

**Comments:** 13th September 2017

My previous objections stand .

Chapel House  
Old Reddings Road  
Cheltenham  
Gloucestershire  
GL51 6SA

**Comments:** 4th January 2017

I feel the need as a small business in the Reddings to strongly object to the proposal of a nursery on this green belt area. I own a nursery myself and I know that a nursery that close to the bypass will incur such fumes that will be dangerous for small vulnerable children to breathe in. They would of course need a regulated amount of time outdoors. The amount of traffic that will flow due to a supermarket and a coffee shop will be extremely dangerous and high risk to children coming and going to the premises and there is no footpath which could be made safe, with an intended large volume of traffic. I also feel that having another nursery so close to my nursery will be detrimental to my business. It will have an impact on my intake of children and if childcare numbers are reduced then staff will be vulnerable and may lose their jobs. This is a business I have built up for almost 17 years and I am strongly concerned about the impact a 72 place

nursery will have on my business. I have worked hard to gain up a trust within the community and we are well liked and respected. We respect the environment and have a travel plan where we encourage families to walk or car share which I think will be difficult to implement where the proposed application is planned for. I am asking for you to please help keep my small business thriving and let some wonderful professionals stay in employment.

**Comments:** 1st September 2017

I object very strongly to this proposal. Just with having Asda and B & Q, the traffic is already heavy in the mornings and evenings. we don't need another supermarket, coffee shop or a nursery in the Reddings area. Pollution is already at it's highest and with more cars and public transportation, I dread to think what this will do to the environment. As owning a day nursery already, there is no need to have another one in the area. It will be detrimental to me and the Reddings playgroup and the support I have had from the parents of my nursery speaks volumes. The majority of them live in the surrounding area and from the petition that was signed by so many of them all feel the same way and that this is an environmental issue that is unnecessary. I hope the people's voice of the Reddings will be listened to and not dismissed.

The Hedgerows  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6RL

**Comments:** 7th January 2017

I wish to register my strongest objection to the current proposal for the remainder of this site.

The original proposal for the whole of this site was for a relatively low-key, low-rise business park, designed and presented, presumably, to demonstrate that the site could be developed in a sensitive manner, with relatively little adverse impact on the environment, whilst satisfying a need to provide new employment opportunities.

This approach was successful in persuading the Planning Inspector to allow the removal of the Green Belt status from the site, despite his stated view that the proposal "constitutes inappropriate development in The Green Belt" (Ref. Appeal decision dated 1st March 2007, Paragraph 12)

Looking at the new BMW car dealership building now occupying the east of the site, together with the developer's current proposal for the remainder of the site, it is all too obvious now, with the benefit of hindsight, that this low-key low-rise development solution, which proved so persuasive, was simply a means to an end.

Also, I understand that the BMW building will not be home to a brand new dealership, but one resulting from the rationalisation and coalescence of three existing dealerships, and that very few, if any, new jobs will be created, despite its vast size and overbearing impact.

The fact that the site has had its Green Belt protection removed to permit a low-key, low-rise development for the purpose of providing new employment opportunities, only for it to become a high-profile, high-impact, car dealership, suited to a city centre or an urban industrial/commercial site, whilst producing few, if any, new jobs, is an absolute disgrace, which risks being compounded by similarly inappropriate proposals for developing the rest of the site. \*

I believe that the Planning Authority (local or otherwise) has a duty to ensure that what remains of this site is developed not solely to extract the maximum commercial value from it for the benefit of the developer, but in a manner which respects that the site borders The Green Belt, was itself until recently part of The Green Belt and was released from The Green Belt, on appeal, on the basis of a low-key low-rise business park, with a view to minimising its visual and environmental impact.

Contrast this with the current proposal - a scheme with high visual impact, comprising various structures of little character or architectural merit, finished with a variety of architectural cladding and glass. It bears no similarity whatsoever to that originally approved for the site and demonstrates a total disregard for and insensitivity to its environment.

I particularly object to the introduction of a sizeable supermarket, a drive-through coffee retail unit and 3-storey office blocks to the scheme, none of which featured originally and all of which would also significantly increase traffic movements and pollution at the site.

Surely, the location of the site and the fact that development of this type is acknowledged by the Planning Inspectorate as being inappropriate in The Green Belt demands that the remaining parts of the development site warrant a much more site-specific and thoughtful design solution - a solution of an appropriate scale, involving a skilful combination of design and materials to form a sensitive relationship with the open countryside which it borders - not the over-large, standard 'off the shelf' panel-clad structures proposed, examples of which are seen anywhere and everywhere.

If there really is a genuine need for this land to be developed and no suitable alternative, then let us have a development that is low-rise and low-key in terms of its impact, both visually and environmentally, yet distinctive and tasteful.

I strongly urge the council to reject this proposal in its entirety and to demand a solution, which satisfies the spirit of the original permission.

\*

Furthermore, whilst on the subject of releasing land from The Green Belt to satisfy a need to provide new employment opportunities, it is interesting to note that planning permission has since been granted for the demolition and redevelopment of the Liddington Industrial Estate in Leckhampton Road for upmarket housing (Ref. 13/00756/FUL) and that the former Travis Perkins site in Gloucester Road is to be re-developed for housing. Surely, both of these would have been ideal sites for the creation of new employment opportunities, which would have helped to alleviate the pressure for inappropriate commercial development in The Green Belt?

**Comments:** 13th September 2017

We reaffirm this household's previously stated reasons for objecting to the proposed development of this site. The most recent revisions do not address the fact that any form of development on this site would amount to an abuse of the local environment. In granting approval for the relatively low-key B1 Class development on this site (because of an overriding greater need to create employment opportunities, we were led to believe) the planning inspector acknowledged that any form of development would be inappropriate on this Greenbelt site. In the light of this comment the current proposal is an obvious and wholly unwarranted attempt to add insult to injury. There clearly is no demand for, or local/public benefit to be gained from what is being proposed here and the costs in terms of local dissatisfaction, serious potential health risks from pollution, traffic congestion etc. etc. are way, way too high. We object in the strongest terms to this proposal.

2 Barrington Mews  
Barrington Avenue  
The Reddings Cheltenham  
Gloucestershire  
GL51 6TZ

**Comments:** 8th January 2017

We are opposed to the planning application 16/02208/FUL for the following reasons:

1. Traffic congestion. The current traffic congestion along Grovefield Way and the B&Q/Park & Ride roundabout at peak times is at best a slow gridlock. Once the BMW showroom opens

and together with this proposed development this will only get worse. The effect of this is that drivers will increasingly use the surrounding roads as 'rat runs' leading to increased danger for pedestrians having to cross those roads (e.g. parents walking their children to school). The use of traffic calming measures is not the solution. The only solution that will work is to remove the root cause of the problem, i.e. the proposed development.

2. Why another supermarket? The area already has two supermarkets within walking distance (or less than 5 minutes drive away). Where is the logic or the need for a third in such a small catchment area?
3. Why more office space? The current PURE Office development next to ASDA has remained unfinished for the last few years. Obviously there is no demand, so why should this be any different or is it another way (via the back door) to get the use changed to retail space at a later date?
4. Noise pollution. The thinning of the trees along the A40 for the new BMW showroom has already made a noticeable increase in the road noise being heard by residents close to the development. Things will only get worse with the increase in customer and worker traffic, HGV deliveries for the supermarket as well as the Costa outlet.
5. Litter. Since the opening of the KFC at the Arle Court roundabout there has been a noticeable increase in the amount of litter being thrown/left along Grovefield Way. This will only get worse with this proposed development.

We initially moved into the Reddings area some 23 years ago with the attraction that whilst being close to town it was also close to green fields and supposedly protected green belt land but over the years this has been cynically eroded away (initially not helped by the introduction of the CBC Park & Ride). It now feels that we are having to live within an ever expanding retail/business park.

Niamey  
North Road East  
The Reddings Cheltenham  
Gloucestershire  
GL51 6RA

**Comments:** 8th January 2017  
Planning Reference 16/02208/FUL

Firstly, beware that when making comments there is a time-out. I spent a little time composing our objections, but when submitting a message came up that I had timed out and please would I re-submit! Suggest you cut and paste your own word document first.

My husband and I object to the proposed planning application on this site. Others have stated objections more eloquently than we can but we would reiterate a few of the main points:

We definitely do not NEED another supermarket in the area - Asda is but a stone's throw away and even during the busy build up to Christmas it was always possible to find a parking space - surely indicating it is not at full capacity. Aldi or any other supermarket for that matter will not be offering anything that cannot already be accessed in the area either from Asda, Home Bargains or B & Q.

We already have a drive through in the area with attendant litter nuisance - witness the litter collection in the summer to celebrate the Queen's birthday. Yet another coffee conglomerate proliferating is not wanted.

Traffic congestion and pollution at the B & Q Roundabout during rush hour is legendary - frequently backing up to the North Road West Junction and the traffic impact of the eyesore that is the new BMW Dealership has yet to be assessed.

Don't know where the need for an out of town Day Nursery has come from, presumably to serve the employees of the new development (and maybe GCHQ?) it is certainly not required to serve this community.

There is an empty yet to be built Office Development Site at the rear of the Nuffield Nursing Home, indicating that more office development is not needed. Presumably in a year or two this will prompt an application for change of use to further retail. Development by stealth!?

Having lived in The Reddings for nearly 40 years, we have seen many changes in the area which we have generally embraced, but always, probably naively, thought the Green Belt was our protection for the area's environment.

We object in the strongest possible terms - but cynically feel that the voices of the local community will fall on deaf ears and the application will go through. We sincerely hope not.

Woodlands, Badgeworth  
Badgeworth  
Cheltenham  
GL51 4UL

**Comments:** 9th January 2017

I strongly object to this proposal on the grounds of destruction to the greenbelt and wildlife habitats. There will be increased traffic to an area already heavy with traffic especially since Asda was built.

Increased pollution due to traffic. There will be gridlock ( it already occurs at peak times around the park and ride area)

Effect on businesses already in the area( coffee shop at Asda, KFC and Dundry's garden centre)

Increased litter due to takeaway outlet.

Already an abundance of supermarkets in close vicinity.

I think it is disgraceful that the greenbelt is being abused in this way. This was land meant for future generations to appreciate and enjoy. The land at the bottom of Cold Pool was once woodland and fields and that has gone. when does it stop?

The BMW building is a total eye sore and dominates what was once a pretty field. I understand that many trees were felled for this to happen. Once these buildings are put up it is permanent and the urban sprawl will not be reversed. I do hope the council put residents' wishes before commercial entities.

62 Greatfield Lane  
Up Hatherley  
Cheltenham  
Gloucestershire  
GL51 3QU

**Comments:** 9th January 2017

I strongly object to this application, and the effect it will have on the local environment.

7 The Grange  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6RL

**Comments:** 9th January 2017

16/02208/FUL Land At North Road West And Grovefield Way Cheltenham Gloucestershire

We strongly object to this application on the grounds that:

1. Lack of Notification:

We were only recently made aware of this application by an unofficial note received through our door. This application, which having been applied for over the long holiday period, has limited the time given to respond. This leads us to suspect that the timing of the application was a cynical ploy by BMW & Aldi intended to minimise the large number of objections which the plan is bound to generate.

2. Site Status:

As this is a GREENFIELD site it would be hard to justify its use for housing which we are constantly being told there is a need for but there is no justification whatsoever for its further commercial development.

3. Requirements:

- a. There is no requirement for another supermarket in this area which is already well served by two other supermarkets (one within walking distance).
- b. The requirement for a nursery is not shown; the area is already served by several other nurseries.
- c. There can be no greater waste of valuable land than building a 'coffee' shop of which there are already far too many in the area (at least one within walking distance). There is already a significant amount of litter generated by users of KFC and another coffee shop will only generate more traffic and litter.

1. Traffic Congestion and Pollution:

At peak times Grovefield way is unsuitable for the existing volume of traffic which uses it and this is before the BMW site is operating. Anything which generates even more traffic will lead to complete grid lock at peak times. Traffic already backs up around the A40 roundabout adding more traffic to this junction will make an already hazardous situation worse. As well as the increased pollution risk to residents tests have shown that the majority of pollutants inside a car originate from the vehicle immediately in front. The type of situation where queues with vehicles nose to tail is particularly bad. Some vehicles, notably buses which use Grovefield Way also ingest their own emissions and studies have shown that the worst pollution levels can be inside buses in the queue. Cyclists, motor cyclists and pedestrians would also experience higher pollution levels should this development be permitted.

2. Visual Impact:

Together with many other local residents our earlier objections to the development of the BMW site were ignored. We now see that our fears were well founded as the ugly BMW building is a blot on the landscape even before the site becomes a used car lot. We have every expectation that what is now being planned will be even worse. There is already far too much light pollution in the area which no doubt will be exacerbated when the BMW site opens. The current proposal will only make this worse.

3. Flood risk

The heavy rain of June 16th. 2016 made Badgeworth La., North Rd. West and other adjacent local roads impassable due to flooding. Having lived here for almost 30 years we do not believe that this area flooded before the development of the BMW site and that the assessment of the flood risk for the proposed development is inadequate and the proposed balancing pond may not prevent further flooding of the roads in periods of heavy rain.

7 Springfield Close  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6SE

**Comments:** 9th January 2017

I strongly object to the Planning Application for yet more hideous industrial buildings encroaching upon the small area of greenbelt that we have remaining in The Reddings area.

Many years ago (aged 15) I devoted all of my GCSE coursework to looking in-depth at the plans to build the link road that now runs past B&Q. I stood along all nearby roads before this was built and monitored traffic flow: There was no need for that road as traffic levels were low at all different times of day, on different days of the week. I also printed out hundreds of surveys to hear the views of local residents and discovered that NO ONE I encountered wanted that road.

Since completing that GCSE coursework we have seen the building of the road go ahead anyway. We were ignored. That road was built on greenbelt land so it should have never been allowed! Traffic flow was fine BEFORE it was built but had grown worse and worse over the past 22 years. The road also cut our community in two. When I was growing up we had a much better quality of life and were connected to the Community Centre... Now North Road has been cut in half - and lots of expensive houses (not suitable for first time buyers) were built for rich people to live on (what used to be) greenbelt land. Our half of North Road went from a quiet road to a busy, dangerous one with speeding cars and my beloved Cat was killed because of this. This is only the tip of the iceberg though as when that link road was completed, all the wildlife that lived on the greenbelt were desperately seeking refuge and I constantly saw dead rabbits, badgers, hedgehogs and other beautiful creatures - killed by speeding cars, dead on the roadside.

Then we had the Travel Lodge, KFC (genetically modified chickens - absolutely disgusting the way they treat the poor animals!!!!), Asda, B&Q, Home Bargains, Pets at Home... What was once a countrified, close community is now more like an industrial estate. Ironically, we were fed lies about the link road being built to 'alleviate traffic flow' when it was all just a plan to make money... a capitalist, business venture for chains to cash in, and as a result - dangerous roads, more traffic congestion than we ever had before and more pressure on local businesses such as corner shops to struggle against the competition.

I understand that places such as Asda are helpful for local people who are struggling financially but we have enough local places now to cater for this. The area is already ugly enough. We used to have places for wildlife to thrive and now it is running for cover. There is no need for another Supermarket, a Coffee shop, a Children's Nursery or yet more Office Buildings!!! How dare people even suggest that they tear through yet more greenbelt and steal the few remaining habitats of nearby animals. It makes me so angry.

I sincerely hope that these objections from local residents will not be ignored this time. We should be thinking about our planet - not capitalist chains making our environment a dystopian nightmare for us all to live in.

5 Redgrove Park  
Cheltenham  
Gloucestershire  
GL51 6QY

**Comments:** 10th January 2017

This area does not need development of this type. There are already 2 supermarkets nearby and unused office space near Asda. It needs to be kept as green belt land.

The roads are already struggling to cope with traffic in that area; this will get worse when Cotswold BMW opens and any more traffic from such a development as proposed would result in gridlock.

At the time of writing there are 200 objections. Most of these have appeared in the last few days, as most people have only just been made aware of it. It is obvious that the number of objections would rise to 500 or more if more publicity had been given to it, bearing in mind the cynical timing of the application.

11 Springfield Close  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6SE

**Comments:** 10th January 2017

Traffic noise and air pollution from large vehicles in an area of growing families. Environment impact outweigh the benefits. I fully object!

30 Redgrove Park  
Cheltenham  
Gloucestershire  
GL51 6QY

**Comments:** 10th January 2017

A new Aldi supermarket is quite unnecessary with Asda and Morrisons so close. It also seems that the offices next to Asda are not fully occupied so why build more.

The traffic in the area has got worse in the last six months and once the BMW showroom opens it will get worse.

12 Barrington Avenue  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6TY

**Comments:** 10th January 2017

We would like to object to this proposed development due to the following facts:-

Traffic is already backed up along Grovefield Way at peak times and The Reddings is too small a road to be used as a cut through. Therefore, extra traffic will add further strain on these roads.

The office blocks are not needed as the Pure office blocks by Asda are not fully utilised.

We already have 2 major supermarkets within walking distance. There is no need for another.

The work force for the new build will create more pollution, noise and congestion as they will need to park on our residential streets.

We already have various nurseries in the area and a well established playgroup/pre school on North Road West.

This is Green Belt land and should be kept that way.

The buildings themselves will also create additional noise, light and air pollution.

39 Grace Gardens  
Cheltenham  
Gloucestershire  
GL51 6QE

**Comments:** 10th January 2017

I wish to object to this proposal. The application appears to be severely over developing the site. Even if there is economic justification for such a development in Cheltenham overall, the use of this site to do it just doesn't make sense. The access is woefully inadequate and the local roads already gridlocked at certain times of day. The bulk of the traffic to the site will be at already busy times of day and there will be large lorry deliveries to add to those which will anyway need to be made to the BMW garage.

There will be a significant loss of amenity to the local residents, as well as a severe negative impact on the value of their houses due to noise, litter and traffic.

There is no requirement for additional office provision in the local area and possibly not for the south part of Cheltenham at all given that the additional site space at Asda remains unused 5 years on.

There is already an Aldi in Cheltenham and one in Gloucester - what can possibly be the justification for another one? Or for any additional supermarket within such close range of Asda, Spar, Morrisons and the other smaller grocery stores? One can only assume that, to justify itself economically, the site will be required to attract visitors from an area significantly wider than the local residents. Therefore these people will need to access the site via the already gridlocked A40 and are instead likely to try to use Hatherley Lane and The Reddings to get there. There will be far too much traffic on local residential roads.

Drive thrus create significant problems with litter. This is already clear in the local area with the KFC packaging which is dumped on the roadside in the area near the drive thru and up to Manor by the Lake/Wade Court every day.

It is not acceptable that local residents should be subjected to these negative effects when there is no counterbalancing positive effect to be gained from this development. Such a development is only appropriate further "out of town" than the proposed site.

73 Redgrove Park  
Cheltenham  
Gloucestershire  
GL51 6QY

**Comments:** 10th January 2017

This will cause significant destruction to the Green Belt and will increase congestion and pollution in the area. We are already experiencing issues with the heavy demand at Asda and insufficient space for parking, this development would repeat the same mistake. We need to protect our green open spaces and instead focus development on the many remaining brownfield sites in the area if Cheltenham does genuinely need further retail parks. We may use the site because it's there, but we don't need it. Only a couple of miles away we have a vast array of shops on Tewkesbury Road. Please look after our countryside for future generations, and stop allowing developers to encroach on the green belt.

20 Holmer Crescent  
Up Hatherley  
Cheltenham  
Gloucestershire  
GL51 3LR

**Comments:** 8th January 2017

The BMW development adjacent to this proposal is already an unnecessary monstrosity on what was previously green fields. There is absolutely no need for such a large development this side of Cheltenham. We already have an Asda and Morrisons within a few minutes drive, which have additional facilities. And there is a KFC drive thru very near. There are unused office spaces in the town centre and the development at coronation square still appears to be not progressing. At the other end of the golden valley there is also a large Sainsbury's and other facilities. We simply do not need this.

It would ruin green fields and take Cheltenham and Gloucester closer to joining up. I thought this was supposed to be green belt land??

This type of development is not sustainable, we will have no green spaces left. My children attend playgroup at the Reddings community centre which is a lovely facility next to green fields. I don't want them to attend a playgroup next to such a large development which would bring traffic and air pollution which is proven to cause all sorts of health problems.

Elm Farm,  
North Road West  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6RG

**Comments:** 8th January 2017

Firstly I would like to state that I object and totally agree with previous objections.

- This is a GREENBELT AREA, and should not be developed.
- The CAR PARKING is insufficient for the amount of people that will use the site. North Road West, and other nearby residential areas will become overflow parking areas, as has happened to Fiddlers Green and surrounding residential areas of the GCHQ 'doughnut' development. Cars are already parking up on the kerb/ paved area at the top of North Road West, this endangers lives as pushchair/wheelchair/mobility scooter users (particularly those using The Reddings Community Centre), and school children are having to dismount the pavement and go onto the highway.
- Badgeworth Road end of North Road West does not have a 30MPH road restriction, drivers speed along this end of the road, and rarely reduce to the legal 30MPH by the time they reach the community centre, endangering lives. Also the residents/ visitors to the 2 houses

at the Badgeworth end of North Road West are finding it increasingly difficult to exit the properties safely, and 'near misses' (car crashes) are happening regularly. The road is in very poor condition for the traffic volume & speed.

- A Tree Preservation Order 2012 (13/007 15/TREEPO) is in force from CBC for Land on the South side of North Road West. The trees are frequently being damaged by the increase of HIGH SIDED LORRIES travelling a high speed along North Road West. This road is too narrow and in too poor condition to accommodate 2 lane traffic travelling safely and at such speeds. The overhanging branches are frequently damaged/ ripped off. We recommend North Road west becomes a dead end.
- We saw the bodies of 2 full grown deer that had been killed by vehicles travelling along North Road West during the summer of 2016. Although reported, the council were unable to remove the deer for over a week. Leading to swarms of flies from the decomposing animal.
- Under the Desk Survey of the Ecological Assessment, they state that they have been in contact with GCER( Gloucestershire Centre for Environmental Records ) The ecological assessment does not state what time of day they completed their survey (bat) or what trees were examined (dusk onwards being the optimum time for a survey). The GCER only collate records given to them from organisations and members of the public, and stated that they took onboard our concerns regarding the habitat quality of this developmental site. They also mention that it is also possible for developers to call in ecological consultants once sites have already been downgraded. The ancient perry trees and hedgerows (including central hedgerow) had already been ripped out of the 3 fields of the development site, and wooded area greatly thinned. These created food and shelter for wildlife, that no longer exists. We see lots of BAT ACTIVITY in our garden(directly joining the development) from dusk during the summer months. We cannot confirm whether they are roosting or foraging. The area that is being developed contains many of the criteria and thresholds from the Trigger List published by the BAT CONSERVATION TRUST. We would hope the CBC take note of our concerns and suggest a delay in further development and planning permissions until a complete and independent bat survey be completed.
- ALDI DEVELOPMENT- This area is well supported by 2 major supermarkets and smaller local shops (which will be at risk of failure if Aldi is built). Neither of the supermarkets run to full capacity with car parking spaces always available. It is also quite likely that it will be non locals that use Aldi increasing the traffic burden and resulting pollution, to the area. The council should ask for the customer records of usage, delivery quotas & times (to include refuse) for comparable sized Aldi stores to get a clearer idea of what impact building the Aldi store will have on existing inadequate traffic capacity ( includes emergency service access to highways)
- HAPPY DAYS NURSERY- there are already established local businesses that provide nursery provision. These businesses are likely to be effected by and the result in job losses is a possibility. The resulting air pollution from increased traffic would not make this a suitable environment for young children. There is no proposed time period given for the building of the office units (which the planners/ developers will argue could use the nursery). Aldi supermarket workers, and Costa workers are likely to work full-time if child free. Generally if they have pre-school children they work part time and organise childcare with partners/ family as wages are insufficient to pay for nursery spaces. There will be an increase in traffic to the site from parents/ carers, food, stock delivery, refuse collection. More details are required. More details are required of times of operation, delivery & refuse collection times.
- COSTA COFFEE DRIVE-THRU - There is Costa & hot food already at Asda, coffee available & food available from BQ site. An onsite restaurant at Morrisons. A Drive-Thru KFC. An additional drive-thru will increase traffic volume and fuel emissions, light pollution

and rubbish that will directly impact on the surrounding areas. More details are required of times of operation, delivery & refuse collection times.

- B1 OFFICE SPACE- At present there is no clear commitment to when this will be being built (if ever). Is this necessary, can the plans be re examined? The nature of office working has changed dramatically, particularly in the last 5 years. More people work from home, and/or share desks. Existing office provision (Pure/ Asda site) is not at capacity. The planned additional space has had permission by developers sought to be changed to housing. It is unlikely that offices on this site will ever be built, negating the need for additional supermarket, drive-thru and nursery. Cheltenham Film Studios also already provide space for local small business. If the developer can assure the council that B1 offices will be built, more accurate traffic data will be required to include times of operation & delivery times
- FLAGSHIP BMW SHOWROOM- (this will be the equivalent of the existing 3 local Cotswold showrooms/ body/ repairs sites).Insufficient evidence and data has been provided regarding the impact on traffic. Delivery lorries dropping off new cars, spares, collecting cars, customers dropping off and collecting cars will create traffic jams (as is already evident with other car dealerships throughout the area). Cotswold BMW should provide accurate records of traffic data including times of operation & delivery & refuse collection times from their existing premises to enable more accurate & realistic traffic planning.
- FLOODING- Before the BMW development there were personal assurances given that the site would provide adequate drainage. Unfortunately this has not happened. When the developers prepared the top end of the site for BMW all of the excess earth was dumped at the end of the field next to our property. This raised the ground level considerably (this can be easily viewed).The developers were emailed(June 2015) as we were concerned and we were verbally assured that an additional drainage ditch would be temporarily dug out as they were waiting for the land to dry out before plant could be operated. This has never happened. The earth is heavy clay (confirmed on the 2017 Tree Officer Report) , and has compacted over the duration so that there is little natural drainage from rainwater. 12th June 2016 during heavy rainfall brown water gushed at various points from the development field. There was minimal clear rainwater running from Grovefield Way- once past the area of the Reddings Community Centre there was a very high volume of brown water coming off the BMW development field at various points. The volume of water increased so greatly with additional rainfall over the next 48 hours that a lorry overturned and the whole of North Road west was closed. Repairs to road signs and the corner ditch of North Road West is yet to be undertaken. We suggest that the developers have miscalculated the drainage requirements of this site, and are at risk of endangering lives & properties as a result.

IN ADDITION TO POINTS RAISED ABOVE-

- Further development of this site will directly negatively impact and have cost implications (financial & physical)to- Health Care Providers, Local & County Council, residents (including ourselves) and local wildlife by:
- INCAPACITY for INCREASED TRAFFIC- increases risk of traffic related accidents, stress, increasing burden on emergency services.
- NOISE & LIGHT POLLUTION ( inc. using energy saving LED blue light reduces melatonin production so reduces the ability to sleep by up to 25%) impacts mental health, physical performance, driving performance. Disrupting wildlife behaviour
- FUEL POLLUTION- research links with Alzheimer's, Cancer, Respiratory Disease
- INCREASE IN LITTER/FLY TIPPING- encourages vermin, disease
- ADDITIONAL FAST FOOD/ PREPARED FOOD SALES- Obesity, Diabetes, Heart Disease, Fatty Liver Disease, Cancer
- REDUCED PRIVACY- Large buildings will overlook and property and private space. This makes residents more vulnerable with a reduction in security.
- VISUAL IMPACT- destroyed

**Comments:** 12th September 2017

I concur with the objections so eloquently and thoroughly documented already by neighbours local residents and local associations. Furthermore I am adding my own additional objections. I strongly object to the planning application being proposed to further development on the site on Grove Field Way.

The impact on the local area due to the traffic created by the BMW project already is so much greater than anyone could have envisaged. To increase it further would be catastrophic. The amount of time that traffic is stationary (at present) with engines running has to been seen to be believed! Why has the CBC/GCC (Highways) not been to monitor this situation between the hours of 8.00am- 9.00am and 5.00pm - 6.30pm? The pollution levels need to be recorded NOW as it clearly is not acceptable at the moment, and is only going to increase with this proposed development. This is completely in conflict with the emerging evidence regarding pollution , health and morbidity - which is particularly detrimental on the physical and academic health of the very young. Would any parent leave their children in the Nursery (that is being proposed ) where there were high pollution levels , I do not think so. Also would you want to use a nursery business which would be happy to place children in their charge where there would be high levels of air pollution?

The proposed application for a 'Costa Drive Through' by its title means more cars with running engines (idling) all times of the day. Has there been research into the amount of pollution that this will create or will this be additional to existing pollution from the increased traffic already formed by the grid lock formed on Grove Field Way? It is vital that research/ evidence regarding this should be a priority as the health of all drivers, pedestrians and children should come before the profit of the developers and the 'chains' that want to build on this site.

Costa Coffee use disposable materials for their coffee cups, how on earth can this be acceptable in 2017, the amount of litter pollution this will generate cannot be allowed to proceed. ASDA, already an established local super market provide a Coffee shop with cups that can be washed and re-used. Morrison's, an established local super market provide a coffee shop with the same facilities as ASDA. If the Costa project is allowed to proceed the area will become a cardboard dump for Costa.

I strongly object to the proposed project of the budget supper market ALDI and the potential of bringing 153 cars to store in this area when there are already 2 established Super markets that provide adequately for the local area. There is not capacity for additional food stores within the area. Already local shops within the area are closing due to existing Supermarkets and online shopping. This year has seen the Farm Shop in Hatherley & the local store in Benhall close. We are going to have a situation where one of the established super markets will see their trade fall and close with job losses.

There needs to be a survey commissioned now, before any planning is approved to find out the increase of pollution and waste all these extra vehicles will have on the health of the local families and environment . There needs research into how many delivery lorries will be allowed in 24 hours and how many times per week and at what times these lorries will be delivering to Aldi. Aldi will be able to provide data for this as it will be available from their existing stores of the same size that which is being proposed. These figures will be additional to the delivery lorries supplying ASDA and Morrison's. This will cause more grid lock pollution and air pollution on Grove Field Way.

The surface of North Road west has dramatically deteriorated very quickly with the additional flooding and continual water draining from the BMW site. It is unsafe and not suitable for the current speed limit of 50mph. Vehicles do not slow down to the 30mph once it changes (near to the community centre). With additional cars parked on the pavements and verges on North Road West (from staff based at Cotswold BMW), it would be of no surprise if there were not to be serious injury or loss of life in the future.

I strongly object to the proposed development of the office blocks and believe most residents will too when they see the scale of the buildings. The structures are so HUGE , they are on a scale with the existing BMW project. Just because Cheltenham Borough did not object to one proposal do not be afraid to place an objection to any further proposals. At the moment we have Pure Office local to the proposed site and they cannot fill their potential so why build more of even greater sizes. The town has an abundance of empty offices & Brownfield sites. There is no longer the requirement for these large buildings. Surely with the Cheltenham Borough Council having greatly reduced its office stock this year, to agree to build more without the ability for it to be used would be negligent in the extreme.

To close, I hope Cheltenham Borough Council Planning come to see all the problems we are facing now at the moment with traffic and pollution, let alone what a disaster these plans could cause in the future. To approve this project the Council will have to take some responsibility (along with the developers and planners) not only on the unnecessary destruction of green spaces, but also on the increased morbidity of the local population.

Instow  
North Road East  
The Reddings Cheltenham  
Gloucestershire  
GL51 6RD

**Comments:** 8th January 2017

I object to the progressive erosion of green belt this semi rural location further impacting the local Environment.

The extent of this clear 'commercial' development is out of keeping for the area. This includes additional supermarket when other quite adequate facilities existing within a couple of hundred metres. Totally not a requirement or in the interest of a true PUBLiC SERViCE.

Road congestion is already significant in this area. The proposal is seemly not in the public interest and is totally out of balance for this existing and established residential environment.

9 Grace Gardens  
Cheltenham  
Gloucestershire  
GL51 6QE

**Comments:** 8th January 2017

I live locally, use the roads locally and object to this proposal for the following reasons:

Traffic

There is already a traffic problem around the P&R roundabout and adding more retail outlets and businesses will only make this worse. Transport Plans, as per the attachments, will do little to alleviate this which has been proven with the current "travel plans" in operation with other local business areas, e.g. GCHQ, Ultra, Asda, Pure Offices, which all contribute to the massive delays at the junctions in the morning and evening. People will need to drive to work, fact. No amount of cycle sheds or bus routes are going to solve this unless it is very convenient, which it may be only for a very small number of local residents. Already the volume of local traffic has forced me to stop using my push-bike and use my car, simply because I do not feel safe and have already been knocked off once, which I believe is directly related to the volume of traffic. Adding more business in the area will only make this worse - how is this "Green" or "Sustainable"?

Parking

I have read the Framework Travel Plan, which in essence means there won't be enough parking spaces provided for the business units (like at Pure Offices), everyone will still drive, so will need to park locally. I understand from the FTP that prospective purchasers of the units will be able to explain the benefits of this travel plan to prospective purchasers. What I think this will translate to is that purchasers will have to explain to their staff that there is a P&R or plenty of local private roads they can park on for free!! This has been proven with the local business mentioned earlier who all have undersized parking allocation for their staff, meaning that they all use the P&R as well as many local side roads. This will mean that the Park and Ride will not be able to function as such because it's carpark will be full of local workers - thus forcing genuine P&R users to seek alternatives - again not very "green".

Retail

We do not need another supermarket in this area, we have already got Asda and Morrisons. This will again contribute to the traffic load on local roads especially at the weekend. Drive Through Costa! What use is this, other drive through Costas are at existing retail outlets where there are many other facilities and not just an Aldi.

I think the fact that the recently constructed Pure Offices by Asda are currently underutilized should be a good indication that we do not need more rentable office space in this area (especially if it has the added discouragement of not having parking for all staff).

In addition to the above this is Green-Belt land! The fundamental aim of green belt policy is to prevent urban sprawl. Surely this alone should prevent this application from being approved.

1 Redgrove Cottages  
Hatherley Lane  
Cheltenham  
Gloucestershire  
GL51 6SH

**Comments:** 8th January 2017

Traffic is already too busy in the area and pedestrians find it very difficult to cross the road to the shops. Some form of pedestrian crossing was promised to enable ease of crossing on Hatherley Lane but has never appeared!!!! Along with traffic using it as a short cut to avoid the main Gloucester Road and using it as a race track as they come off the roundabout, causing noise and exhaust pollution to those residents who live very close, which makes it very dangerous to cross the road and exit/enter our dead end road.

Litter is also a major issue from local businesses (KFC, Asda & Home Bargains). Litter is constantly pushed into residents hedges, dumped on the pavements, thrown from car windows, and even thrown into gardens. No litter bins are provided AT ALL and local businesses DO NOT clear up the rubbish from their business.

Do we really need a new supermarket when we have Asda, Morrisons and Home Bargains in such close proximity ?????

Could a speed camera be installed along Hatherley Lane and Grovefield Way?

Could a pedestrian crossing be installed on Hatherley Lane?

With the government housing policy, the green belt looks like it could be encroached upon as it is, without unnecessary building of offices, coffee shops and supermarkets in such areas. We need to preserve as much of our countryside and hedgerows for wildlife and ecological balance, along with future generations to enjoy.

Weather Oak  
Old Reddings Road  
Cheltenham  
Gloucestershire  
GL51 6RZ

**Comments:** 8th January 2017  
I strongly object to this application.

As it is the roundabout at B&Q can't handle traffic at peak times making commuting to work a nightmare. I have lived in the Reddings for over 25 years, you can't keep changing our environment for financial reasons!

As already said time and time again, we have Asda, Morrison's and Home bargains as well Pets At Home for our convenience we really don't need any more shops....I would much sooner have the fields around us.

As I walk past the BMW site I keep wondering how on earth did they get the planning permission when I struggled so much to get permission to build a bedroom.

Please don't destroy our community.

21 Hatherley Lane  
Cheltenham  
Gloucestershire  
GL51 6PN

**Comments:** 9th January 2017

We have lived on Hatherley Lane for 25 years, over that time there has been many changes, from a fairly quiet road to a Rat Run with traffic continually increasing through access, the building of Asda, B&Q, office block, Pet City, Home Bargains, Harvester, Travel Lodge, KFC and a Park and Ride.

We now have a new BMW Super site due to be open. During that time we have had to put up with the increasing traffic, pollution and noise. So do we really want to make things more difficult, No. Do we need a further Supermarket a few hundred yards from the current one (Asda) and slightly further a Morrisons, No. Do we need more offices, No.

Somebody needs to call a halt to this property creep and take residents health into account. How much more pollution can we take and the probable illnesses it causes.

How much more of our Green Belt needs to be taken?

How much more of our natural wildlife habitat is to be destroyed ?

Cheltenham Borough Council please take note and don't let us down this time.

Thank you

Flowerdale House  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6RL

**Comments:** 3rd January 2017

As a resident of The Reddings, I am writing in response to this Planning Application.

Firstly, some background:

- This parcel of land is in the Cheltenham Local Plan as an area of Greenbelt
- The original application was for three Office Buildings which was refused by Cheltenham Borough Council (CBC), but was approved on appeal to the Planning Inspectorate in 2007 when CBC had no money to fight the appeal.
- The approved application has been amended once to allow the construction of the Garage now being built on the site
- The Greenbelt in this area was recently upheld, by CBC and the Planning Inspectorate, in their refusal of a planning application for 27 houses in the Reddings (ref 15/00573/OUT)

I wish to make the following comments in opposing this further application:

- This is Greenbelt land
- The proposed development is completely out of proportion to the existing planning permission for three office buildings
- The garage currently being constructed was viewed as the alternative to the approved three office buildings but its location has prevented any further extension of the Arle Court Park & Ride facility
- The proposed development is in a residential area and opposite the Reddings Community Centre which is the social centre of the local community
- There is no benefit in this development to the Local Community
- The site backs on to the main entrance to Cheltenham (A40 linking the M5 motorway and the town centre) and already projects inappropriate modern architecture on the entry to our beautiful Regency town
- There are already 2 existing supermarkets within a range of 1.5 miles of this site (Asda and Morrison) and Aldi already have a supermarket in Cheltenham
- There are already 5 Costa Coffee outlets in Cheltenham plus others of similar brands
- The nearby Kentucky Fried Chicken site already produces excessive litter with users discarding cartons out of their car windows in the surrounding area. This will be exacerbated with additional litter from Costa
- There is insufficient parking on-site and the impact on residents nearby could be significant - I refer to the impact on Benhall & Springbank Residents on the parking issues at GCHQ
- The entrance/ exit onto Grovefield Way is inappropriate as this road is severely congested at peak periods and cars frequently find alternative routes through the residential areas of The Reddings and Up Hatherley to avoid delays - often performing U-turns in Grovefield Way which is highly dangerous
- The roundabout in front of B&Q and the Golden Valley Roundabout need significant re-engineering to reduce congestion. CBC spent an extortionate amount of money installing computerised traffic lights at the Golden Valley Roundabout which has only led to exacerbating the problems in exiting from Grovefield Way on the A40
- Alternative solutions could be explored to this site:
  - i. Extend the Park & Ride facility
  - ii. Retain the existing planning permission for three office blocks as this has the least impact on the residents

**Comments:** 11th September 2017

I have already made comments to the original application on this site and these amendments make no changes to my views:

This is Green Belt land at the narrowest point between Cheltenham and Churchdown (and consequently Gloucester). This area of land must be preserved as Green belt for the enjoyment of future generations.

Traffic levels are not sustainable in this area. The Arle Court roundabout is unable to cope with existing levels yet alone any further increase.

The existing development by BMW is hideous and completely out of keeping with the area. What's more, it prevents the proposed expansion of the park and ride scheme without a further hideous proposal to build an ugly multi-storey car park to meet needs - which have been exasperated by insufficient staff parking spaces for BMW (and GCHQ)

The night time lighting on the current site is inappropriate in a semi rural residential neighbourhood - my view is that lighting should be turned off out of business hours

BMW should be allowed to only build the currently permitted low level office blocks or, better still, donate the rest of the land for an extension to the park and ride facility. If as they suggest there is no requirement for such offices then they have made a poor commercial decision and their misjudgement should not mean that local residents suffer as a consequence.

Flooding in North Road West and down to Badgeworth Lane has been exasperated since the development on this site commenced. More concrete leads to more run off which leads to more flooding - you only need to see the recent problems in Houston, yet alone look back ten years more locally in Gloucestershire.

The site should be completely screened off by mature trees which were decimated when the development first started. Wildlife habitat has been destroyed and the ecological survey shows the high number of flora and fauna examples which were once prevalent in this area.

There are no benefits ascribed to the local community as a result of this development. In fact we are still awaiting the section 106 money from the Asda development. Having said that we do not want any further vandalism of our roads with road humps and the like, which destroy the environment, damage our vehicles and increase noise levels. And this development is right at the heart of our community being opposite the well used and much loved Community Centre.

Please Cheltenham planning officers and councillors do not be swayed by the silky voiced persuasion of these "out of town" developers, retain the green belt and listen to the overwhelming majority of local residents who make up this community and loyally pay their local taxes to Cheltenham Borough Council

Rozel  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6PR

**Comments:** 7th January 2017

I strongly object to the above planning application as it is not needed at this location.

**WHY BUILD ON GREENBELT LAND WHEN THERE IS DERELICT BROWN FIELD SITES IN CHELTENHAM!**

Firstly the road system to access the site is not suitable they are already a nightmare coming from the Golden Valley roundabout with roads not wide enough and bad design of the traffic lights not being on ALL exits/entrances to the roundabout.

There is no need for a third supermarket in this location.

It has been bad enough allowing the BMW garage to be built on this site and removing all the trees and bushes that used to stop the noise of the golden valley by-pass.

9 Larchmere Grove  
Up Hatherley  
Cheltenham  
Gloucestershire  
GL51 3NS

**Comments:** 28th December 2016

I am a full-time member of staff working at The Reddings Playgroup writing in strong objection to the proposals. With a large BMW facility nearing completion directly across from the community centre, the addition of introducing even more retail facilities will have a devastating impact on noise pollution and traffic in what is already a very congested area during rush hour and various points of the day.

The addition of a nursery will negatively impact the survival of our charity led playgroup, which is dependent on strong and consistent numbers of children attending in order for us to continue to serve the local community in providing affordable childcare. Having a nursery in the same immediate area as our playgroup will create additional traffic and noise pollution, especially in the morning when parents attempt to arrive and park in and amongst the heavy traffic that are already commuting to work.

The recent addition of the large BMW complex is likely to create additional noise and traffic for the local residents that reside on the North Road West next to the community centre. To introduce even more retail facilities and strain on the area will be devastating for the residents and the community, many of whom would have enjoyed many years of quiet and peaceful living prior to all of these developments that could be in clear view outside their front windows.

11 Barrington Avenue  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6TY

**Comments:** 6th January 2017

I object to this planning of further stores, drive in coffee shops and offices. The traffic is already horrendous at peak times, and this is before the BMW site is opened. We have two supermarkets close by already and I do not see the need for an Aldi.

When I first moved here there was country lanes to walk down but the increase of traffic along North Road West and Badgeworth lane has put a stop to that. The park and ride bus uses Hatherley lane at busy times to bypass the A40. The B/Q roundabout is so busy and traffic joining from Grovefield way to get onto the A40 is already a nightmare.

I believe there will be increased noise levels

**Comments:** 29th August 2017

There is already an Asda store nearby and a Morrisons a short drive away, certainly no need for another store or a drive by coffee shop. The BMW site is an eyesore, traffic really bad at peak times on Grovefield way, trying to join this road from the Reddings is really horrendous Staff from BMW use North road East and Barrington avenue to park their cars, as apparently there are not enough on site parking This before all future plans for this green belt. How long before this rural area becomes another Gallagher Park(Tewksbury road) Noise and pollution for residents will be a problem, Speed limits along Grovefield way need to be addressed, as 40mph far too fast, especially when approaching estate near cold pool lane. Please leave our green belt alone.

14 Springfield Close  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6SE

**Comments:** 6th January 2017

My wife and I strongly object to this further development. How on earth is this area going to support added traffic, as it is already completely congested at peak times and the new car sales is not even open yet!!!!!! Pollution and increased noise levels are a very serious concern, especially for those living in North Road West.

154 Hatherley Road  
Cheltenham  
Gloucestershire  
GL51 6EW

**Comments:** 10th January 2017

Whilst I would love an Aldi on my doorstep, I don't think the transport links will cope with the increased traffic of another supermarket, coffee 'drive through' etc and is it really needed to sacrifice a greenfield site when we already have an Asda and a Morrison's... It's already not really designed very well and traffic builds up during rush hour around the two roundabouts starting at BandQ.

I would also like to add that doing a transport assessment during the first few weeks of the school summer holidays is not exactly convincing as an assessment and if I was a planning officer I would want to base any decision on a valid peak period, ie not in any school holidays.

Hona Villa  
Cold Pool Lane  
Badgeworth  
GL51 4UP

**Comments:** 10th January 2017

I was very disappointed to hear of this proposed development.

Over the last twenty years our locality has changed considerably with commercialization appearing to advance unchecked, resulting in the loss of fields and green belt.

I am unsure of any advantages of this development or why it is necessary?

There are however disadvantages. As well as loss of green field. The road infrastructure cannot cope with an increase in traffic volume. Recent developments in the area - new houses and the supermarket Asda have led to frequent traffic queues and congestion on Grovefield Way. We can expect a further increase in vehicles using the roads when the BMW centre opens. This proposal will bring with it a significant number of additional visitors to the area using the roads which have never been designed to cope with such a volume.

I understand we should look forward and greet change positively however I strongly believe that this is the wrong development for this site.

19 Springfield Close  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6SE

**Comments:** 6th January 2017

This is outrageous! We have had to endure the building of a B&Q superstore, an ASDA supermarket, A BMW super-centre and now this! The roads cannot support the amount of traffic we have at the moment let alone the massive increase that these new businesses will bring in. Rush hour traffic hold-ups will start tailing back to cause massive congestion on the adjoining roads.

This is greenbelt land and should be protected. What possible call is there for these new businesses? Pure Office has room for expansion so if there is any call for new offices, a site is already available that can be developed. Food shopping is covered by our 2 supermarkets (ASDA & Morrisons) both of which have cafe/ coffee-shops attached to them. A third supermarket (which will also have a cafe/coffee shop included) is not needed nor is a drive-through coffee-shop. All these will do is greatly add to the congestion and increase air pollution. Supermarkets take most of their deliveries through the night so the surrounding houses will have to endure this increase in noise 24 hours a day and many have young children.

The congestion of traffic on the A40 (along side GCHQ) is already bad and especially at rush hour (morning and evening). At times this congestion can tail way back along the Lansdown Road and even back towards the top of the Promenade. This will also have a terrible effect on our Park & Ride service which also struggles at times to get through the traffic. A park & Ride service is meant to help reduce traffic congestion and reduce our Carbon Foot-print (or doesn't this matter anymore?)

A full blown public enquiry should be launched immediately with full consultation with the residents and locals businesses, many of which may be put out of business if this goes ahead.

31 Barrington Avenue  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6TY

**Comments:** 5th January 2017

I think this proposal would have a huge negative impact on the area and add much disruption to our commutes to work. It would be a great shame to lose the surrounding natural beauty and would cause us to consider relocating.

18 Barrington Avenue  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6TY

**Comments:** 8th January 2017

This development is not needed and cannot be justified in the area for the following reasons :

- 1) the traffic congestion alongside a large residential area will be far too great for the infrastructure to cope with

- 2) there is already two large supermarkets and a number of smaller convenience stores within one mile of the site so another is not required
- 3) there are already sufficient child care facilities to cope with the residential area and child demand that that brings
- 4) a drive in coffee shop will further worsen the traffic congestion
- 5) recently built and unoccupied office facilities behind the Nuffield hospital proves that there is no demand for more office facilities

More houses and schools are far more important than a further sprawling and ever increasing in size retail park development. We as resident neighbours already have a travel lodge, harvester, drive in KFC ,B & Q, Home Bargains, pets at Home ,Asda and now BMW showroom within 1/2 mile radius causing more congestion, pollution and traffic dangers all for those corporations to profiteer further.

The voice of man on the street needs to be heard and listened to and not allow the decision to be made by people who have no idea of the impact and no interest as it won't affect them. Please listen to the residents and not allow further unnecessary commercial development on what was green belt land. Don't allow money and financial gain to affect quality of life.

This application must be refused.

18 Haslette Way  
Up Hatherley  
Cheltenham  
Gloucestershire  
GL51 3RQ

**Comments:** 8th January 2017

I object to the use of green belt land for this unnecessary development. The new BMW Mini development is already a blot on the landscape. This is creeping into green belt and drastically changes the nature of the land outside the current "ring road" of Grovefield Way/Up Hatherley Way. If this empty field is built on, then the next will be between North Road West and The Reddings. There are plenty of brownfield sites around Cheltenham and do we really need another supermarket so close to Asda and Morrisons?

19 Springfield Close  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6SE

**Comments:** 8th January 2017

I object because of the destruction of land and wildlife. It will add to traffic congestion which is already heavier due to the BMW sight which is an eyesore and dreadful addition to our Green Belt area. It will cause more pollution and noise and we do not need another supermarket in this area. Angry and disappointed.

20 Appleton Avenue  
Cheltenham  
Gloucestershire  
GL51 6TS

**Comments:** 8th January 2017

We already have Asda 200 yards away, we also have a corner shop in reddings road that would end up closing, there is morrisons super market near by, and now the monster BMW Ste which is not even open yet, the traffic getting to work in the morning can takes at least ten minutes and some days up to 20 minutes to get to the M5 motorway from Appleton Avenue , this will only get worse when the BMW site is finished, people including myself, living in the area will want to move away, the council should consider getting the traffic moving better before even considering more applications, also this is green belt land,

6 Kemble Grove  
Cheltenham  
Gloucestershire  
GL51 6TX

**Comments:** 7th January 2017

This development must be cancelled. I cannot support this development for the following reasons:

1. This is a green belt area and should not be entered further more. It is already bad enough having the ugly looking 'playmobile-style' BMW garage there.
2. Additional office space in this area is unnecessary - there is already space at the back of the nearby Asda set out for this purpose that is not being developed.
3. The parking allowance will be inadequate, just as it is for Pure Offices, where there is only a fraction of car parking available for the number of people working in the building. As car parking will be lacking users of this site will use the North Road East and Barrington Avenue as overspill areas, causing a danger to children in residential areas, and increasing the risk of car accidents. The residents near GCHQ are already contending with this, as GCHQ employees and contractors have inadequate parking space at GCHQ. Moreover, the space for cycles will rarely be used. Any trip to Asda highlights that only a few (2-3) of the cycle racks ever gets used (I know - I am one of the few users of these facilities)
4. The transport assessment provided is sub-standard. On many days in the morning the traffic already builds up substantially from the Arle Court roundabout along Grovefield Way, past the proposed entrance. This development will just cause further traffic, and increased car driver tension. There is no room to increase the capacity of Grovefield Way with substantial road redevelopment and the established area.
5. The change to non-business premises is also unnecessary and outside the original remit. Moreover, Aldi is a budget brand, unlikely to be used by the reasonably affluent local residents, instead attracting more traffic from people outside the area.

22 Barrington Avenue  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6TY

**Comments:** 7th January 2017

I know that these objections are not really taken any notice of, can't think why?

I think everyone seems to be objecting on the same basis; there is little parking, there is too much traffic on a small road, it is going to cause gridlock and danger for all the children around a very residential area, why do we need another empty office block, why do we need more places to buy a coffee, perhaps that we don't have to get out of the car at this one who knows.

I thought that it was more important that we don't have enough housing, I'm afraid that there are too many occasions that the voices of the people don't seem to be heard by the people in charge of granting these sorts of permissions and I'm afraid that I don't believe that any of the common sense statements given here by anybody will for a moment be taken into consideration. Perhaps I may be wrong this time.....

37 Barrington Avenue  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6TY

**Comments:** 7th January 2017

I strongly object to the proposal for further development on greenbelt land - I have read a vast number of the objections made and agree with the wholeheartedly. The disruption to local residents is likely to become intolerable and totally unacceptable.

15 Grace Gardens  
Cheltenham  
Gloucestershire  
GL51 6QE

**Comments:** 22nd January 2017

I object to the development on the following grounds:

- It is contrary to the Cheltenham Local Plan with regard to Green Belt Development.
- If approved there would be an unacceptable increase in traffic congestion, air pollution & noise pollution in the area, which would be detrimental to the health of residents.
- Parking in surrounding areas is already a problem. If approved this development would exacerbate the situation.
- CBC should be focusing on Town Centre Development for some of the proposed businesses, rather than encouraging out of town developments that are unsustainable in transportation terms.
- The mix of business is, in any event, unsuitable; as there is no need for yet another supermarket in this residential area.

9 Larchmere Grove  
Up Hatherley  
Cheltenham  
Gloucestershire  
GL51 3NS

**Comments:** 28th December 2016

I am writing as an individual who commutes every day to work into Cheltenham Town Centre from Up Hatherley via the main Grovefield Way road. I used to prefer to ride by bicycle, however the increased traffic congestion during rush hour has made this an increasing safety hazard. The main road is always extremely congested in and around the Park and Ride roundabout next to where the proposed facilities would be, as a result of Up Hatherley and Reddings residents commuting either in most part to Gloucester, GCHQ or the Town Centre, in addition to those

parking up for the Park and Ride, or those going to shop at ASDA. This also leads to a lot of commuters then trying an alternative route to the Town Centre via Hatherley Lane, which again is also regularly congested as a result.

There are already plenty of retail outlets in the immediate area (ASDA, B&Q, Home Bargains, Pets at Home, etc.) along with a Morrison's Supermarket only a matter of minutes further down the main road. To introduce a third supermarket chain, in addition to other retail outlets alongside the existing BMW complex will put the area well beyond strained in terms of noise pollution and traffic. Cheltenham is a gorgeous spa town which is being increasingly tarnished with excessive developments and retail outlets; a town which is renowned for authenticity is becoming more and more like a congested built-up area with excessive chain retail outlets which a look and feel like that of many other towns in the UK.

Whilst I don't live in the immediate area of the proposed plans, I commute by here every day and cannot imagine how devastating it must be for the residents to watch the fields and land surrounding their homes being increasingly dug up to allow for car parks and outlets.

I plead with the council to not only consider the impact on the immediate area, but to also consider what implications and consequences this will be on the surrounding areas and traffic routes. Look at Google Maps or a Sat Nav every morning before 9.30am, after school hours and anytime after 4.30pm and you'll regularly see heavy congestion for the main Grovefield Way road and the surrounding routes.

Every day I see commuters shouting in frustration and doing three-point turns in the midst of the traffic; desperate to avoid the congestion trap. The traffic in the area is regularly gridlocked of a morning, preventing the bus from the Park and Ride from even exiting onto the adjoining roundabout! How frustrating it must be most mornings for commuters who have travelled to the Park and Ride to then get stuck right outside the front gates of the facility - this is even before the BMW facility next door to it has officially opened!

Consider how much worse this will be if these planning proposals for even more facilities and outlets to the immediate area are introduced. Consider how many more members of staff for these facilities and those wanting to shop at them will be adding to this congestion as they too try to arrive during the busy rush hour and school times.

And above all, consider what a devastating impact this will have on the residents who would have to tolerate this each and every day, watching it worsen as the retail outlets seek to attract increasing numbers to the area.

Little Garth  
North Road East  
The Reddings Cheltenham  
Gloucestershire  
GL51 6RE

### **Comments: 7th January 2017**

If this application is allowed to go through it will just be further proof that the lives of ordinary people in this country are of no importance compared to corporations.

The recent addition of several developments on this area have already had an impact on people's live and this would further worsen that.

There are already shops selling exactly what Aldi would sell, there are places to get coffee and there is childcare. There is also office space that isn't needed.

The local childcare is community run and we still have small local shops. We are constantly being encouraged to do more in our communities, support local organisations with our time or custom. In turn we need statutory bodies to support us by not allowing developments that could be detrimental to our community services.

Despite what the applicants might want people to believe there are considerable periods of gridlocked traffic already and this would clearly worsen the situation. (An issue Costa might find when trying to sell drive through coffee as I assume people buying from them will expect to do so quickly and then be on their way. Which would not be possible at many times of day now let alone with additional traffic)

Hours of operation purposed are also ridiculous for a residential area. I do not believe it would be possible for the additional levels of noise not to be heard locally especially during the summer. It would clearly be an issue if a resident was creating noise regularly 6 days a week between the proposed hours of 5:30-11pm so I do not see it is acceptable for a business to do so.

There is no point Government organisations promoting cycling and walking for health if they then allow developments to cause traffic and pollution close to housing that create air pollution and road safety issues that stop people being able to participate safely in those pursuits.

Really tired of large scale business spinning the truth and trying to ride rough shod over local communities for their own gain hopefully our local Council will however support the community and turn the application down.

Little Elms  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6RY

**Comments:** 8th January 2017

More green belt sacrificed for yet another supermarket and drive through? This area is already has enough supermarkets and take aways. Traffic congestion has greatly increased with B&Q and home bargains etc and the impact of the BMW site will no doubt bring even more chaos - ENOUGH!

Fayrecroft  
North Road East  
The Reddings Cheltenham  
Gloucestershire  
GL51 6RE

**Comments:** 8th January 2017

Enough is enough. Over the last 18 years I have lived in the Reddings I have seen substantial commercial development which has resulted in increased traffic, pollution, noise and litter.

There is no need for another food supermarket when there is an Asda and a Home Bargains just across the road.

There is no need for more office space when the Pure offices at the back of Asda are not fully occupied. There are also unused offices in the town centre. I know of one prestigious office in Rodney Road which has been empty for 2 years.

There is no need for a coffee shop when there are 2 in the immediate area at Asda and KFC. This will only add to even more litter being thrown out of cars adding to the disgusting amounts of litter on the Golden Valley A40.

Should a children's nursery be built near a very busy arterial route when medical evidence is emerging of the serious health dangers of inhaling traffic pollution?

Should traffic be increased even more in an area which suffers from severe congestion? For 4.5 years I took a risk negotiating the KFC roundabout on my way home. Cars come out of the exits not controlled by traffic lights dangerously as they try to cut into the lanes. I have been shunted by another car being impatient. It is only time before there is a serious accident, possibly a fatal one.

Yet again the greenbelt is being sacrificed for short term commercial gain.

**Comments:** 31st January 2017

I have just been visiting Gloucester Business Park ( built on the old Gloster Aircraft site and near Tesco) and noticed a large sign advertising office space to let ranging in size from 20,000 square foot to 400,000 square foot.

This is further evidence of empty office space in the immediate area.

Why do we need to build more office space when existing offices remain vacant?

**Comments:** 31st January 2017

I have been reading the developer's views which are quoted on the Gloucestershire Live website articles dated 10 and 31 January, together with some of the technical reports on this website. I feel that I must comment.

While I have mentioned the completely unnecessary duplication of the retail facilities before, I would specifically like to comment now on the need for offices and the impact on the views.

Firstly, I would like the developer to explain how the range of retail activities will promote interest in the offices, when the Pure Offices near Asda are neither full or fully completed and there is empty office space in the Gloucester Business Park.

Both sites have their well established ranges of activities and yet such letting vacancies seem to contradict the call for "much needed office space".

I think the community needs more substantial evidence to justify more office space, especially as it is to be built on green belt land. There needs to be more evidence of definite jobs being created rather than a vague comment of the take up by "anticipated users".

I would also like the developer to explain how the creation of new offices will help unemployment in areas such as Hesters Way and Prince Elizabeth Way. These areas were both highlighted in the economic assessment.

Coronation Square also has empty shops and offices - again where is the demand? If there is demand in the area surely these existing shops and offices should be renovated first?

Secondly, I would like the developer to explain how the BMW site and the proposed development will "enhance the gateway" to Cheltenham.

While architectural appreciation lies in the eye of the beholder, I cannot see how the BMW monochrome glass box, with its proposed boxy retail siblings, will add aesthetic appeal to what is the most complete Regency town in Britain.

Yet there are some stunning pieces of modern architecture around Cheltenham that complement the landscape, while hiding their utilitarian functions.

The Gloucester Services with their fabulous green roofs and the beautifully landscaped Endsleigh offices in Shurdington immediately come to mind. Even GCHQ's "doughnut" has its charms and is a huge improvement on its predecessor.

Sadly, BMW cannot be stopped. But its visual effect could be dampened if it was set in a luxurious verdant garden.

This would help to soften its harsh rectangular lines. At the moment it gives the impression of being hastily cobbled together from a child's plastic building block set. With the ill matched bits leftover at the bottom of the toy box.

And please can someone tell me what the black girder hanging off the Mini offices is supposed to be? In architectural terms I suppose it could very loosely be described as an inverse flying buttress. But rather than supporting the structure it looks like it will bring it down.

I also noticed the artist's impression of the completed site. It shows people merrily walking and cycling, but does not show any cars. I suggest the artist returns during the rush hours to see the congestion first hand to paint a more accurate picture.

I feel that this further development is neither needed or wanted.

The case for supporting this development seems high on rhetoric, but lacks in substance.

The Reddings and Cheltenham deserve better than this.

Green belt should remain green belt.

**Comments:** 1st February 2017

This is to add back on my comments which were added on 13 January but appear to have been deleted.

I have been reading the Planning Committee findings which are shown on the documents section of this website.

The report quite rightly refers to all the current legislation which restricts any new development on green belt sites and how any development should not harm the environment.

However it seems to waive all these objections aside to say that increased employment opportunities outweigh these considerations.

I would question the premise of this argument for the following reasons:

- a) There is only a finite capacity for consumer spending in one area, unless further consumers are attracted from outside the vicinity. This would by its very nature, increase further congestion, noise and pollution.
- b) If you look at the Asda and Morrisons car parks there are always spaces to park suggesting the stores have not reached their full capacity. This compares to say Tesco in Bishops Cleeve where cars are often circling around the car park looking for a space.
- c) Will food retailing necessarily increase employment when both Morrisons and Asda have increased the number of their self service tills and, in the case of Asda, handset shopping? I feel this will result in a decrease of staff in both Morrisons and Asda as they compete for the same customers in the area and look to cut costs through the introduction of new technology.

- d) How can further office space be justified when the Pure offices behind Asda are not fully let and the brown field site not completed? (Furthermore there are insufficient parking spaces for the staff that are working. This morning I noticed at least 12 cars parked on the pavement outside the Pure offices.)
- e) Will BMW actually create more jobs or just relocate the bulk of the staff from existing locations? (Also I think that BMW should at least provide adequate parking for all their staff and not just dump the problem on the local residents. I appreciate that there have been issues about GCHQ staff parking in the area, but there is a difference. GCHQ provides an invaluable service defending the nation, BMW exists to benefit BMW.)

I also note that the report suggests that there is not an alternative site that would fit these planning proposals. While this may be factually correct, it fails to acknowledge that the proposals are neither needed or wanted by the local residents, nor I suspect by the population of Cheltenham.

Sadly, I have little confidence in the local planning decision making process as I feel that the even the weakest economic argument and the thought of any short term profit will prevail.

But I do have an idea.

Should the planning committee and the relevant council officials who support this proposal be compulsorily relocated to any new offices built on the site?

I think only then would they be able to appreciate at first hand the implications of their decisions.

**Comments:** 25th August 2017

I have been reading the revised plans for Grovefield Way with interest.

While any increase in the amount of planting and vegetation is welcome, I still strongly object to the proposed development for the following reasons:

- a) As I have mentioned before how can the building of a coffee shop and retail store be justified when the area is more than adequately supplied with these facilities already? Neither Asda or Morrisons are running at full capacity and there are plenty of coffee outlets in the immediate area.
- b) The BMW building is an absolute monstrosity. The report talks of complementing the BMW building, which I can only believe means duplicating the sterile concrete and glass box again and again. For a town that is internationally renowned for its Regency Architecture is it really appropriate to have a development that resembles a collection of discarded shoeboxes?
- c) The noise in North Road East has increased measurably since BMW was built and has reduced the quality of life in this former quiet cul de sac. We do not need any more noise.
- d) Why are the artist's impressions of the new development devoid of any cars? Have the planners witnessed the gridlock at the Park and Ride roundabout at peak times?
- e) Finally and most importantly, both North Road East and Reddings Road have become chicanes, as residents try to negotiate the increased number of cars parked since BMW opened. Reddings Road has become a rat run as commuters try to take a quicker route. Yesterday a van demolished the bus stop near the vets.

I HAVE ALREADY WITNESSED THE AFTERMATH OF A CHILD BEING RUN OVER A FEW YEARS AGO IN REDDINGS ROAD. THIS WAS INTENSELY TRAUMATIC FOR ALL INVOLVED. IT MUST NEVER HAPPEN AGAIN.

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This remaining area of the site must remain Greenbelt. The new facilities are neither needed or wanted. Any further traffic and the lack of adequate parking facilities for the employees will increase the risk of a serious accident. I do not believe this development is an "exceptional circumstance" to justify further planning permission.

**Comments:** 11th September 2017

I have been reviewing the lighting arrangements in the revised plans for the site.

The principal lights are rated at 10488 lumens.

By contrast a 60 watt bulb is rated around 700 to 750 lumens.

However lumens are only part of the picture when the area that the light needs to cover is taken into account. This is then measured in the units of lux. The average lux measurement of the site ranges from 26 to 54 lux. The maximum lux is 84 lux for the Aldi Delivery Bay.

As a way of looking at this I have read that a family lit room is about 50 lux and an office hallway is around 80 lux.

I consider this to be a potential source of light pollution that could be inflicted on residents. Already there have been previous comments about neighbours opposite BMW having to buy black out curtains in order to sleep at night.

Why should this be inflicted on residents by a development that is neither needed or wanted? ( I see no commercial need for the additional developments).

What arrangements will be made to ensure light is only directed downwards and not onto adjacent residential properties?

Also we seem to have an inherent contradiction with the existing BMW lighting.

BMW are promoting a lower emissions incentive scheme by offering a £2,000 discount, on top of a fair price, for an existing vehicle traded in for any BMW/ Mini where CO2 emissions are lower than 130g/km.

BMW have also made great play about the new all electric Mini that will be built at their UK Cowley works.

For a company that is ostensibly promoting its green credentials how can it justify using energy to light up its site here at night?

I can appreciate that there are security concerns, but having worked in an industry where security was absolutely paramount, I know there are other preventative measures that are very effective while remaining very discrete.

Is the BMW lighting more about promoting their image and their cars to sell, even at night, than the possibility of theft? Surely all the BMW vehicles have their own alarms?

(If BMW were committed to promoting their green aspirations perhaps they should also consider a car sharing scheme for their employees. This would reduce the need for using the Reddings as an over spill car park.)

It is very noticeable in North Road East that the street lights are much dimmer than the BMW site lights. This is because the local authority replaced the older lamps with more energy efficient lights, while also reducing light pollution at the same time.

We do not want more light pollution. The further proposed development could make it worse.

Green belt should remain green belt.

27 Springfield Close  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6SE

**Comments:** 6th January 2017

Object

**Comments:** 6th January 2017

We strongly Object due to the volume of traffic which the current road system is unable to cope with. We do not need another retail food store as we already have a Morrisons and Asda which serve the community effectively. We also have local independently run stores such as Springfield Provisions who will be forced to shut down. The offices on the Asda site have not been completed and the ones that are seem to be constantly to let.

Encouragement of this proposal for expansion in this residential area is not required.

1 Barrington Mews  
Barrington Avenue  
The Reddings Cheltenham  
Gloucestershire  
GL51 6TZ

**Comments:** 8th January 2017

I find it absurd that further planning be granted to continue the development of this greenbelt land. As I'm sure you are already aware, planning permission has already been declined for this type of development once by CBC and this application should serve as a means of righting the wrong that followed when this refusal was overturned. To allow the development of the greenbelt further through permitting the construction of any of the proposed commercial buildings would be irresponsible and a clear indication that the aim of CBC is to raise income over maintaining the quality of life the residents already enjoy.

I do not believe, nor do many of my fellow residents, that these commercial outlets will be provided for the benefit of the local community. As I am sure all are aware, the entire plot is owned by the Cotswold Motor Group (CMG) Ltd and it seems strikingly coincidental that commercial outlets (an ALDI store and a Costa Coffee), which are akin to their target demographic, are being proposed. It is my belief that this is entirely the intent to increase the footfall at the CMG facility along with maximising the return on their investment of purchasing the land. I would be astounded that CBC would put the commercial interests of this one benefactor over that of the thousands of residents that live nearby and will be affected by the increase in vehicular traffic along with the cascade issues of increased noise, reduction in air quality and increase in light pollution from the security needs of the site throughout the 24hr cycle.

It has been made clear by other residents whom also object to this development, all of which I support, that the area is already served exceptionally well by supermarkets and coffee outlets and no further benefit will be gained. There is an interesting contradiction in the documentation that has been submitted by the developer - one report stating that there will be minimal increase in traffic yet also another which makes it clear one of the benefits of the development is that people arriving into Cheltenham from the M5 along the A40 will see this new development. Surely this must imply that an increase in traffic is inevitable, as people whom hadn't originally intended to visit Corinthian Park are now drawn towards it.

The increase in traffic flow (which in itself is a contradiction with traffic sitting still most of the time on all approaches to the Arle Court roundabout and the Golden Valley roundabout) will only negatively impact journey times. As already stated by the CBC contributor to this planning application, the roads are already at 'saturation' and the addition of this development will only worsen what is already a problem that should be on CBC's agenda to tackle. I already, on my journey to work from the Reddings to the North of Cheltenham, take a route directly through the town to avoid the traffic on Grovefield Way and I have no doubt more people will do so if this application is granted.

The provision of car parking spaces at the CMG is already woefully inadequate. The CMG have already notified their existing staff via e-mail that there are not enough car parking spaces for all those transferring from their existing sites being amalgamated into this one and have already instructed them to find alternate parking arrangements. The view of the transport plan that employees and visitors will arrive by bus is also absurd. Why would anyone, even coming from Gloucester and assuming a 20 mile round trip, take a Stagecoach bus at the cost of a £5.90 day-saver (lowest cost for a return journey) that takes 45mins and results in a 0.25 mile walk at the other end (from the A40 to the proposed development) over a £2.00 car journey that takes less than half of that time. This plan is void of realism.

The Park and Ride facility is already filled with GCHQ and Ultra Electronics employee cars during the day and CBC has already admitted via enquiries not related to this planning proposal that there is a significant problem with employee's using the P&R for day car parking. It is also not difficult to assume that the car parking provisioned by this proposed development will be controlled in a manner like that on the B&Q car park, whereby a third party is employed to ensure that a 3hr time limit is adhered to and to issue fines for those overstaying. This will therefore provide no relief to any parking issues already being established by the CMG facility. The natural consequence is that not only will CMG employees use local streets to park but people wishing to avoid Grovefield Way and the new developments staff will use them as well. This was immediately observed when Ultra Electronics opened on the Arle Court, whereby parking restrictions had to be put in place on Hatherley lane to ensure that the road was kept clear as employees began parking on both sides of the road, making it impossible to see oncoming traffic on bends.

Consequently, I ask that this development be rejected on the grounds stated above and summarised here: Unacceptable increase in traffic, unacceptable increase in air and light pollution, unacceptable demand placed on existing road infrastructure to the surrounding area, unacceptable provision of parking, unacceptable and unrealistic traffic and transport plan, unacceptable impact on the local environment and use of green belt land and finally but not by any means an implication of lesser impact - an unacceptable reduction on the quality of life of those Cheltenham residents that will have to put up with the day to day negative impact of this development.

37 Redgrove Park  
Cheltenham  
Gloucestershire  
GL51 6QY

**Comments:** 9th January 2017

I believe this proposed development will put huge pressure on the infrastructure which is already finding it difficult to cope e.g.. traffic, pollution.

This is also further destruction of the Green Belt which is slowly being eroded in Cheltenham.

Whilst I appreciate the need to develop & expand services more consideration needs to be given to the local residents and wildlife.

16 Grace Gardens  
Cheltenham  
Gloucestershire  
GL51 6QE

**Comments:** 9th January 2017

We moved into Grace Gardens in August 2000 off Hatherley Lane and hope you agree that a "Lane" is normally synonymous with being outside of urban areas and more in the countryside. However, since we have moved in we have seen B&Q constructed, The Harvester Pub & Restaurant alongside a Travelodge and a Kentucky Fried Drive thru restaurant. Then we saw a huge Asda Supermarket development along with office buildings behind a Nuffield Healthcare Centre. The impact on traffic and parking in this area has been monumental and traffic-calming plans (to help) have since been abandoned.

We now have a huge monstrosity of a BMW garage being built on yet more green belt land and these latest proposals for yet another Supermarket (Aldi), yet another Drive thru (Costa Coffee) plus a Children's Nursery plus 4 more office blocks, are just an horrendous addition to the traffic and car parking problems that already exist. The office blocks behind the Nuffield are not fully taken up so what are the chances that developers will come back to the Council with a proposed abandonment of any more office blocks but to replace them with yet more retail outlets. All of a sudden this valuable green belt land will end up being a full scale retail outlet akin to the Gallagher Retail Park or Kingsditch Industrial Estate - all built on a "Lane".

Please as members of the Council where in Grace Gardens we pay amongst the highest rates in Cheltenham (and still have amongst the worst wi-fi services available) please do not confer upon us any more commercial developments that will inevitably multiply the traffic and parking problems exponentially that we already suffer, when we are meant to be living near country lanes! I object vociferously to any more developments in this area as we surely have enough already?!

Thank you for your consideration.

**Comments:** 24th August 2017

Despite numerous resident complaints CBC are still ploughing ahead with a retail development in the greenbelt which is wholly inappropriate and unnecessary. Why do we need another Costa, another Aldi when we already have parking issues and loss of greenbelt caused by the hideous and monstrous BMW development. This is on top of KFC, Asda and Harvester all within a 5 minute walk of the BMW site. The CBC's answer seems to be building a multi-storey car park where the current Park & Ride currently sits, so clearly aware of the massive multiplication factor on traffic down what were built as country lanes (Hatherley Lane, Grovefield Way etc.) The subsequent traffic noise, highway safety, pollution, loss of trees/shrubs/hedges and impact on wildlife are ALL aspects that the CBC should hold precious NOT just ignore due to the corporate chequebooks/revenues!! What price does CBC place on the importance of our greenbelt???

4 Leyson Road  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6RU

**Comments:** 9th January 2017

I strongly object to this proposal going ahead for the following reasons:

1. The road infrastructure would not be able to cope with any further developments, particularly the roundabout at Arle Court which is busy enough during the rush hour as it is.

2. This development will impact significantly on the further erosion of the green belt.
3. There can be little cogent argument that yet another supermarket is required, particularly with Asda on the doorstep and Morrison's only 1 1/2 miles away.
4. It will cause disruption to the wildlife habitats within the area.
5. With other office buildings in the near vicinity there cannot be any cogent argument for the need for more. The development behind the Nuffield Hospital has not been taken up as predicted.

25 Leyson Road  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6RX

**Comments:** 9th January 2017

We already have a Morrison and ASDA Supermarket in close proximity.

The traffic congestion is already very high particularly access to the Golden Valley roundabout and BMW has not yet opened.

KFC already offer a drive through food outlet - sure another one is not needed.

There will be even more heavy goods vehicles using Grovefield Way ring road.

We do not need to lose even more green belt.

43 Hanson Gardens  
Bishops Cleeve  
GL52 7RA

**Comments:** 9th January 2017

I object to the development on the grounds it is a green field site, increased traffic, not good for the environment /loss of wildlife habitat.

I also think we do not need another supermarket or office space in this area.

36 Reddings Road  
Cheltenham  
GL51 6UE

**Comments:** 9th January 2017

The traffic is already terrible in the morning at both round about a it would be unsafe to add more to this. The area does not need any more shops, nurseries or parking!

3 Fairhaven Park  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6RW

**Comments:** 8th January 2017

Objections to the planning proposal are as follows:

Destroying and effecting natural wildlife habitat and growth on green belt land. This development would amount to pure abuse of green belt and what it stands for.

Building on this land would result in further traffic adding to pollution and noise nuisance which is something we should all be trying to reduce! (ref motorway/golden valley bypass and recent building developments eg. retail and supermarkets outlets, new housing in the area and soon to come BMW!). Surely green belt land should only be used in extreme cases of necessity not purely for commerce or business.

New supermarket is not required with one (Asda) already in the vicinity and others in the area eg. Morrisons, Icelands Farmfoods etc.

Drive thru Costa Coffee is absolutely unnecessary and a draw for further traffic (see above). Local supermarkets and garages already offer this service.

Offices are surely not required in this area with already vacant and available premises within the town area eg. Talbot Buildings Lansdown Road, old police headquarters, so again unnecessary.

In respect of a new childrens nursery, surely there are other places available eg. Coronation Square, local schools that could be facilitated. This sounds more like a softener to gain overall support for the development in question. Would it be better to build a local school with nursery for the shortage of school places in this area with all the new housing that has gone up, rather than for commerce or business.

23 Appleton Avenue  
Cheltenham  
Gloucestershire  
GL51 6TS

**Comments:** 8th January 2017

I strongly object to this application. You cannot keep building on Green Belt land! My house backs on to Grovefield Way, there has been a considerable increase in traffic, congestion and pollution since the building of the 300 plus houses adjacent to this road. There will be even more traffic when the BMW garage opens. There is no need for yet another supermarket nearby, we already have Asda and Morrisons. Please do not let this application go ahead.

1 Northbank Close  
Hatherley  
Cheltenham  
Gloucestershire  
GL51 6UA

**Comments:** 8th January 2017

I strongly object this proposal.

I agree with all the previous objections. The main points being:

- We do not need more retail outlets in Cheltenham, we already have the town centre, Gallagher Retail Park, Kingsditch retail park.
- There are two local supermarkets very local to the site (ASDA, Morrisons), plus Home Bargains. Is there need for competition when all these stores have the same prices?

- Where will the employees for all of these outlets park? the BMW garage is already lacking in staff parking, and I do not believe supermarket staff and shoppers are going to fit in the car park outlined.
- A drive-thru will only cause a massive increase in litter, the prime example being the car park and roundabout next to McDonalds in Kingsditch.
- The increase in traffic will only worsen the situation on the park and ride and Golden Valley roundabouts. putting a right-turn box in is not a solution.
- If anything, more houses should be built on this land. We need more houses, we don't need more Costas.

9 Jodami Crescent  
Cheltenham  
Gloucestershire  
GL50 4GN

**Comments:** 9th January 2017

As a regular user of the roads around this development I can say that the current development has caused a huge traffic problem with the bottleneck around the roundabout toward the Golden Valley roundabout, To allow this development will increase this even further and will further stretch the gridlock further into residential areas.

Does this part of Cheltenham really need yet another supermarket considering there is one about 100 yards from this proposed development and a further supermarket about a mile away.

This area has already been trashed by the building of a monstrosity of a car show room.

The inclusion of a drive through coffee shop isn't a benefit to the local residents either as it is aimed at commuters and not those living in the vicinity who I suspect own a kettle and coffee machine and are not likely to cross the road for it.

I believe there is scope for appropriate office space in the un-developed area behind ASDA a supermarket that is 100 yards from the proposed needed supermarket and plenty of underused office space that has already been built in the town yet has not been used or is being under used.

A Gateway to a town should look beautiful and inviting yet further development in this so called important gateway to the town will make it more of a concrete jungle and not very inviting at all.

I also object on the grounds that yet more development on the greenbelt will cause the local wildlife to be disturbed and have a detrimental effect on there numbers as well as the removal of hedgerows.

It is noticeable that nearby fields are suffering from localised flooding since the development of the BMW garage which suggests that the area doesn't have adequate drainage for its current uses and that further development will increase the flooding and that any extra drainage that may or may not have been added by the BMW development has not been up to standard and has made things worse.

To confirm that I OBJECT totally to this encroachment and eradication of yet more Greenbelt land for no benefit to the town or local residents.

20 Mystic Corner  
Cheltenham  
GL51 6GE

**Comments:** 9th January 2017

Strongly object to application "16/02208/FUL" for reasons already well explained on this web site

1. Morrisons/Asda/Home Bargains already serve the area and there is no need for another supermarket
2. Traffic volumes around Grovefield Way/B&Q roundabout are already very heavy each weekday morning/evening and weekends. This application will increase the traffic volumes, air and noise pollution
3. This is Greenbelt land and should not be destroyed for development

We urge the council to not permit this application for development

7 Roxton Drive  
Hatherley  
Cheltenham  
Gloucestershire  
GL51 6SQ

**Comments:** 9th January 2017

I object to the above planning for the land adjacent to the BMW site for the reasons below, and if only for the fact it was submitted over the Christmas Holiday, nice try !

The traffic on Grovefield Way is already at saturation point and other roads into the roundabout at GCHQ (and we haven't started the BMW input yet) and you want to add more retail outlets WHY ! This area is already at breaking point, the area just can't take any more. We already have MORRISONS and ASDA with Tescos and Waitrose 3.0 miles away ALDI and SAINSBUYS 5.9 miles away.

This will impact on local small businesses even more and the green belt is being eroded yet again. Also pollution must be higher with queues of traffic backing up to the Reddings Road roundabout.

My other concern is flooding, and yes I know studies have and will be carried out (hired by the people submitting the plan) that say there is no risk, but tell that to the people whose properties were flooded out last year mine included. There has to be a back up of water at some point from the runoff starting with the ASDA site B&Q the BMW site and now the above proposal.

The Planning Inspectorate determined that the land could only be used for office development so why is this proposal even being accepted, time for Cheltenham Borough Council to show some common sense and reject this proposal out of hand and thus send a message to any future proposals of this kind.

**Comments:** 10th January 2017

Just an after thought.... with input from the community what about "The Reddings Park" plant trees and scrubs replace the hedgerows - something along the lines of Hatherley Park, it could be a face-saver for the BMW eyesore...sorry fell asleep at the computer must have been dreaming !!!!

I still object!

**Comments:** 25th August 2017

I am against the planning number 16/02208/FUL in its entirety.

The Green belt Area (what is left of it) needs to be preserved not given away on a whim.

We all know what was promised with the BMW site and look what we ended up with an eyesore of gigantic proportions, light pollution, more traffic, loss of hedgerows and trees and loss of nature in the area.

The traffic is already at capacity as anyone who tries to negotiate the roundabouts at the Park and ride and Golden Valley can vouch for this, to the point that cars are now using the right-hand lane then turning in front of traffic going onto the bypass and is an accident waiting to happen.

But surely the CPC can see there is just no need for any more retail outlets in this area.

I therefore urge the Planning Committee to take these and other objections into account and refuse the application outright.

**Comments:** 12th September 2017

I object to this planning application for all the reasons stated in my previous objections.

Plus just because the planners have submitted an application with a few words changed here and there doesn't change my opinion that the green belt in the Reddings area has to be protected, the area cannot sustain any further retail developments.

Coppalex  
North Road East  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6RE

**Comments:** 8th January 2017

We object to the further development of the land for a number of reasons.

There is no local need for any of the amenities under this application.

- Supermarket application - We already have two supermarkets locally with numerous local shops which will be further affected by the competition.
- Office application - There is an unfinished Pure office development by Asda which has had little interest.
- Drive through coffee - There is a café in Asda and you can also buy coffee from the KFC drive through.

So these facilities do not address any local needs. The development will just divert traffic through an already congested area. The traffic implications of the BMW site are yet to be seen and I believe that the roads are not suitable for carrying the additional traffic.

The visual impact to the area will be further damaged and the plans lack thought. The area is fast becoming a copy of Tewkesbury Road and as an entrance to Cheltenham will not improve the image of Cheltenham to visitors. It will be the first thing people see when entering the town and it will also be the last thing visitors see when leaving town via the M5. Is that the lasting impression we should leave to all the visitors and racegoers each year?

The litter we have encountered since KFC has been built has increased enormously. Walking along Grovefield Way I have on a number of occasions found takeaways thrown out of car windows. A drive through coffee facility will make this situation only worse.

The traffic, noise and light pollution will increase by a large factor to local residents. The traffic levels along Princess Elisabeth Way and Tewkesbury Road area are pretty bad and it's obvious that Grovefield Way and the Reddings area will be effected in exactly the same way.

**Comments:** 12th September 2017

Objection registered on 8 January still stands and we are now able to confirm that BMW staff are using North Road East as a car park on a daily basis. We object to the further development of the land for a number of reasons.

There is no local need for any of the amenities under this application.

- Supermarket application - We already have two supermarkets locally with numerous local shops which will be further affected by the competition.
- Office application - There is an unfinished Pure office development by Asda which has had little interest.
- Drive through coffee - There is a café in Asda and you can also buy coffee from the KFC drive through.

So these facilities do not address any local needs. The development will just divert traffic through an already congested area. The traffic to the BMW site has increased steadily and I believe that the roads are not suitable for carrying the additional traffic.

The visual impact to the area will be further damaged and the plans lack thought. The area is fast becoming a copy of Tewkesbury Road and as an entrance to Cheltenham will not improve the image of Cheltenham to visitors. It will be the first thing people see when entering the town and it will also be the last thing visitors see when leaving town via the M5. Is that the lasting impression we should leave to all the visitors and racegoers each year?

The litter we have encountered since KFC has been built has increased enormously. Walking along Grovefield Way I have on a number of occasions found takeaways thrown out of car windows. A drive through coffee facility will make this situation only worse.

The traffic, noise and light pollution will increase again by a large factor to local residents. The traffic levels along Princess Elisabeth Way and Tewkesbury Road area are pretty bad and it's obvious that Grovefield Way and the Reddings area will be effected in exactly the same way.

44 Springfield Close  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6SF

**Comments:** 8th January 2017

More noise pollution? more traffic? Another supermarket? More litter? More congestion? No thanks!! You wouldn't want it on your doorstep!!

Foxstone House  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6RL

**Comments:** 8th January 2017

1. We do not need another supermarket residents have ample choice on our door step.

2. This on Greenbelt- The Greenbelt in this area was recently upheld, by CBC and the Planning Inspectorate, in their refusal of a planning application for 27 houses in the Reddings (ref 15/00573/OUT)
3. The entrance/ exit onto Grovefield Way is inappropriate as this road is severely congested at peak periods and cars frequently find alternative routes through the residential areas of The Reddings and Up Hatherley to avoid delays.

The Reddings (Badgeworth lane to Grovefield way + The Reddings Road and Hatherley Lane have already become 'rat runs' every morning and evening, and traffic all along Hatherley Road towards the town centre is significantly heavier than it used to be.

The short sited acceptance by the council for the new BMW Flagship will bring catastrophic traffic problems and it will be compounded if this new application is approved.

The traffic in the area is regularly gridlocked of a morning, preventing the bus from the Park and Ride from even exiting onto the adjoining roundabout! How frustrating it must be most mornings for commuters who have travelled to the Park and Ride to then get stuck right outside the front gates of the facility

4. We do not need a Coffee shop there are adequate facilities already available.
5. The parking on the streets around the area is already at saturation point. With residents feelings running high already and cars being vandalised, why make more unnecessary problems, bringing anti social behaviour into our neighbourhood.
6. The council are turning the area into one large industrial estate ,think about the residents!!!!!!

4 Tibberton Grove  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6UH

### **Comments:** 8th January 2017

We strongly object to the application to further develop the land adjacent to the BMW eyesore that has been constructed, already at the loss of significant wildlife habitat, green belt land, and with no consideration to the local residents.

There is no requirement for a further supermarket (we have two), a drive through coffee shop or a day nursery. I believe these are proposed for the benefit of the staff and customers of the Cotswold Group not the local residents As many residents have already stated there is clearly no need for office space as the area assigned for this near Asda has not been developed or fully occupied.

Our key objection is the increase in traffic, upon the build of Asda they were due to invest in significant traffic easing, we have seen little evidence of this, the traffic along Grovefield way is awful every morning and evening, as is joining the Arle Court roundabout and exiting it with the increased traffic for the new homes in the area plus Asda, B&Q, Home Bargains and Pets at home. This route/junction is dangerous, inadequate and infuriating for local residents trying to commute to and from work.

A further impact of the increased traffic is the inevitable cut through along The Reddings road. We cross the Reddings road, along with other local residents with our children to walk to Lakeside School, crossing at the top of North Road East is already dangerous as people approach the roundabout at speed, not knowing it is there. Equally driving out of North Road East

at times is also dangerous as people park close to the junctions. Again we would foresee on-road parking increasing as there are clearly not enough parking spaces within the current Cotswold Garage development for staff and customers let alone further retain facilities and offices, further impacting local residents.

We are yet to see the impact of the opening of the Cotswold dealership, in advance of this you can already see that the road is not wide enough for the large lorries arriving on the construction site they continually churn up the verge. How a car transporter is going to access the site is yet to be seen. The turning area now painted on the road looks wholly inadequate for the car dealership let alone further traffic throughout the day and night which would come with retail and offices.

The description as this being a positive gateway to Cheltenham, is insulting to the town. As already stated the removal of all the natural headrows and trees already allows this eyesore to be "too" visible. There is no access from the A40 to the site so any traffic will have to use local roads. The further development of this site will see further hedgerows removed, the view for the residents on the adjacent roads is already unacceptable, to have further natural barriers removed is just an insult. Cheltenham Borough Council need to stand up to large commercial developments at the economic benefit of few in favour of their residents.

The consultation on this development is also very poor from CBC, it was only the leaflet received from a concerned resident that alerted us to this significant plan despite living within 250m of the site. Further consultation and communication is a must for this type of proposal, we expect more consideration.

7 Springfield Close  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6SE

**Comments:** 8th January 2017

We agree with all the objections made, there will be no greenbelts left and the wildlife will suffer. We truly hope this application will be rejected.

65 Canterbury Walk  
Cheltenham  
Gloucestershire  
GL51 3HN

**Comments:** 10th January 2017

There is no need for the proposed facilities on the south side of Cheltenham. However I believe there is a really lack of health and leisure facilities in this area to help raise a healthy community and this should be considered! Cheltenham doesn't need another Costa and there are two supermarkets within easy reach of this site.

21 Barrington Avenue  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6TY

**Comments:** 10th January 2017

We strongly object to this ill thought out and misconceived proposal. If there is such a demand for office accommodation why are there unlet units in the block behind Asda and the Nuffield and

why has that development not been completed? The area is already well served by supermarkets including Asda and Morrisons and smaller independent stores. The existing Aldi in Cheltenham is just a short drive away. There is no need for a drive in Costa. We already have KFC with a restaurant and takeaway facilities and similarly the Harvester is close by. The road infrastructure is likely to struggle with traffic coming into the area clogging up the local roads and leading to queues on roads connecting to Grovefield Way.

Enough is enough. This development is NOT wanted here . Surely it can be resited to existing brownfield sites/trading estates where there are several empty/derelict units and not on what used to be Greenbelt land otherwise where will this end? Perhaps Badgeworth and Shurdington will be next?

11 Larchmere Grove  
Up Hatherley  
Cheltenham  
Gloucestershire  
GL51 3NS

**Comments:** 8th January 2017

We have plenty of supermarkets in Cheltenham. We are spoiled for choice for a little town. We do not need an Aldi or a Costa.

Please let us enjoy the greenery when we go for a walk with our family. There is already lots of traffic around the B&Q round about we do not need to attract any more cars into our residential area.

Farthings  
North Road East  
The Reddings Cheltenham  
Gloucestershire  
GL51 6RD

**Comments:** 9th January 2017

Objections:

1. If more structures are erected, this will encourage more congestion and pollution to an already congested area especially at peak times. This will cause further chaos.

2. Historically, the Green Belt has been fiercely protected. Already, the green belt has been built upon. Will this lead to further development on and erosion of this green belt? Probably. Really not supporting this happening.

3. There are already two supermarket in the locality- Asda and Morrisons. The area does not need any more superstores!

4. There are already offices that have been built by Asda and the space has not been let and filled! Why more offices, especially a three storey block!!!

Woodlands, Badgeworth  
Badgeworth  
Cheltenham  
GL51 4UL

**Comments:** 9th January 2017

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I have found out about the above proposed planning application and would like to object to further development of this site for the following reasons:

This will result in a significant loss of green belt and wildlife habitats depriving nearby residents of its aesthetic value

Traffic along Grovefield way has already significantly increased over the past 5 years and creates a pollution hazard so that the proposed building of a children's day nursery is ill-considered plus cycling next to this road will be hazardous.

There are already two supermarkets (Asda and Home bargains) selling budget commodities (do we need yet another ?)

Litter will increase from a drive thru- coffee outlet as people discard takeaway cups in the nearby area ( there is already a coffee shop at Asda and KFC). we find a large amount of litter especially from KFC strewn along Cold Pool Lane, along Brookfield road to Churchdown each weekend.

Large office buildings will overshadow the small residential properties in that area destroying views and reducing property prices.

It was with dismay that I read this proposal after the council already allowed the building of the huge monstrosity of a BMW showroom. It seems that the council will not be content until much of the countryside surrounding our lovely town is diminished under car parks and retail outlets.

7 Barrington Avenue  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6TY

### **Comments: 9th January 2017**

Strongly object to the proposed development for a number of reasons of which pertinent points are listed below:-

Commercial/ Industrial development on Green Belt;

Increase in traffic to a road that is currently grid-locked during peak times of the day;

Increased noise and light pollution to nearby residential properties. This includes signage and delivery lorries in night-time scenarios where working people and children are attempting to achieve appropriate rest and sleep;

Increase environmental pollution - given the transformation from Green-Belt to Office/ Business the traffic from staff and visitors and their associated vehicles together with deliveries and service vehicles; increased stationary traffic due to incapacity of adjacent road and infrastructure.

Potential conflict of interest with staff parking on nearby roads and residents who at the same time are trying to get to work and more importantly, given the age and status of residents, children to school - safely. There are a number of issues with vehicles mounting kerbs to park on the pavement forcing pedestrians into the road. This will only get worse and given the 'cul-de-sac' nature of the local residential areas it is conceivable that whole roads could be littered with vehicles making access and egress from driveways dangerous and also traversing the roads in single file around corners as no suitable passing places available.

There is then the further impact on infrastructure such as water, sewerage and watershed. Commercial properties such as restaurants and such will no doubt increase the risk to the local sewerage system becoming at risk from failure and flooding due to the fats, oils and greases

(FOGs) deposits with a low diurnal flow for self-cleansing. This is compounded by the increase in hardstanding area and the increase of rainfall generated surface run-off entering the existing system and causing flooding/ surcharge/ RTU by means of direct connectivity or illicit connections and eventually overland routing. The increased faster response run-off entering any of the local watercourse can lead to detriment too.

How does the impact on potable water assessed? Will local residents suddenly be having weak showers?

Overall the choice of development for a Greenfield area in a supposedly Green Belt is shocking; particularly for a town that refers to itself as the 'Gateway to the Cotswold' with lots of brownfields readily available and in the case of that near to Asda and the Nuffield Hospital - unfinished.

The increase to pollution, health and safety risks to local residents should alone be enough to prevent this abhorrent butchering of the countryside.

41 The Greenings  
Up Hatherley  
Cheltenham  
Gloucestershire  
GL51 3UX

**Comments:** 10th January 2017

We strongly object development of green belt land for proposals that are simply unnecessary business to the area.

There are already 2 supermarket superstores within a 2 mile radius.

There are 2 local child care areas that would likely face closure if a new larger facility was built.

There are unoccupied office blocks with a mile of the proposed development, between Nufield and ASDA, I would personally like to see these filled first.

There is a eat in and drive through restaurant on the other side of the golden valley.

The proposed development will bring nothing to the area that is not already here other than traffic, all vehicles will be traveling to and leaving the new site very soon after as they are dropping off a child, doing some shopping, not even leaving their car for a coffee. This will result in heavier road usage, congestion, pollution and no doubt increased accidents.

I would like to see a development of leisure facilities as the southside of offers nothing of the sort between Warden Hill, Greatfield, Benhall, Readings, Lakeside and Bournside there are no sports or leisure facilities. No Gym playing fields, large indoor or outdoor play areas, no support of development for children out of school.

5 years ago we hosted the Olympics with the underlying message of legacy, why now not use this opportunity to support children and young adults in the area with sports and leisure facilities. It would be great to see this site used for something that is actually NEEDED in the area.

Iona  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6RL

**Comments:** 6th January 2017

I wish to object to the above planning application on the following grounds.

In accordance with Appendix 3 Employment Map 3 of the Cheltenham Plan, some of this land was given permission for employment use, the remainder was to remain designated green belt but this planning application covers all the land. The destruction of the Green Belt should be stopped.

The access onto the proposed site is unsuitable: traffic turning onto the site from the B&Q roundabout will cause extra congestion on an already very busy road while waiting to turn across the traffic.

The traffic generated by this proposal will cause an increase in the number of vehicles using The Reddings as a cut through to access the site and also increase the traffic congestion on the roundabout adjacent to B&Q and the Arle Court roundabout.

The appearance of the back of the ALDI building as viewed from North Road West is not aesthetically pleasing. The residents of Shakespeare Cottages will be looking at a solid silver wall.

I believe the noise which will be created by the machinery and traffic will be much greater than that stated in the Noise Impact Assessment which concerns itself with the vehicles unloading at ALDI as other units which will also have vehicles coming and going at all hours. Furthermore, the Noise Impact Assessment states a store of this size will only have 1 delivery per day BUT it goes on to say that there could be 1 HGV movement per hour. They also admit they do not know what equipment will be used at the back of store generating more noise. Consequently, I do not believe the people submitting the application know how many vehicles will be required or how much noise will be generated.

There is no need for another supermarket in this area as there are already 6 within a 2.5 mile radius of this site including an ALDI only 2.18 miles away.

There are 2 nursery facilities already existing locally at the community centre and at the end of Old Reddings Road.

There is a KFC fast food takeaway already in the area which produces large amounts of litter we don't need another.

We cannot stop the planning that has already been approved for this site but any additional applications should be rejected and the remaining small area of Green Belt protected.

Local residents were only given 22 days to review all the documents in the application which is almost impossible given that the internet download speed in the area is very poor, it takes a long time to download such large files let alone read and understand them.

**Comments:** 11th September 2017

The proposed changes do not alter the fact that this application is within the existing green belt at its narrowest point between Cheltenham and Gloucester. This green belt should be maintained.

The applicant has increased the number of parking spaces which goes to prove an anticipated increase in the traffic using the surrounding roads, particularly Grovefield Way which already has traffic queuing from Arle Court roundabout to beyond the junction with North Road West at peak times. There will also be an increase in light pollution from the new buildings. I therefore object to the planned changes and my existing objections against this development still stand.

10 Stansby Park  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6RS

**Comments:** 8th January 2017

I strongly object to this application. Having read many of the objections already made, I cannot really add to the many eloquent and detailed comments. I would just like to reiterate the objections made with regard to further destruction of the green belt and wildlife habitats, unacceptable increases in traffic congestion and pollution (already at unacceptable levels) and the totally unsubstantiated requirements for the types of development and the likelihood of any significant new employment which could warrant this type of application.

This application should be refused in its entirety.

Hamilton  
The Reddings  
Cheltenham  
GL51 6RY

**Comments:** 8th January 2017

I object to the planning application on the following basis:

- a) The traffic and noise impact of the unopened BMW garage has not been taken into account. Only once the BMW garage has been open for some time can the "new normal" be determined.
- b) This application represents a significant change from the approved low-impact B1 use to high-impact A1 use, and requires the original outline approval to be revisited rather than simply be considered applicable.
- c) There is already land approved for B1 use very nearby (next to Asda), which has not been developed and inhabited to capacity due to lack of demand. The owners of this land have recently applied to change its use to residential. There is no point in approving more office space when there is clearly no demand. Any approval here will merely serve to expand the A1 use further down the line.
- d) The economic and employment benefits of the Aldi store are disingenuous, as they do not refer to the fact that this would be the 3rd low-budget supermarket in a very small area. There will be significant competition for business leading to fewer jobs being created than desired.
- e) Grovefield Way is a clearway to enable rapid traffic movement around Cheltenham. Adding further entrances erodes this use and increases traffic in urban areas.

The planning application repeatedly refers to the presence of the BMW garage as being evidence of land use and uses it to set a precedent. However, that development is strongly opposed by huge numbers of residents. Two wrongs do not make a right!

Pennywell House  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6RL

**Comments:** 8th January 2017

I wish to register both outrage and my vehement objection to the latest proposal for the remainder of this site.

I refer to this Appeal Decision because of its proximity to the current site in question and to illustrate what can easily ensue when the Green Belt status of land is disregarded. It has long been the suspicion of many residents in this area that there is an unspoken conspiracy by CBC to gradually degrade the environmental quality in this immediate vicinity with a view to an all-out building programme out to the Badgeworth Road and up to the A40.

Green Belt land is so designated to help preserve the character and environment of an area, as well as to protect natural wildlife habitat. It also helps to prevent neighbouring towns and cities from merging to form large conurbations and associated environmental problems and nature conservation issues.

Green Belt land may only be released for development for reasons of overriding public importance - to facilitate jobs in an area of deprivation, for example.

Indeed the Planning Inspector in his Appeal Decision with respect to the former green field site alongside the Golden Valley by-pass, which is now developed as into this BMW car dealership dated 1st May 2007 (Page 3 Item 12) states even for the "low-key low-rise development solution bringing employment to the area":

'There is no dispute that the proposal constitutes inappropriate development in the Green Belt'

The so-called "low-key low-rise development solution" that has turned into the monstrous BMW carbuncle - the largest BMW distributorship in Southern England - now occupying the east of the site not only creates very few if any additional jobs, but has completely ruined what was previously unspoilt Green Belt.

The original proposal for the whole of this site was for a relatively low-key, low-rise business park, designed and presented, presumably, to demonstrate that the site could be developed in a sensitive manner, with relatively little adverse impact on the environment, whilst satisfying a need to provide new employment opportunities. Instead we have a completely unsuitable monster building dominating the remaining open fields and nearby homes.

Obviously the rather transparent argument used to further this destruction will be that the site is now so degraded by the BMW fiasco that no one will notice or care about destroying the rest albeit with a completely unwanted additional lost-cost supermarket when there is already both an Asda and a Morrisons very locally - both of which have cafés and one already has a Costa coffee shop and where both already "price match" Aldi.

The inclusion of 3-storey office blocks further compound the arrogant disrespect this proposal shows for the beleaguered citizens in this part of Cheltenham.

None of these schemes featured in the original proposals - although our position at that time that an unspoken plan existed is now borne out by this planning proposal. Traffic and air pollution in the area is already rising and local roads are currently at or beyond capacity. This plan will likely increase traffic to intolerable levels and pollution by a very significant margin in an area that is currently chiefly suburban family housing.

The entire plot is owned by the Cotswold Motor Group (CMG) Ltd. It is alleged that this proposal is based on a strategy to increase the footfall at the CMG facility along with maximising the return on their investment of purchasing the land. Will CBC continue to put the commercial interests of this one benefactor over that of the thousands of residents that live nearby?

The location of the site - and the fact that development of this type is acknowledged by the Planning Inspectorate as being inappropriate in The Green Belt - demands that the remaining parts of the development site warrant a much more site-specific, genuinely low-key and thoughtful design solution accessed solely off the A40.

If it was felt that Cheltenham needs to add yet more supermarkets to its already impressive tally then why wasn't the opportunity taken to do so at either the Liddington Industrial Estate in Leckhampton Road (now cleared for upmarket housing - Ref. 13/00756/FUL) or that the former Travis Perkins site in Gloucester Road, which is also to be re-developed for housing?

Surely, both of these would have been ideal sites for the creation of new employment opportunities in town, which would have helped to alleviate the pressure for inappropriate commercial development in The Green Belt?

Lastly, I am appalled with the cavalier and undemocratic manner in which this process has been conducted. Notifications of the application were not sent to residents of North Road East and other roads in the immediate proximity of the proposed site, and the consultation period was held across the Christmas period - presumably deliberately - at a time when local residents were more likely to be away from home or otherwise occupied. A further consultation period is clearly warranted.

11 Haslette Way  
Up Hatherley  
Cheltenham  
Gloucestershire  
GL51 3RQ

**Comments:** 10th January 2017

I object with this application primarily on the grounds of the environmental impact.

1) Building on greenbuilt

I strongly disagree with building on an area designated greenbelt. The destruction of another green space and the loss of habitat for a wide variety of wildlife is unacceptable particularly when the area adjacent to this site was once also greenbelt before it was built on.

2) Increase in traffic

I travel along Grovefield Way towards the A40 and M5 as part of my daily commute for work and over the past 17 years, I have observed the volume of traffic increase dramatically. The rush hour morning traffic travelling towards the park and Ride/A40, does already back-up as far as North West Road on occasion. The construction of ASDA, the retail park (including B&Q), the park and ride (with expansion) etc. have all contributed to an increase in traffic. This route is already at saturation point and will attract additional vehicles once BMW opens.

In addition, the area is already serviced by several supermarkets; do we really need more offices and a coffee place?

11 Holst Grove  
Cheltenham  
GL51 6GA

**Comments:** 10th January 2017

Concerns include:

- Increase in traffic pollution/congestion.
- Impact on wildlife with damage to Green Belt.
- Already have 2 large supermarkets in vicinity.

- Cheltenham area does not need anymore coffee outlets.
- New BMW building is an eyesore for local residents, further developments will change rural character of Reddings area.
- Grovefield Way already suffers from litter thrown by drivers, drive-through coffee outlet would increase this.

### **Comments: 29th August 2017**

Coffee shops are abundant in Cheltenham, do we another one in a rural setting?

The local roads suffer from speeding motorists and vast amounts of litter from existing fast food outlets. Why not utilise brown field sites.

Springfield  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6RY

### **Comments: 11th January 2017**

My husband has commented elsewhere, but I would also like to raise my own objection. I would like to commend everybody for taking the time and effort to comment in such detail; raising many intelligent and thought-provoking observations. The fact that the once-beautiful area has been ripped up to make way for a garage, and potentially a drive-through coffee shop, supermarket etc, and leaving residents and road-users to deal with a nightmare traffic situation is making people very angry indeed.

The proposed site is, as has been commented before (and as is noted as a constraint on this application) still green belt. Clearly it is now far from what we all know to be such, (after all, the deer that used to be seen in that field have long since been run over), and it is a travesty that the land's destruction has been allowed. However, I wish to reiterate the fact that permission has ONLY been granted for B1, low-rise, appropriate development for a residential area. NOT retail. Retail is an entirely different ballgame. Unlike office space, it would be a 7 days per week operation and, in the case of the proposed Aldi, open until 10pm. The site will be open from 05.30am until 11.00pm. This is not conducive with this residential area and is massively intrusive. It also remains a live question as to whether the BMW development can be considered "appropriate development" given its visual intrusion and perhaps CBC or the planning inspectorate should be asked to review and soften its local impact whilst construction work is still ongoing and ahead of its opening. Indeed Jackie Fletcher (ex-Ward Counsellor and Planning Committee member) has commented of the BMW building to the press that "we didn't realise it was going to be so big". She wasn't alone. Many have similarly been appalled whilst witnessing the monster of a building arise from the site.

It has been interesting to note the previous comment that BMW at their current site have apparently emailed staff, warning of a shortage of parking at the new premises (ie, Grovefield Way) and for staff to "make arrangements". Setting aside the claim of BMW that they will be creating new jobs, when it is clear they are just relocating their current operation, it is apparent they have known all along that there would be insufficient parking. It would seem they are not interested in how the community it has put itself into is going to deal with a problem that is of their making. This, to my mind, brings into question the validity of the traffic and transport plans, both for their original application and for the proposed retail one. I note also that the Pavillion have been contacted by BMW staff asking to use their car park (which is a fair walk away). It is therefore not unreasonable to assume that roads immediately adjacent the development would fill up very quickly with staff and overflow parking after negotiating what are already dangerous roads with few crossings (none on the lethal Hatherley Lane area by the Nuffield). It is also puzzling that the transport report includes a school bus. Hardly relevant! BMW should now do the decent thing to make amends to the community. It should consider turning the land over to leisure

and additional car parking for their own staff/customers. The overpowering visual impact of their ugly building in the location it is in, has left a very bitter taste in residents' mouths.

In addition to significant levels of noise and light pollution, the outlets would also encourage significant volumes of traffic in the area at peak times, holidays and at weekends. The Retail Impact Report identifies that Aldi holds itself out as "not being a one-stop shop" (and concludes therefore that it isn't a threat to other shops, as customers will also have to go elsewhere in order to complete their shopping). This will obviously produce more traffic in the vicinity. Elsewhere it notes "the emphasis is on providing for those wishing to carry out a basic weekly shop", but admits "which most frequently (according to most shopping surveys) involves use of the private car". Yet more traffic. By its very nature, a Costa drive-through would produce more traffic. With regard to Happy Days, I'm not quite sure who would be happy to place their child in a nursery in the middle of a trading estate (with all of the environmental, health-damaging issues associated with fumes etc), but any that did, would also arrive in the main, by car. There will also be an impact on local nurseries, childminders and playgroups as detailed by others. I also believe that once permission for retail is granted, it will set a precedent for the rest of this site and equally worrying, neighbouring greenbelt.

There is no mention specifically of the Springfield Provisions store which has traded in The Reddings for many years. Presumably the shop is seen as irrelevant. It is however difficult to see how such a shop could compete with Aldi. The Retail Impact Statement glosses over this and merely says that apparently "With regard to other smaller centres and parades of local shops, none of these will be susceptible to any material trade diversion". This flies in the face of commonsense. The rest of the statement seems to deflect attention from such local shops, preferring instead to say the development apparently wouldn't affect Morrisons, Asda, the town centre or Gallagher retail park. I am sure CBC would not wish to have anything to do with forcing small shops such as Springfield Provisions out of business.

I note that the only nod to concern about wildlife is a single table from G.C.E.R outlining sightings of fauna by locals. It is purely a central database that is solely reliant on members of the public contacting them to say that they have seen a particular flora/fauna. I didn't even know it existed. Nor does anybody I have spoken to! For example, I didn't think to contact them when my daughter saw two slow worms in a hedgerow near this site, nor the deer inside the site. Or when I have seen grouse, hedgehogs, buzzards and hawks above and in my garden. After all, we live in a "semi rural" area (as the Royal Mail still defines us) so we have become accustomed to such sights. I now wish I had. It is therefore vital that in future, residents contact G.C.E.R when they spot wildlife, including a protected species. This will assist in any future planning applications. I find it sad that on this proposal, no Environmental Assessment was requested. Presumably the applicant and their agents believe all wildlife has now been fully eliminated from the site - what is the point therefore in paying for a report? The body of a dead fox opposite the entrance of the site today is testament to just how devastating the impact for local wildlife this site has been, and continues to be.

The wholesale removal of trees purely to "show off" BMW has been very hard to observe. The removal of the ancient oak was a particularly sad day for the area. The site now appears very bare. As so many others have also commented upon this, I believe this aspect should be investigated, and re-planting undertaken immediately if trees/vegetation have been removed "by accident".

The road layout into the site is an accident waiting to happen. I recently witnessed a near-miss involving an oncoming vehicle (on the 40mph, near-blind bend) nearly crashing into a car performing a three-point turn to escape a queue. Who will take responsibility for any accidents that will inevitably happen there? Several objectors have also said that they no longer cycle as they are concerned about having accidents. Given that the Route 41 of the National Cycle Network runs past the site, and down North Road West, an exponential rise in vehicle use in the area will deter many, many more cyclists. This cannot be allowed to happen.

I would also like to reiterate that Grovefield Way was originally developed as a ring-road to alleviate traffic from The Reddings/Hatherley - this site would be a complete about-face on that original undertaking and would actually force traffic back into The Reddings and surrounding areas. The road's construction was considered essential many years ago, ie, BEFORE to the development of KFC, Travelodge, Redgrove, Home Bargains, Pets at Home, B&Q, Asda, Pure Offices, the Park and Ride, the new housing development. This is not progress.

In the unlikely event the objectors' wishes are ignored, I would like to repeat that a later reliance on traffic calming on the road called "The Reddings" (I refer specifically to the section between the two Reddings mini roundabouts and containing the Animal Hospital/Springfield Provisions and Leyson Road) will once again be strongly resisted. Whilst I cannot speak of other roads within The Reddings and surrounding areas, and must leave that to others to comment, this stretch of road is totally unsuited for ANY calming. Proposals were put forward in the past for cushions and double yellow lines on The Reddings which would have caused massive inconvenience to residents and consequently, a petition was raised and the proposals were dropped. The road in this section is too narrow, has staggered driveways and is used half hourly by double decker buses (which Highways admitted they were unaware of until I pointed it out!) which are a vital link for the elderly and infirm in the area. Any attempt to jeopardise this will cause uproar. Traffic calming to deal with the issues of this proposed site is not the answer; less traffic is.

Drainage problems have frequently arisen as a concern amongst objectors. Who will take responsibility for flooding in residents' properties if they suffer as a consequence of inadequate provision? An urgent review by CBC would seem appropriate.

I also wish to point out that it is now clear that residents of The Reddings and surrounding areas are absolutely at the end of their tether with how we are being treated and will no longer put up with it. It has been disappointing that we were given so little time to respond and I am confident that many, many more objections would be raised if we could contact more residents (I doubt that you will receive many more objections on this issue at this stage, as it has been widely circulated that 11 January 2017 is the cut-off date). As such, a formal campaign approach will be implemented in order to resist ANY future applications for retail or inappropriate activities on this site, or indeed any of the local greenbelt. It is also clear that a closer eye has to be kept on applications; clearly none of us can rely on being informed officially and in a timely manner. We have to take control ourselves. At very short notice, encouraging people to comment has involved us all in a lot of time being spent delivering leaflets, putting up posters, emailing, telephone calls, etc. This can be avoided in future, simply by setting up electronic alerts so that everyone will be aware in one fell swoop of any applications or developments. There should be no doubt that this will be done.

I question the validity of the clearly partisan "expert reports" produced by the applicant and their agents, and believe that they should be treated with scepticism.

Planners now have the opportunity to reject this ridiculous proposal and right a terrible wrong that has been carried out in our community. They must show that they have the wishes of residents and the protection of our environment in the forefront of their minds.

**Comments:** 12th September 2017

The previous objections raised by myself and my husband are repeated in respect of the major issues with this application, which simply have not changed

Our analysis of the revised proposals is that nothing significant has changed at all save for some minor aesthetic changes. If anything the application is now more of date and confused than it was in December.

No account of the emerging JCS or Local Plan is taken and it is wholly selfish.

I can put the feelings of the The Reddings area no better than those submitted by The Reddings' Residents Association and all 4 of us at Springfield whole heartedly endorse and repeat their objection.

21 Holst Grove  
Cheltenham  
GL51 6GA

**Comments:** 13th January 2017

I object to this application on the grounds that it will cause significant destruction to the green belt and wildlife habitat. It will also add further congestion and traffic to Grovefield Way and the surrounding areas.

**Comments:** 28th August 2017

I object to this proposal.

Rye Lodge  
North Road East  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6RE

**Comments:** 4th January 2017

I strongly object to the application for the following reasons:

1. There already two supermarkets nearby, both of which are rarely busy. Asda is a two minute walk from the proposed site, and Morrisons is approximately 1.5 miles away. In addition, the recently built Home Bargains (100 metres from the proposed site) already sells many of the products that you would expect to find in an Aldi store.
2. I cannot understand how there can be a need for additional commercial office space when much of the office space created at the Asda site remains unoccupied. There is already a section of this site boarded off for creating future office buildings, but no indication that building work will commence in the short or medium term.
3. Parking around the Asda site is already very busy, due in part to the fact that many GCHQ workers choose to park in nearby streets than pay to park on the GCHQ site. The number of additional parking spaces created on the proposed site appears to be significantly lower than the number of additional jobs created (which in itself seems highly unlikely), suggesting that the parking issue in surrounding roads is likely to become considerably worse.
4. Traffic along Grovefield Way is already very heavy each morning and evening. My wife drives from our home on North Road East to work every morning, and it frequently takes her more than half an hour to drive the few hundred metres from the roundabout on The Reddings to the roundabout next to B&Q. This is likely to become considerably worse once the new BMW showroom open later this year.
5. The Reddings and Hatherley Lane have already become 'rat runs' every morning and evening, and traffic all along Hatherley Road towards the town centre is significantly heavier than it used to be. This is likely to become even worse if the application is approved.
6. In addition, the volume of traffic queuing to get into the Park and Ride site next to B&Q is often very busy, even at weekends, with queuing all along Grovefield Way.

7. It is very difficult to see how there can be a demand for a drive through Costa Coffee when there are plenty of shops nearby selling coffee. For example, the cafe at Asda already has a Costa Coffee.
8. There is no need for a new nursery when there is already an excellent playgroup run at The Reddings Community Centre on North Road West. I understand that this playgroup already has vacancies.

As an aside, I am appalled that notifications of the application were not sent to residents of North Road East and other roads in the immediate proximity of the proposed site, and that the consultation period was held across the Christmas period, at a time when local residents were more likely to be away from home. A further consultation period is clearly warranted.

There seems to be a complete and deliberate disregard for the opinion of local residents. It is difficult to see how any of the proposals could benefit the local community.

**Comments:** 11th September 2017

All of the objections that I made in my previous post still stand. In addition, I would note the following:

1. Traffic is considerably heavier since the opening of the BMW showroom. Queues at peak times are longer than they were before.
2. The amount of traffic and cars parking in North Road East has increased since the BMW showroom opened.
3. Noise and light pollution have increased considerably. This will become even worse if the development goes ahead.
4. Removal of trees and vegetation from the development site have clearly contributed to additional noise pollution.
5. There is no requirement or demand for a new supermarket. This was demonstrated by the fact that at 6pm last Friday evening (8 September 2017), Morrisons car park was less than half full. Just five of 16 checkouts were in use because the store was so quiet. It was a similar story at Asda.
6. Plans for a brand new Lidl and Starbucks in Tewkesbury Road, have recently been approved. This will reduce demand for yet another supermarket even further.
7. Much of the office space next to Asda remains empty, some nine months after my previous objection.
8. We have concerns about the poor traffic infrastructure in this area. This residential area is simply not suited for increased commercial traffic.
9. The proposals are not suitable for a residential area. The BMW showroom should serve as an example of how things should NOT be done, not as a precedent for greater development.
10. This land should remain green belt.

2 Barrington Avenue  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6TY

**Comments:** 10th January 2017

We strongly object to the proposal that is detailed in planning application 16/02208/FUL.

The proposed development of an Aldi and drive-thru Costa coffee would result in increased traffic during the weekdays and at weekends. The approach from Grovefield Way towards the Golden Valley roundabout is already at saturation point during peak hours. Another supermarket and coffee drive-through is likely to make traffic conditions during peak hours extend through the rest of the day and into the weekends. There are a number of supermarkets and retailers already in

the vicinity with Asda, Morrisons, Coronation Square facilities, Benhall, Hatherley and The Reddings and really no need for another supermarket in this area especially as there is already an Aldi only 2 miles away. This is a more than adequate provision of amenities and consumer choice.

In terms Costa coffee, again these facilities are also well catered for in the area. The drive-thru element is a particular concern as people are likely to travel out their way to visit the premises, adding further traffic and pollution. Surrounding roads such as Reddings Road and North Road West are likely to become 'rat-runs' as people seek to avoid travelling via Grovefield Way and Hatherley Lane. Both Reddings Road and North Road West are unsuitable for large volumes of traffic.

Having a nursery in a heavy traffic area is surely concerning as this will be surrounded by traffic pollution which is not safe for the children's outdoor play.

As a resident, I am extremely concerned about this proposal. The light pollution from BMW and noise pollution from Grovefield Way are already impacting our quality of life and our home is no longer the quiet out of town home we once had. This proposal if successful will further diminish our environment.

4 Barrington Avenue  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6TY

**Comments:** 11th January 2017

My objections mirror the other comments written on this forum.

Having bought our property 12 years ago, we were under the impression that the Green belt land in the surrounding areas would be protected and were not to built upon. Where has all this land gone? I feel like as a result of this, my house has been de-valued.

The proposed development of an Aldi and drive-thru Costa coffee would result in increased traffic during the weekdays and at weekends. The approach from Grovefield Way towards the Golden Valley roundabout is already at saturation point during peak hours. Another supermarket and coffee drive-through is likely to make traffic conditions during peak hours extend through the rest of the day and into the weekends.

It is also baffling that the workers at the new BMW garage will have to pay for parking, so a lot of them will obviously park in the free spaces around the area; and with all of these extra proposed developments, that will inevitably spill into the Reddings residential streets such as my own.

There are a number of supermarkets and retailers already in the vicinity with Asda, and Home Bargains in the immediate vicinity. As well, there is an Aldi 2 miles away! This is a more than adequate provision of amenities and consumer choice.

If there is such a demand for office accommodation why are there empty units in the block behind Asda and the Nuffield and why has that development not been completed?

The noise pollution will increase, the air pollution will increase, the light pollution will increase. These are undeniable facts. My commute to and from work will also increase as the traffic will be constant all day.

**Comments:** 12th September 2017

My original objection stands.

6 Frampton Mews  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6UG

**Comments:** 11th January 2017

I strongly object to both the plans that have been put forward and the way in which it has been communicated to the local residents.

My reasons for objecting to the following planning proposals are as follows:

1) Proposed Aldi Supermarket:

We are already have ASDA and Morrisons on our doorstep, with an Aldi in close proximity if you have a burning desire to shop at the store.

2) Proposed Office Space

There is plenty of empty office space on offer within Cheltenham including Pure Offices next to The Nuffield which are currently not in full occupancy and the old Police station.

3) Increased Congestion

This area is already struggling to cope with traffic congestion. The amount of extra traffic from the BMW garage is unknown. Hundreds of office cars arriving and leaving at peak time will just increase the amount of time it's gridlocked around the B&Q roundabout.

4) Proposed Drive thru Costa

There are coffee shops available within the local supermarkets and 4 costa machine in garages within 1 mile. This will add to traffic and noise pollution.

The previous planning application was for an office development. This is a commercial unit along with Aldi which seem to be slipping under the radar of such development.

5) Proposed Nursery

Already have sufficient nursery in the area.

6) Pollution

The extra traffic in the area will affect the air quality and bring a great deal of extra noise to the area.

7) Green Belt Land

Following a previous application the Planning Inspectorate determined that this land could only be used for office development. A Costa drive thru, ALDI supermarket and nursery don't come under that description. It feels like this proposal is a retail park hiding itself behind an office development.

If this proposal does go through the council should make sure the offices are built first so that we don't end up with retail units built and a change of use where the offices were meant to go in years to come.

The leafy approach to our beautiful SPA town has already been destroyed by the eyesore which is the BMW garage. Has this land not been destroyed enough?

4 Frampton Mews  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6UG

**Comments:** 11th January 2017

When planning permission was granted for the BMW Sales and Servicing Centre, even though this was on designated green land, it was on condition that any further development on this site would be for office space only. This application clearly does not comply with this condition and should be turned down accordingly. There is not a need for a further supermarket in this area and there are already a number of coffee outlets in this vicinity already. Traffic conditions are already heavy in the area and I think any further development on this site should be delayed until the effect of the increased traffic resulting from the BMW site can be assessed.

4 Bladon Mews  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6UJ

**Comments:** 10th January 2017

I strongly object to the planning proposal 16/02208/FUL as the application seems wholly inappropriate for the area and will have a severe and detrimental impact on local residents and their lives and brings no benefits to the area, only misery. I have the following concerns:

- The volume of traffic which this will generate (including over a longer period of the day) which is already dreadful on Winter mornings especially along Grovefield Way. I do not feel the local roads (notably The Reddings Road) is capable of supporting more traffic and could lead to accidents with the number of pedestrians that use this road;
- Loss of the rural and local village feel of the area which is one of the reasons which I (and I'm sure others) originally moved to the area - this may have had impact on the value of my home as result;
- The increase in noise and pollution due to the volume of the traffic over an extended time of day;
- There are already 2 supermarkets in the area why do we require more?
- Light pollution is already an issue in the area for me with the local B&Q and new B&W building either side of me;
- As with most office building parking, there is never enough and people like to get home quickly and will likely use North Road East for parking instead as it's so close. This will again ruin our local village feel.

Why can't you build a park with no parking so that people have to walk to it - surely this is preferable and healthier for all!

8 Bladon Mews  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6UJ

**Comments:** 9th January 2017

We, our whole household ,strongly object to any further construction in the vicinity due to the sheer amount of traffic we already endure and which severely impacts on our quality of life, air and noise pollution and living environment.

There are already empty offices in the ASDA shopping area that are not used, why build more, we do not need an Aldi or drive through COSTA coffee shop.

In the last 10 years of living here, we have seem a B&Q constructed behind us, as ASDA, and now Mini BMW. it's now enough! Enough! No more retail parks. No more!

1 Tibberton Grove  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6UH

**Comments:** 9th January 2017

This development further impacts on the green belt and has enormous traffic implications even before the opening of the BMW site. There is already congestion and pollution along Grovefield Way. We do not require further office accommodation as there are unlet properties in the area.

**Comments:** 29th August 2017

I am still opposed to the development on the grounds of increased traffic that current roads struggle with. The office space would be surplus to requirements as the building near Asda still unoccupied and the designs of the buildings is disappointing.

2 Tibberton Grove  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6UH

**Comments:** 11th January 2017

The proposed development on a greenbelt site is neither required nor in any way appropriate. I have the following concerns:

- Traffic congestion/pollution
- Damage to wildlife
- Flood risk
- Adding to existing traffic congestion
- Roads already in a poor state of repair receiving yet more vehicles
- Light and noise pollution
- Almost 2 years of construction on the BMW site causing noise, mess and traffic disruption - yet more of this is unacceptable
- Unoccupied offices next to the Asda site demonstrates no requirement for additional office space in the area
- The area is already well served by two large supermarkets and a number of smaller convenience stores
- KFC locally plus the Harvester provides convenience/fast food (plus the burger van at B&Q!)
- Car parking will not be sufficient for the development and would inevitably lead to people parking on residential streets
- House prices will almost certainly be adversely affected

This proposal clearly does not have the interests of the local community, it is purely a commercially driven venture with no regard for any of the above points and therefore permission should not be granted. If it does go ahead everyone is fully aware of why this would be allowed to happen and will further encourage the view that this sort of scenario is inherently corrupt.

2 Frampton Mews  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6UG

**Comments:** 9th January 2017

Concerned about additional traffic volume especially as there is only one enter/exit leading onto Grovefield Way. The admissions from the various delivery vehicles will be greatly increased which leads to an added diesel pollution.

The overall air quality, noise and total disregard for this area which at one time was basically a village surrounded by green belt. This could have an impact on our local community which includes our Community Centre.

Cheadlewood  
North Road East  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6RE

**Comments:** 3rd September 2017

I strongly object to this application.

Greenbelt:

The status of the land is currently green belt which local residents cherish. There are no exceptional circumstances which need a change in current boundaries.

The BMW site continues to blight our lives. It should never have been approved. We don't want another debacle.

No need for this development:

There is no evidence of any need for any more supermarkets. We are already well-served by Asda, Morrisons, Coop and Tesco; and a number of smaller stores such as Home Bargains. Recently the Farm Shop on Grovefield Way closed; which points to there not being a need when the area is already well stocked with supermarkets. Why do we need another supermarket to compete with others within walking distance?

Noise Pollution:

With the BMW development we have already seen an increase in traffic noise. This has totally changed people's ability to relax in their gardens with the constant drone of traffic. Another large sprawling development would only make matters much, much worse. It would get such that it would be impossible to sit in one's garden anymore. This development would effectively prevent people from enjoying their outdoors.

Car Parking:

Residents on North Road East are currently experiencing severe difficulties getting in and out of driveways due to BMW personnel parking on the road opposite house entrances. This is already leading to a fractious situation and can only get worse with the influx of employees from another 3 developments; let alone customers.

Traffic:

There is absolutely no doubt that a drive-through and a supermarket would bring much increased traffic. Grovefield Way is already a congestion zone in the mornings. This would only make matters worse, causing drivers to divert down residential roads such as The Reddings or North Road West. Moreover, the increased traffic would be seen throughout the day and evening; especially since the purpose of a Drive-Through is to encourage cars to visit.

I plead with you to side with your public and completely reject this application.

9 Barrington Avenue  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6TY

**Comments:** 10th January 2017

I strenuously object to the proposed application on the following grounds:

- The proposed outlets are not required, sufficient supermarkets in the area to warrant an Aldi as unnecessary. Two day nurseries in the immediate area render the nursery as not required. Office facilities next to Asda just a short distance away are not fully used which indicates that more office buildings would be surplus to requirements.
- Grovefield way and surrounding roads cannot cope with the current amount of traffic so to increase traffic to the area and suggest that there will be minimal impact is misleading. The BMW garage has yet to open so the full extent of this development is not yet known but inevitably going to lead to more traffic, queues, potential hazards in a predominantly residential area.
- The increased noise pollution, sound pollution and fumes are an irresponsible risk to this residential area. The proposal suggests no/minimal impact - this is partisan and misleading. The impact of the BMW garage has been significant even before it opens due to the removal of significant amounts of trees that were a natural barrier to the A40. The proposal is to remove further natural barriers around the site in the guise of trees and hedgerows further damaging this natural screen.
- Access to the site until 11pm is an unacceptable infringement on the lives of local residents with the additional light and sound pollution that such developments would bring to the area.
- The risk to wildlife by further removing hedgerows is a significant concern on this GREENBELT land.

The timing of the notification of the application was incredibly devious and clearly done in a bid to minimise responses from concerned residents.

43 Brookfield Road,  
Churchdown Village,  
Gloucester,  
GL3 2PG

**Comments:** 8th January 2017

I strongly object to the proposed development in 16/02208/FUL.

There are more than enough options for grocery shopping in both the immediate area, plus every other possible supermarket chain represented within Cheltenham itself.

The impact on the green space can not be under stated. One gone it will be gone for good and this is why I am objecting. We must protect the green space that separates Cheltenham from Gloucester for the habitats and recreational use enjoyed by families like ours.

The roads in the immediate area are already congested at peak times and bringing a "Drive Thru" Coffee outlet is the ultimate insult to this green land - environmentally it will create vehicle pollution, increased litter, litter creates a hazard for our wildlife and is an eyesore ..... to name just a few obvious risks!

Office space, as others have already said, is available at the Pure development next to Asda. There is still availability there and no further offices are required. If more are built on this site there is potential for them to become a target for antisocial behaviours if they are not fully occupied and supervised for security of the buildings. Car parks being used for "meets" and "to show off ones car" - cruising I believe the term is!

The road structures in the area are not suitable for encouraging yet more people to drive in the area. The Reddings Community Centre has a very good playgroup for childcare and should be investigated for anyone needing childcare for toddlers to pre-schoolers. A nursery on this site would not be a suitable environment for provision of quality childcare. It will become an "out of town" development and will not provide any local enrichment for the young children unfortunate enough to find themselves being placed in any nursery built at this proposed location if the plans were to be approved!

I ask that the planners consider the strength of feeling in the area for keeping the green areas in Cheltenham and to refuse this wasteful development.

55 Reddings Park  
Cheltenham  
Gloucestershire  
GL51 6UD

### **Comments: 8th January 2017**

I cant quite believe that this has even got to the planning stage, it is totally ridiculous to build such a monstrosity on green belt land, I thought the BMW garage was hideous enough but this just adds to the insult.

We do not need another supermarket as we have both asda and Morrisons so close by nor do we need a drive though costa when there is a drive though kfc just across the road.

As for the office buildings that must be some sort of joke as the pure offices by asda are not even filled yet so clearly out of town offices are not needed.

I feel sorry for any child sent to a nursery that is surrounded on all sides by pollution from the inevitable traffic.

The traffic around asda, B&Q and onto the golden valley roundabout is already horrendous and i say that as I non driver who struggles to cross a round that used to be ok before asda etc opened up.

We do not need these new buildings, we do not want these new buildings and we will fight to stop them being built.

The council make have tried to sneak this building proposal in but it is out in the open now and I know the residents of the surrounding area will now be fighting as hard as they can to prevent this happening

I believe when asda was built we were promised traffic calming measures and we are yet to see these materialise so it is clear that with more traffic the roads will now be even more dangerous than they were before

The Pavilion  
Hatherley Lane  
Cheltenham  
Gloucestershire  
GL51 6PN

**Comments:** 9th January 2017

I wish to make you aware of the extreme difficulty in this area of Cheltenham with regards to the amount of traffic and parking issues that already exist. The likelihood is that the proposed new development will just cause even further disruption on Hatherley Lane. The staff soon to start working at the new BMW garage have already been in touch with me asking if I can make any parking available for their staff. The answer being no, as our car park is full most days, mostly for courses being run for teachers, social workers, police, NHS staff etc as well as local community groups.

The Brambles  
Bamfurlong Lane  
Cheltenham  
GL51 6SL

**Comments:** 10th January 2017

The proposed area for development is already too congested. The BMW garage is an eyesore especially when lit up at night.

My real concern is the inadequacy of drainage for all the surface water. The small ditch in Bamfurlong lane is where the majority of it comes to. Since the flooding in 2007 we have had more houses and retail units built but the ditch has not been improved.

This was supposed to be green belt land , and when Grovefield way initially went in we were told that no buildings would ever be put on this side of the road.

4 Ivy Terrace  
North Road East  
The Reddings Cheltenham  
Gloucestershire  
GL51 6RE

**Comments:** 10th January 2017

My objections to this proposed development are as follows:

1: Erosion of greenbelt.

The draft local plan upheld the site's green belt status

Although a previous planning inspectorate decision would seem to allow it, there is no pressing requirement for additional land for commercial office space in this area - an existing local office park is both under occupied and under developed.

Additionally, retail development on this site would be contrary to the previous planning inspectorate decision, contrary to policy on development of green belt land and would really seem to be an attempt by the developer to facilitate a change to phase 3 from office development to retail.

2: An increase in traffic and congestion.

Although not an expert I find it hard to accept that the traffic patterns of an office development would match those of a mixed office / retail park. At the very least, the later opening hours of both the Aldi and Costa operations would lead to an increase in traffic noise in and around the site (car doors closing, engines starting etc) well past the usual opening hours of commercial offices.

3: The potential increase of noise, air and light pollution and the effect on local residents' quality of life.

4: The impact on local businesses and amenities

4 Barrington Avenue  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6TY

**Comments:** 11th January 2017

It is completely unfeasible to build upon the land as the traffic has exceeded its limit during peak times. You cannot add to what is already a gridlock of cars. The plans would also result in increased traffic during the weekdays and at weekends. I commute into town every morning and evening from the Reddings, with most days the emergency services desperately trying to battle their way through the static cars.

I was under the impression that the proposed land was Green Belt which would be protected and not to built upon. You have already destroyed a large proportion of the land for the purpose of a garage, of which there are plans to charge their employees to park at. This is an obvious sign that the land does not have the capacity for what is planned. A lot of them will obviously park around the Reddings; and with all of these extra proposed developments, that will inevitably spill into the Reddings residential streets such as my own. How are you going to stop this from happening?

Is there really any need to duplicate a shop, one of which is already around 2 miles down the road? It's extremely unnecessary. Asda more than sufficiently provides for the residents in this area and is already a low cost supermarket.

If there is such a demand for office accommodation why are there empty units in the block behind Asda and the Nuffield? This block has never been fulfilled and always has 'to let' signs outside. This reflects that there is no real demand to have office blocks in this location.

The noise pollution will increase, the air pollution will increase, the light pollution will increase. These are undeniable facts. The noise of the road has risen exponentially over the years to the point where I am unable to sit in my garden in the summer.

The road, the access and the location is not fit for purpose. You cannot and should not build on this land with the plans that you have put forward. I am sat writing this at 10pm with the noise of the road blaring. Do not add to this!

27 Chalford Avenue  
The Reddings  
Cheltenham  
GL51 6UF

**Comments:** 8th January 2017

I too hope that the author of the below passage will not be offended by me 'copying and pasting' their words; however, they are far more eloquent than I am. I agree fully with their comments and would like to reiterate them.

I would like to add that I find it very interesting that the application was made just before Christmas when people are too busy to take notice or pass on the information about this application. I would point out that there seems to be a flurry of objections now people are becoming aware of it after this busy period.

On the same theme, of what feels like deception, I note the office blocks are one of the last constructions. As people have previously stated the Pure Offices are not to capacity and the other offices blocks, which had approved planning, have not been built clearly due to a lack of requirement. I would suggest that this is a tactic to keep pushing the limit of the application and when Phase 4 comes about that unsurprisingly there is an amendment and these 'offices blocks' and their genuine use by the developers become apparent. (QUITE!)

**Objection**

- This application is entirely unsuitable for the area and completely without merit. It is a development of a retail park by stealth.

**History of site**

- The site is in the greenbelt. This "constraint" is noted on the planning website.
- The applicant at Section 14 of the application form describes the existing use as "open ground". This is factually incorrect. It remains as greenbelt, as your "constraint" notes..
- A proposal by a previous landowner to construct offices on the site was vigorously defended by Cheltenham Borough Council, appealed by the owner and defended by Cheltenham Borough Council before permission was granted by the planning inspector (a quango that no longer exists).
- The inspector, at appeal, said that a B1 application should be permitted, because it creates employment opportunity in relation to B1 offices.
- Historically, Grovefield Way ring road was designed as a clearway to direct traffic away from the existing urban areas, and ease travel from the A40 towards Hatherley and Shurdington. It was explicit that there were to be no entrances directly onto Grovefield Way, with the exception of adjoining roads. North Road was divided into North Road East and North Road West by Grovefield Way. Deeds of properties on North Road East confirm that the road has been permanently blocked onto Grovefield Way and that no right to reinstate access onto Grovefield Way will ever exist.
- The foregoing conditions for the creation of Grovefield Way were ignored when permission was granted for the B1 site and subsequently, for the BMW site.
- The BMW site allowed the removal of much of the visual and acoustic screening in the form of removal of trees and hedgerows.
- 

**The Proposal**

**Building locations**

- Historic development along Grovefield Way was limited to two storey height, and set back from Grovefield Way. This current application, locates the proposed Costa Coffee closer to the highway than any building on the site as approved in 2014. This is inappropriate. The boundary along North Road West now has considerably fewer trees than in the previous approved plans for the site. This must mean inappropriate removal of the existing hedgerow/compromise of the existing hedgerow, contrary to BS5837:2012 which gives

presumption in favour of existing trees and planting, and will require a greater level of pre-planning than has been submitted.

- The Aldi store is placed closer to North Road West than the previous proposals approved in 2014 in respect of the B1 development. The proposals are therefore inappropriate and inconsistent with previous approvals granted.

## Traffic

- The traffic planning study is inaccurate and misrepresentative. The traffic study has been carried out before the BMW site is operating and is not representative of current traffic conditions, nor those that will operate when BMW starts to trade from the site. Since around October 2016, the traffic along Grovefield Way, approaching the B&Q roundabout, is now frequently backed-up past North Road West from 07:30 to 09:00 hours and from 15:00 to 19:00 hours, most days. Traffic entering the BMW/proposed retail site via the A40 will need to turn right onto the site via a wholly inadequate sized filter/waiting lane. Vehicles leaving the proposed retail park will also need to turn right or left out of the retail park onto Grovefield Way and will cause traffic tail backs further along Grovefield Way at North Road west, or The Reddings.
- The current permission granted for BMW/Offices will concentrate traffic generally into "peak flow" hours as the traffic report sets out, i.e., the majority of BMW garage users will be leaving their cars early morning and collecting them in the evening. There will be casual visitors throughout the day, possibly peaking at weekends. Office traffic use will largely be concentrated into rush hour morning for arrival and rush hour evening for departure.
- The retail park model proposed will have constant traffic arriving throughout all times of the day, peak and non-peak. Noise levels will therefore change from those associated with finite periods of the day to general background droning throughout the day.
- The volume of traffic turning right onto the site will easily exceed the capacity of the refuge and will therefore stop traffic in one direction along Grovefield Way as traffic waits to enter the refuge. This will very quickly lock the road traffic island on B&Q and, within a matter of minutes, will lock the Golden Valley roundabout due to traffic that wishes to turn right to access either Travelodge, Harvester, KFC, the film studios, Manor by the Lake, Asda, Winfield Hospital, Pure Offices, Pets at Home, Home Bargains, B&Q, Park and Ride, BMW, Costa Coffee, Happy Days Nursery, Aldi, or simply to attempt to return to their house, or visit someone living in the area and they will be unable to leave the Golden Valley Roundabout due to congestion and traffic backlog caused by the retail development. This already happens frequently. The prospect of very regular prolonged gridlock will rise very significantly (at the "gateway to Cheltenham") if this development is allowed to become a retail development as proposed.
- The increased traffic use will raise the cost of maintaining the roads along Grovefield Way. The road will require more regular repair at an increased cost and the disruption to traffic whilst the repair work is carried out will again exacerbate gridlock. All of the foregoing is easily foreseeable.
- With this proposal, traffic around the BMW and proposed retail park is likely to reach heavy congestion levels at all times of the day, but exacerbated by the presence of Aldi at holiday times such as Christmas where the area already suffers pronounced uplifts in traffic numbers due to the presence of Asda, estate roads will be used much more frequently by traffic, raising the prospect of safety issues and further road maintenance requirements. This is contrary to health and safety and good planning. The congestion will also prejudice access for emergency vehicles
- When the Asda development was first proposed, ill-conceived and wholly inappropriate highways schemes for "traffic calming" on adjoining residential roads were resoundingly rejected by residents and councillors as being unworkable and the whole proposal was dropped as being impractical. Allowing additional foreseeable traffic problems associated with retail usage will create problems in the residential areas where it has already been shown that "traffic calming" is simply not practical in this area.
- If the traffic congestion on Grovefield Way begins to back-up to the roundabout onto The Reddings, the prospect of significant gridlock in the area becomes very real, as cars will be unable to leave homes at Leyson Road, North Road East, Old Reddings Road, Reddings

Road, Hatherley Lane, etc. The problem is foreseeable. The traffic report carried out is entirely partisan, inaccurate and should be rejected.

## Pollution and disruption/disadvantage to the residents of the area

- Environmental air pollution will rise as there will be greater number of vehicles visiting the area. Short duration journeys to Aldi are foreseeable and were not foreseen when permission for B1 units was granted.
- Very short duration visits to Costa Coffee will occur because, it is branded as a "drive through" and engines will not even be stopped for during the visit.
- The applicant includes analysis of noise pollution, but the report is partisan and inaccurate. The applicant concentrates on the potential noise that may be made by one visiting lorry. Assumptions are made that only one lorry will visit at a time, when it is entirely possible that many lorries will be visiting at the same time, given the usage. The analysis measures current peak decibel levels, but fails to account for the fact that these are "one off" peak levels for one vehicle travelling along Grovefield Way at a particular time of day. With so many more vehicles using the retail park, stacked on the congested roads, starting and stopping in the car parks, slamming doors, and similar, there will be a constant drone of traffic which the visiting lorries will add to. As the applicant's report points out, noises measured on a logarithmic scale and a 3 decibel increase in noise amounts to a doubling of the actual noise. This issue was considered in detail in the Asda application, and Asda constructed acoustic screens and enclosures. There is no such proposal within this application, and the removal of further trees and hedges can only exacerbate the problem.
- Despite the applicant's fanciful details regarding visits to the park by cycle: there is an application for a Costa Coffee "drive through"; the BMW site is solely concerned with cars; people will need to take their shopping back from Aldi in the same way that they do from Asda (by car). The provision of parking on the site is wholly inadequate. Until phases 3 and 4 (offices) are built, there may be adequate parking on the phase 3 and 4 areas are hard-paved, but this is a short term solution. The pressure on parking in the local area is already significant due to the Park and Ride and GCHQ parking as well as overspill parking from others, and this retail development will not improve that.
- It can easily be confirmed by neighbours of an existing day nursery in The Reddings, that the vast majority of parents visiting the property to drop off and collect their children, do so by car en route to/from work. The playgroup has more pedestrian visitors as it serves the local community, but cars are still used. The location of "Happy Days" in this park is not intended to serve the local community, it is intended for commuters and possibly the staff employed on the site.
- There are fanciful numbers for employment quoted. BMW already has 100 staff that they are re-locating - so no new employment. Aldi cannot possibly have more than 20 persons working on the site as full time equivalents, Costa will have no more than 10 full-time equivalent employees and Happy Days Nursery equivalent number of employees also cannot possibly exceed 25. That totals 155 and 100 of those jobs already exist. The balance of the 850 or so must come from the B1 offices and those are more likely to be relocations than start-ups.
- Enough time has elapsed to make it very clear that the Planning Inspectorate was wrong in its analysis that B1 employment use was appropriate on the site. The development of "Pure" offices adjacent to Asda has resulted in only one office block being constructed of the 4 proposed and that and that has still not achieved full occupancy. Currently, rentals "from £89" on a "one month rolling contract" are being offered in an attempt to raise occupancy. The owners of the B1 "Pure Office" site recently applied for a change of use to residential, further indicating that there is no requirement in the area for B1 offices. It is therefore disingenuous for this application to continue to show that phases 3 and 4 are likely to comprise B1 offices. The applicant knows full well that when a further retail opportunity presents itself, a further planning application will be made for additional Class A1, A3 or D1 usage, on the basis of the precedence set by this application or by the implicit approval that would be given in granting so many different classes of use on the site, such that a further class of use could be introduced. This is entirely inappropriate development for the area and entirely inappropriate usage of the greenbelt and, is entirely contrary to the proposals for the

now-defunct JCS plan. If planning permission is granted for this application, it must be a condition that the offices are built before the retail units and that they must remain as B1 offices in perpetuity.

- The opening hours for the proposed site are out-of-keeping with those granted for the Asda site, even after they were amended in 2014 (application 10/00252/FUL). It is proposed that A3 usage on the site will commence 30 minute earlier than that granted to Asda, for the drive-through Costa Coffee. Sunday and Bank Holiday opening times are also 05:30 to 23:00 hours, not 10:00 to 16:00 as granted for the Asda store, or 08:00 to 20:00 hours for the petrol filling station. This is entirely inconsistent with the previous planning decisions, and the objections that have been raised by neighbours, particularly as the proximity of this proposed retail development to domestic dwellings is more intrusive.
- The traffic noise report suggests that night time noise considerations commence at 23:00 hours. There are many properties close to this retail park where there will be young children who will be going to bed earlier than 23:00 hours. In the summer, bedroom windows will be open. If they cannot be opened because of the noise of the proposed retail park, then the windows will need to remain closed and electrical/mechanical cooling means will need to be relied upon by householders, thereby raising carbon emissions, entirely contrary to global accords. This is foreseeable, and the application should be rejected.
- The application makes no mention of light pollution. With the operating hours, there will need to be a good degree of onsite lighting, which will intrude into nearby residencies. In addition, visiting cars and headlights will track across residential properties as they enter and leave the site and drive around it. This is foreseeable, and the application should be rejected.
- Asda has a café. Historic applications for food outlets on the "B&Q site" were rejected as it was deemed inappropriate for the area, and this is why there is the food van parked in their car park. We are at a loss to understand why this is different on the proposed retail site, which is, after all, just across the road. In its application, BMW made much of the café facilities that it would incorporate. There is no obvious need for a food outlet such as Costa Coffee to serve existing residents or businesses. As such it must be basing its business model on becoming a "service station by stealth", with traffic leaving the motorway at junction 11. Given the recent construction of motorway services around Junction 11A, this would seem wholly inappropriate.

### Summary

- The site remains as greenbelt and only appropriate development can be undertaken within the greenbelt. Although apparently erroneous, the Planning Inspectorate decided that B1 development was appropriate for the greenbelt site. That does not set a precedent for any development on the site. Much was spoken about the "gateway to Cheltenham" and the need to create an impressive gateway. This proposal does not achieve that in any sense.
- Within ½ mile of the site, all of the products/services offered by the proposed retail units and offices are available, and there seems to be no justification for granting replication of these services.
- The reports submitted in support of the application are entirely partisan and can best be described as "fanciful". It is common sense that usage of this type will radically alter the way in which Grovefield Way is used, will radically increase noise, light and carbon monoxide and other exhaust emission pollution. The application should be rejected and that rejection should be maintained on appeal, in perpetuity.
- We also believe that the applicant should provide an explanation of how 1000 jobs will be created, as this too sounds fanciful.
- Given the proposed usage and visitors required for the proposal to be viable we doubt that 346 parking spaces will suffice such a large number of staff and visitors.
- It is the duty of the planners not to let this become a retail development by stealth and to maintain and uphold the previous decisions and permissions granted on this site and to other residents and businesses in the area. The council and our elected councillors, must protect the day-to-day interests of residents against the vested interests of large corporations, with no interest in the impact their activities will have on the local community.

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This proposal offers nothing for the community, nor does it enhance Cheltenham, nor the business community.

- If the application as a whole can be justified, the applicant must be made to undertake the building of all of the offices in advance of the retail units.
- The JCS included this site as B1 employment land, the inspectorate saw it as B1 usage land, the approvals granted after CBC resisted it were for B1 land. There appears to be no joined-up, forward-thinking in our area and this needs to stop, before it is too late.

Comment submitted date: Wed 04 Jan 2017

I hope that the author of the below passage will not be offended by me 'copying and pasting' their words; however, they are far more eloquent than I am. I agree fully with their comments and would like to reiterate them.

I would like to add that I find it very interesting that the application was made just before Christmas when people are too busy to take notice or pass on the information about this application. I would point out that there seems to be a flurry of objections now people are becoming aware of it after this busy period.

On the same theme, of what feels like deception, I note the office blocks are one of the last constructions. As people have previously stated the Pure Offices are not to capacity and the other offices blocks, which had approved planning, have not been built clearly due to a lack of requirement. I would suggest that this is a tactic to keep pushing the limit of the application and when Phase 4 comes about that unsurprisingly there is an amendment and these 'offices blocks' and their genuine use by the developers become apparent.

**Comments:** 13th September 2017

I object to this planning application for all the reasons stated in my in my previous objections.

2 Redgrove Cottages  
Hatherley Lane  
Cheltenham  
Gloucestershire  
GL51 6SH

**Comments:** 8th January 2017

As a resident of Redgrove Cottages, Hatherley Lane, I am very upset at this proposal. The traffic in this area is already a nightmare, with Asda, the Nuffield Hospital, the additional developments by B&Q, the Park and Ride and now the new BMW site, it is not unusual to have to wait 15 minutes or more to exit our road to join the traffic. Extra development will only exacerbate this situation.

Also, many people, working in this area, or using the facilities mentioned above, park in our street causing untold problems for local residents. I have called the Police on several occasions to complain about cars blocking my dropped curb entrance.

I will no longer be able to enjoy my garden, as the atmosphere will be so polluted with this extra level of traffic. It's not just passing traffic, it's a constant queueing around two roundabouts.

This development will also create further erosion of the Green Belt, which is sadly diminishing at an alarming rate with the subsequent destruction of wildlife habitats.

I hope you will consider my objections carefully as I believe this proposal will be a grave mistake, were it ever passed.

**Comments:** 29th August 2017

Once again we object to these revised plans. The infrastructure is not suitable for a development of this nature. It is too big, too imposing on the local community. The levels of traffic in this area are already far too heavy at all times of the day. There is currently empty office space next to Asda on hatherley lane, which have been empty since being built, with new offices planned for construction on that site already.

The impact on this community of the proposed scheme will be destructive, invasive and totally unwarranted.

Coverack  
Old Reddings Road  
Cheltenham  
Gloucestershire  
GL51 6SA

**Comments:** 8th January 2017

This development will cause too much traffic in the area. The peace and greenery of the area will be taken away. There is no need for a supermarket as Asda is around the corner. This part of town does not need to become like the Tewkesbury road area of town. The BMW garage should never have been built either.

5 Frampton Mews  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6UG

**Comments:** 8th January 2017

I object to the planning application on the grounds that:

We do not need another supermarket with Asda and Morrisons nearby. There are enough supermarkets for this side of Cheltenham

The office space at the Asda site is still not built and therefore additional office space is not needed

We do not need another coffee shop. Drive Thru coffee and in house refreshments are available at KFC. There is already a lot of litter from this take away.

The timing of this planning application was very short for public comment, being posted on 16 Dec and closing on 11 Jan. We did not know about this planning application until a photocopied sheet was posted through our door by a concerned resident.

There is already a shortage of parking spaces for GCHQ & BMW. We do not want workers cars parked in residential areas.

There is already too much traffic on the ring round at peak commuting times. BMW will further add to this problem.

North Road West is not a suitable thoroughfare for volumes of traffic.

This is a green belt area. Already wildlife habitats have been destroyed.

No attempt has been made to create an ecological or sustainable building on the BMW site. The steel and glass high rise design is out of character with Cheltenham. We do not need more building of this type.

This development will definitely not enhance the approach to Cheltenham along the A40. Cheltenham is a Cotswold town needing to keep its green belt.

80 Reddings Road  
Cheltenham  
Gloucestershire  
GL51 6UE

**Comments:** 8th January 2017

I fully support this development. I welcome the drive through coffee shop and the children's nursery. I would also shop in the Aldi supermarket which I believe offers a budget alternative to Asda and therefore fills a market gap in this location.

Benfleet, Chargrove Lane  
Up Hatherley  
Cheltenham  
GL51 3LP

**Comments:** 8th January 2017

I am objecting to the planning proposal for a number of different reasons. There are already empty office spaces at the Pure Offices by Asda so why create more space which will then stay empty? There is already an Aldi supermarket 10mins drive away and not only that but we already have two supermarkets (Asda & Morrisons) in the area so what's the need for a Third? The roundabout by B&Q is already busy enough and cannot cope with extra traffic on the roads.

Why bring this to the Reddings/Hatherley area when none of the aforementioned is actually needed?

The Cottage on the Green  
Badgeworth  
GL51 4UL

**Comments:** 11th January 2017

Greenbelt

The National Planning Policy Framework, which was established in the last Parliament, is explicit in stating that key protections like the Green Belt cannot be overridden by the presumption in favour of sustainable development, and that Green Belt boundaries should only be altered in exceptional circumstances. This proposal is not an exceptional circumstance with absolutely no evidence of a need for the development.

Urban Sprawl

Allowing this proposal will create a huge area of urban sprawl around an already unsightly BMW building. It is inappropriate to the immediate area and is damaging to the setting of Cheltenham town.

Need for Development

No case has been made that this proposal would make an enduring contribution to the economic prosperity of our town. Nor is there any evidence that this type of development is actually wanted or needed - in fact, looking at the reaction of the contributors to this planning application, it is clear that it is neither wanted nor needed.

#### Design

The buildings are too high and too big for the rural setting and will be an eyesore for miles around.

#### Content

Another supermarket? Really? Another Costa Coffee? Really? Equally, empty office blocks already abound in and around Cheltenham. If you are going to put anything on a site such as this why not make it affordable housing?

#### Traffic

I have read through the statistics and numbers on the traffic report and note the repeated message that there will be minimal impact. How can this be so? How will these new facilities make money if virtually no one new is coming to them? The figures also lull you into a false sense of security representing only 2 hours of any given day - there are 22 further hours, some of which will be just as busy.

And which roads will they use? The Reddings, Badgeworth Lane, Cold Pool Lane, Hatherley Road - all already used as rat runs and suffer from chronic overcrowding.

#### Litter

There will be additional litter, particularly if the content of the development goes ahead as proposed. The companies who create this litter should be made to clear it up. Residents already have to clear up huge amounts of rubbish that people carelessly throw out of their cars and it's about time companies were made responsible for it - they make money from it after all. If this proposal goes ahead, this should be made a condition for any supermarket or takeaway company to trade.

#### Wildlife

The impact of further overnight lighting on local wildlife will impact the numbers of moths, bats and toads, as well as any owl populations (mainly because of the impacts on their nocturnal hunting habits).

The removal of any hedging and trees is not acceptable - they provide established wildlife habitat and must be worked around - even if it is more costly and more inconvenient to the developers.

I have lived in the area for 58 years and am appalled at the decisions local authorities have made in the last 5 or so years. In summary, this proposal is not driven by the local community. It is a commercially driven venture in which the needs of the local community and the impact on them has been completely ignored by both the developers and the planning authority.

69 Redgrove Park  
Cheltenham  
Gloucestershire  
GL51 6QY

#### Comments: 11th January 2017

This is not appropriate. We already struggle to get out of the estate in the mornings, this will simply add unnecessary traffic.

There are 2 supermarkets already close together this side of town but this would be adding a third; potentially pulling all the traffic from Charlton Kings, Leckhampton and that side of town across to our residential area.

Costa coffee is likely to add more litter.

All at the same time as destroying more wildlife habitats.

Not wanted or needed but adding considerable more traffic and litter.

The transport study has not considered queuing times at the B&Q roundabout, but only average traffic flows taken in hour slots.

The consultation has been conducted over the Christmas period when most local residents would be unaware of the planning period, or if they had become aware, have not been given sufficient time to fully consider their responses.

**Comments:** 4th September 2017

We previously commented on this application.

Greenfield sacrificed for another supermarket. There is plainly plenty of choice already for local residents so new supermarkets should go to areas underserved e.g. Charlton Kings rather than generating excess traffic to our residential areas.

It feels short sighted to imagine that supermarkets and drive through Costas will help employment - there is only so much food and coffee residents can buy and it doesn't help the local economy to keep building new and putting existing businesses out of business (why is the Benhall small supermarket store empty?)

Litter is distressing enough in a town centre environment, but much worst near residential areas - drive through and litter plainly go together from existing examples in Cheltenham. So not content with revised proposal.

4 Barrington Avenue  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6TY

**Comments:** 11th January 2017

Grovefield Road does not support the large scale plans that have been put forward. The road is thin and appears that there will be many issues with driving in and out of the site (to the BMW which is currently being built). The traffic is already at its limits due to the large scale of travelling around the Golden Valley Roundabout.

The area does not need any additional supermarkets. Morrison's and Asda are sufficient to cover the residents in the area. Two Aldi's are not required for a town this size as one is already relatively close.

It is known that the BMW garage are going to charge their employees to park there. This is proof that there is not enough space for the mass development and will result in the destruction of (what was) a nice neighborhood in the Reddings. The staff are very likely to park their cars on the streets which is not fair to the residents.

There is absolutely no demand for office space in this area. The offices built 7 years ago and have not been filled.

The noise pollution will increase, the air pollution will increase, the light pollution will increase, the wildlife will be removed. Do not proceed with this development.

Tamarisk North Road East  
The Reddings  
Cheltenham  
GL51 6RA

**Comments:** 12th January 2017

I object to this application. In my view it will have a significant impact on the local environment, with the loss of green belt land, destruction of habitats such as hedgerows, increase in traffic, potential litter and increased light pollution being significant issues.

I also fail to see why the development of green field sites are being considered when other brown field sites such as the land adjacent to Asda/Nuffield Hospital remains empty.

19 Hatherley Lane  
Cheltenham  
Gloucestershire  
GL51 6PN

**Comments:** 12th January 2017

I would like to object to the proposal. There has been a significant increase in the traffic since the Asda store was opened and the Golden Valley roundabout cannot cope with the current level of traffic. If another supermarket was introduced, along with offices and drive through coffee shop, this would cause gridlock around peak times and make access to the local area for residents extremely difficult.

Traffic calming measures should have been implemented along Hatherley Lane and Hatherley road after Asda was opened, this has not happened. As a local resident I know that cars travel far to fast over the railway bridge along Hatherley Lane and with the additional traffic it will reduce the safety for children walking to school along these roads.

The current road structure really isn't adequate enough to introduce further commercial properties to the area.

Springfield  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6RY

**Comments:** 1st January 2017

Objection

- This application is entirely unsuitable for the area and completely without merit. It is a development of a retail park by stealth.

History of site

- The site is in the greenbelt. This "constraint" is noted on the planning website.
- The applicant at Section 14 of the application form describes the existing use as "open ground". This is factually incorrect. It remains as greenbelt, as your "constraint" notes..
- A proposal by a previous landowner to construct offices on the site was vigorously defended by Cheltenham Borough Council, appealed by the owner and defended by Cheltenham Borough Council before permission was granted by the planning inspector (a quango that no longer exists).
- The inspector, at appeal, said that a B1 application should be permitted, because it creates employment opportunity in relation to B1 offices.

- Historically, Grovefield Way ring road was designed as a clearway to direct traffic away from the existing urban areas, and ease travel from the A40 towards Hatherley and Shurdington. It was explicit that there were to be no entrances directly onto Grovefield Way, with the exception of adjoining roads. North Road was divided into North Road East and North Road West by Grovefield Way. Deeds of properties on North Road East confirm that the road has been permanently blocked onto Grovefield Way and that no right to reinstate access onto Grovefield Way will ever exist.
- The foregoing conditions for the creation of Grovefield Way were ignored when permission was granted for the B1 site and subsequently, for the BMW site.
- The BMW site allowed the removal of much of the visual and acoustic screening in the form of removal of trees and hedgerows.

## The Proposal

### Building locations

- Historic development along Grovefield Way was limited to two storey height, and set back from Grovefield Way. This current application, locates the proposed Costa Coffee closer to the highway than any building on the site as approved in 2014. This is inappropriate. The boundary along North Road West now has considerably fewer trees than in the previous approved plans for the site. This must mean inappropriate removal of the existing hedgerow/compromise of the existing hedgerow, contrary to BS5837:2012 which gives presumption in favour of existing trees and planting, and will require a greater level of pre-planning than has been submitted.
- The Aldi store is placed closer to North Road West than the previous proposals approved in 2014 in respect of the B1 development. The proposals are therefore inappropriate and inconsistent with previous approvals granted.

### Traffic

- The traffic planning study is inaccurate and misrepresentative. The traffic study has been carried out before the BMW site is operating and is not representative of current traffic conditions, nor those that will operate when BMW starts to trade from the site. Since around October 2016, the traffic along Grovefield Way, approaching the B&Q roundabout, is now frequently backed-up past North Road West from 07:30 to 09:00 hours and from 15:00 to 19:00 hours, most days. Traffic entering the BMW/proposed retail site via the A40 will need to turn right onto the site via a wholly inadequate sized filter/waiting lane. Vehicles leaving the proposed retail park will also need to turn right or left out of the retail park onto Grovefield Way and will cause traffic tail backs further along Grovefield Way at North Road west, or The Reddings.
- The current permission granted for BMW/Offices will concentrate traffic generally into "peak flow" hours as the traffic report sets out, i.e., the majority of BMW garage users will be leaving their cars early morning and collecting them in the evening. There will be casual visitors throughout the day, possibly peaking at weekends. Office traffic use will largely be concentrated into rush hour morning for arrival and rush hour evening for departure.
- The retail park model proposed will have constant traffic arriving throughout all times of the day, peak and non-peak. Noise levels will therefore change from those associated with finite periods of the day to general background droning throughout the day.
- The volume of traffic turning right onto the site will easily exceed the capacity of the refuge and will therefore stop traffic in one direction along Grovefield Way as traffic waits to enter the refuge. This will very quickly lock the road traffic island on B&Q and, within a matter of minutes, will lock the Golden Valley roundabout due to traffic that wishes to turn right to access either Travelodge, Harvester, KFC, the film studios, Manor by the Lake, Asda, Winfield Hospital, Pure Offices, Pets at Home, Home Bargains, B&Q, Park and Ride, BMW, Costa Coffee, Happy Days Nursery, Aldi, or simply to attempt to return to their house, or visit someone living in the area and they will be unable to leave the Golden Valley Roundabout due to congestion and traffic backlog caused by the retail development. This already happens frequently. The prospect of very regular prolonged gridlock will rise very significantly (at the "gateway to Cheltenham") if this development is allowed to become a retail development as proposed.

- The increased traffic use will raise the cost of maintaining the roads along Grovefield Way. The road will require more regular repair at an increased cost and the disruption to traffic whilst the repair work is carried out will again exacerbate gridlock. All of the foregoing is easily foreseeable.
- With this proposal, traffic around the BMW and proposed retail park is likely to reach heavy congestion levels at all times of the day, but exacerbated by the presence of Aldi at holiday times such as Christmas where the area already suffers pronounced uplifts in traffic numbers due to the presence of Asda, estate roads will be used much more frequently by traffic, raising the prospect of safety issues and further road maintenance requirements. This is contrary to health and safety and good planning. The congestion will also prejudice access for emergency vehicles
- When the Asda development was first proposed, ill-conceived and wholly inappropriate highways schemes for "traffic calming" on adjoining residential roads were resoundingly rejected by residents and councillors as being unworkable and the whole proposal was dropped as being impractical. Allowing additional foreseeable traffic problems associated with retail usage will create problems in the residential areas where it has already been shown that "traffic calming" is simply not practical in this area.
- If the traffic congestion on Grovefield Way begins to back-up to the roundabout onto The Reddings, the prospect of significant gridlock in the area becomes very real, as cars will be unable to leave homes at Leyson Road, North Road East, Old Reddings Road, Reddings Road, Hatherley Lane, etc. The problem is foreseeable. The traffic report carried out is entirely partisan, inaccurate and should be rejected.

#### Pollution and disruption/disadvantage to the residents of the area

- Environmental air pollution will rise as there will be greater number of vehicles visiting the area. Short duration journeys to Aldi are foreseeable and were not foreseen when permission for B1 units was granted.
- Very short duration visits to Costa Coffee will occur because, it is branded as a "drive through" and engines will not even be stopped for during the visit.
- The applicant includes analysis of noise pollution, but the report is partisan and inaccurate. The applicant concentrates on the potential noise that may be made by one visiting lorry. Assumptions are made that only one lorry will visit at a time, when it is entirely possible that many lorries will be visiting at the same time, given the usage. The analysis measures current peak decibel levels, but fails to account for the fact that these are "one off" peak levels for one vehicle travelling along Grovefield Way at a particular time of day. With so many more vehicles using the retail park, stacked on the congested roads, starting and stopping in the car parks, slamming doors, and similar, there will be a constant drone of traffic which the visiting lorries will add to. As the applicant's report points out, noises measured on a logarithmic scale and a 3 decibel increase in noise amounts to a doubling of the actual noise. This issue was considered in detail in the Asda application, and Asda constructed acoustic screens and enclosures. There is no such proposal within this application, and the removal of further trees and hedges can only exacerbate the problem.
- Despite the applicant's fanciful details regarding visits to the park by cycle: there is an application for a Costa Coffee "drive through"; the BMW site is solely concerned with cars; people will need to take their shopping back from Aldi in the same way that they do from Asda (by car). The provision of parking on the site is wholly inadequate. Until phases 3 and 4 (offices) are built, there may be adequate parking on the phase 3 and 4 areas are hard-paved, but this is a short term solution. The pressure on parking in the local area is already significant due to the Park and Ride and GCHQ parking as well as overspill parking from others, and this retail development will not improve that.
- It can easily be confirmed by neighbours of an existing day nursery in The Reddings, that the vast majority of parents visiting the property to drop off and collect their children, do so by car en route to/from work. The playgroup has more pedestrian visitors as it serves the local community, but cars are still used. The location of "Happy Days" in this park is not intended to serve the local community, it is intended for commuters and possibly the staff employed on the site.

- There are fanciful numbers for employment quoted. BMW already has 100 staff that they are re-locating - so no new employment. Aldi cannot possibly have more than 20 persons working on the site as full time equivalents, Costa will have no more than 10 full-time equivalent employees and Happy Days Nursey equivalent number of employees also cannot possibly exceed 25. That totals 155 and 100 of those jobs already exist. The balance of the 850 or so must come from the B1 offices and those are more likely to be relocations than start-ups.
- Enough time has elapsed to make it very clear that the Planning Inspectorate was wrong in its analysis that B1 employment use was appropriate on the site. The development of "Pure" offices adjacent to Asda has resulted in only one office block being constructed of the 4 proposed and that has still not achieved full occupancy. Currently, rentals "from £89" on a "one month rolling contract" are being offered in an attempt to raise occupancy. The owners of the B1 "Pure Office" site recently applied for a change of use to residential, further indicating that there is no requirement in the area for B1 offices. It is therefore disingenuous for this application to continue to show that phases 3 and 4 are likely to comprise B1 offices. The applicant knows full well that when a further retail opportunity presents itself, a further planning application will be made for additional Class A1, A3 or D1 usage, on the basis of the precedence set by this application or by the implicit approval that would be given in granting so many different classes of use on the site, such that a further class of use could be introduced. This is entirely inappropriate development for the area and entirely inappropriate usage of the greenbelt and, is entirely contrary to the proposals for the now-defunct JCS plan. If planning permission is granted for this application, it must be a condition that the offices are built before the retail units and that they must remain as B1 offices in perpetuity.
- The opening hours for the proposed site are out-of-keeping with those granted for the Asda site, even after they were amended in 2014 (application 10/00252/FUL). It is proposed that A3 usage on the site will commence 30 minute earlier than that granted to Asda, for the drive-through Costa Coffee. Sunday and Bank Holiday opening times are also 05:30 to 23:00 hours, not 10:00 to 16:00 as granted for the Asda store, or 08:00 to 20:00 hours for the petrol filling station. This is entirely inconsistent with the previous planning decisions, and the objections that have been raised by neighbours, particularly as the proximity of this proposed retail development to domestic dwellings is more intrusive.
- The traffic noise report suggests that night time noise considerations commence at 23:00 hours. There are many properties close to this retail park where there will be young children who will be going to bed earlier than 23:00 hours. In the summer, bedroom windows will be open. If they cannot be opened because of the noise of the proposed retail park, then the windows will need to remain closed and electrical/mechanical cooling means will need to be relied upon by householders, thereby raising carbon emissions, entirely contrary to global accords. This is foreseeable, and the application should be rejected.
- The application makes no mention of light pollution. With the operating hours, there will need to be a good degree of onsite lighting, which will intrude into nearby residencies. In addition, visiting cars and headlights will track across residential properties as they enter and leave the site and drive around it. This is foreseeable, and the application should be rejected.
- Asda has a café. Historic applications for food outlets on the "B&Q site" were rejected as it was deemed inappropriate for the area, and this is why there is the food van parked in their car park. We are at a loss to understand why this is different on the proposed retail site, which is, after all, just across the road. In its application, BMW made much of the café facilities that it would incorporate. There is no obvious need for a food outlet such as Costa Coffee to serve existing residents or businesses. As such it must be basing its business model on becoming a "service station by stealth", with traffic leaving the motorway at junction 11. Given the recent construction of motorway services around Junction 11A, this would seem wholly inappropriate.

#### Summary

- The site remains as greenbelt and only appropriate development can be undertaken within the greenbelt. Although apparently erroneous, the Planning Inspectorate decided that B1

development was appropriate for the greenbelt site. That does not set a precedent for any development on the site. Much was spoken about the "gateway to Cheltenham" and the need to create an impressive gateway. This proposal does not achieve that in any sense.

- Within ½ mile of the site, all of the products/services offered by the proposed retail units and offices are available, and there seems to be no justification for granting replication of these services.
- The reports submitted in support of the application are entirely partisan and can best be described as "fanciful". It is common sense that usage of this type will radically alter the way in which Grovefield Way is used, will radically increase noise, light and carbon monoxide and other exhaust emission pollution. The application should be rejected and that rejection should be maintained on appeal, in perpetuity.
- We also believe that the applicant should provide an explanation of how 1000 jobs will be created, as this too sounds fanciful.
- Given the proposed usage and visitors required for the proposal to be viable we doubt that 346 parking spaces will suffice such a large number of staff and visitors.
- It is the duty of the planners not to let this become a retail development by stealth and to maintain and uphold the previous decisions and permissions granted on this site and to other residents and businesses in the area. The council and our elected counsellors, must protect the day-to-day interests of residents against the vested interests of large corporations, with no interest in the impact their activities will have on the local community. This proposal offers nothing for the community, nor does it enhance Cheltenham, nor the business community.
- If the application as a whole can be justified, the applicant must be made to undertake the building of all of the offices in advance of the retail units.
- The JCS included this site as B1 employment land, the inspectorate saw it as B1 usage land, the approvals granted after CBC resisted it were for B1 land. There appears to be no joined-up, forward-thinking in our area and this needs to stop, before it is too late.

### **Comments: 9th January 2017**

Please would everyone review the absurd comment from the Gloucestershire Centre for Environmental Records (GCER) - Page 2 of the Consultee Tab. It suggests that the only legally protected species within 500m radius of the site are 2 hedgehogs (2009 & 2011) and a bader (2005). We have more than this in our garden!

Perhaps the residents would care to update GCER on the wildlife in their gardens & repeat the road kill count since all this development started.

See website - <http://jncc.defra.gov.uk/default.aspx?page=3204> - for definitions of protected birds, animals & plants.

We urge those considering this application to disregard this GCER report and be guided by the many comments from residents in respect of wildlife - or order a proper ecological study.

Thank you.

6 Tylea Close  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6RB

### **Comments: 9th January 2017**

It is difficult to believe that despite all the previous disruption created by the "ASDA Development" and the BMW site that the Council wishes to consider yet another project in such close proximity within such a short time scale.

I wish to strongly object to this proposed development on the following grounds:

- 1) The land is Greenbelt
- 2) The exiting planning allows for B1 and not A1 class
- 3) There is existing brown field land adjacent to the "Pure offices" development that is presently vacant and therefore should be utilized before any consideration is given for additional encroachment onto "greenbelt"
- 4) The traffic at peak times adjacent to the B+Q development is already stationary /gridlocked. This is also before the BMW development opens. Therefore the road infrastructure in this area is not able to take further development.
- 5) We already have Morrisons, ASDA, Home Bargains, Spar and a local store/Newsagent in our area. Therefore there is NO requirement/need for additional supermarket and coffee outlet.
- 6) CBC should be acting strongly to encourage shops to move into the town centre and move away from out of town stores. Otherwise Cheltenham will become like other towns full of boarded up shop fronts.
- 7) If this development is allowed to proceed there will be significant noise and pollution impact to this area of Cheltenham.

Linghem  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6RT

**Comments:** 10th January 2017

There is simply no need for a third supermarket in this area as it is already served by Asda and Morrisons.

The increase in traffic is of significant concern, particularly around the entrance to the proposed development where there is already serious congestion at peak times.

This would inevitably lead to The Reddings being used as a cut-through to avoid the congestion.

This is Green Belt land that should be preserved.

**Comments:** 13th September 2017

I repeat the objections previously submitted

There is simply no need for a third supermarket in this area as it is already served by Asda and Morrisons.

The increase in traffic is of significant concern, particularly around the entrance to the proposed development where there is already serious congestion at peak times. This would inevitably lead to The Reddings being used as a cut-through to avoid the congestion.

This is Green Belt land that should be preserved.

South Park  
Cheltenham  
GL51 4XD

**Comments:** 10th January 2017

I object most strongly to this application.

1. The land is Green Belt and is critical to maintaining the separation of Cheltenham and Gloucester. The AMEC Green Belt review (carried out to support the JCS) gave it an extremely high rating in fulfilling the purposes of Green Belts. (This review was not available as evidence when the existing development was allowed on appeal and, if it had been, may well have affected that decision).
2. Development here is not part of the emerging JCS. The review of the Green Belt included as part of that only envisaged amending the GB boundary to the edge of the existing development.
3. The existing development (BMW garage) is an absolute eyesore and substantially degrades the approach to Cheltenham from this direction. We certainly do not want any more.
4. Transport is already an issue at peak times and will be exacerbated when the BMW garage comes on stream. The JCS also envisages substantial development at West Cheltenham which will lead to increased congestion on its own.

60 Redgrove Park  
Cheltenham  
Gloucestershire  
GL51 6QY

**Comments:** 10th January 2017

There is simply no need for a third supermarket in this area as it is already served by Asda and Morrisons in addition to the retail area centred around B&Q.

The increase in traffic is of significant concern, particularly around the entrance to the proposed development where there is already serious congestion at peak times especially on the B&Q roundabout. This would inevitably lead to The Reddings and Hatherley Lane being used as cut-throughs to avoid the congestion.

This is Green Belt land that should be preserved and the proposed development is a shocking idea!

9 Wards Road  
Up Hatherley  
Cheltenham  
GL51 6HS

**Comments:** 11th January 2017

The Retail Impact Assessment associated with this application mentions "60 new employment opportunities" without clearly stating what the "full time equivalent" number is. It is fair to assume that a majority of these roles will be part time and so the figure of 60 may give unfair bias and sway public opinion based on misinformation. I disagree with the statement in paragraph 6.28 of the Retail Impact Assessment that the presence of Aldi in Hatherley will "complement" the existing provision. I believe it will saturate the local market for supermarkets and ultimately result in job losses at Asda or, more likely Morrisons. Given Morrisons' fragile position as a company (rather than just this individual store), planners should think carefully about allowing a new supermarket to be built when there appear to be no commercial guarantees that Morrisons will

continue trading on Canaervon Road over the next 3-5 years. Should the Morrisons site become vacant, allowing Aldi to move in there in the future would support the 6 independent business mentioned in paragraph 6.25 of the Retail Impact Assessment report. Allowing Aldi to build a new supermarket presents, I believe, a significant threat to those business as it would draw customers away from the Morrisons complex. I hope that planners will consider the NET impact of employment opportunities, giving reasonable regard to the threat to existing jobs.

I have further concerns regarding traffic. The new BMW garage is unlikely to draw high volume traffic at peak times. The combination of a supermarket, office, day nursery and coffee shop will create traffic chaos at the "B&Q roundabout". Traffic from Hatherley trying to turn right at that roundabout (towards the "Golden Valley roundabout") already queues significantly along Hatherley Lane at morning rush hour. The proposed development would significantly add to traffic approaching the B&Q roundabout from the Golden Valley Roundabout, thus leaving the Hatherley traffic forced to give way to even more vehicles. The distance between the two roundabouts mentioned is too small to allow any sort of traffic light system between them meaning traffic chaos for the people of Hatherley trying to leave for work.

Finally, I must express my concerns about further erosion of the greenbelt. There are significant amounts of unoccupied office space in Cheltenham. Others have commented regarding the excess of coffee shops (and I agree with those comments). I have clearly stated that I do not consider that the case for a 3rd major supermarket in Hatherley has been met. Whilst I love Cheltenham's fields and green spaces, I do accept that sometimes we will need to build on the greenbelt. However, this is clearly not one of those times. The proposed development is entirely unnecessary and does not warrant the loss of precious natural environment.

I hope that the Council will reject the current application.

The Cottage  
Old Reddings Road  
Cheltenham  
GL51 6RZ

### **Comments: 11th January 2017**

The benefits of this development are not proven as compared with the proven loss loss of yet more green belt land if this is allowed to proceed . This is not brown site land, it is pristine land that is lost forever.

There will be an unmeasured irretrievable loss of natural environment and impact on ecosystem and wildlife which will just go unmeasured and be irreversible.This is an irreversible loss to future generations of people who live in this area Every effort should be made to retain the things in life that are priceless and will be and are the foundations of survival of our planet The small benefits offered in return for small employment gain with estimated numbers only provided do not outweigh this effect of covering pristine land in yet more concrete for unnecessary consumerism and financial gain .

.  
There are no 'special circumstances' that can justify / outweigh such a loss that have been included in this planning proposal in this planning proposal. It is no excuse that some planning inspector/ or potential financial investors in this project who do not actually live in this location sees this protective green land around us an' urban fringe' and therefore a possible site to be exploited and eroded . If this process is allowed to continue by such persons there will simply be no green belt left gone forever for the wildlife nature and our future generations. Our valued green fringed area will merge into the outskirts of Gloucester .

On this, and the grounds below I raise objection to erosion of our green belt and the constructions proposed

Re lack of special circumstances :-

1. The area does not need anymore supermarkets The neighbourhood already has two huge supermarkets and does not need a third and there is no special circumstance that can justify building on green belt land for this .

Aldi keep staffing to a minimum and it is not even possible to get even a reasonable level of staff assistance in their existing stores, particularly at check outs where many customers simply have to give up waiting. The loss of large areas of our environment far outweighs the minimal increase in employment opportunity it may or may not offer

The traffic generated will further add to the congestion issues around the Park and Go area and the Dowty roundabout leading onto the A40. Problems there are already substantial and getting worse

2. There is absolutely no need for luxury drive through coffee services in this area it is not a town and does not have a population base requiring it. This is not at all necessary here. There are already coffee facilities within MORRISONS AND ASDA and at Kentucky drive through.

Costa type premises are associated with more litter traffic and pollution, exactly those problems that the green belt was designed to reduce .Again the staff employed are minimal (and also should we be supporting the commercial development of a company that has been associated with gb tax avoidance issues.)

3 The existing BMW construction is a real eyesore on the green belt landscape and if this is an example of what is considered to be harmless visual impact then the standards must be very low .The proposed construction will doubtlessly be of the same calibre and incompatible with the natural environment .

The author of the planning proposal seems to use the excuse that the damage done to the landscape by the unsightly BMW development , I quote , 'that has opened up the northern boundary of the 'Grovefield Way' site, allowing views from the A40', as some kind of totally inappropriate justification that the contribution of this proposed site now makes to rural character Green Belt is lessened and therefore somehow less important, which it is not.

The total disregard for green belt land vs financial gain is totally demonstrated by this attitude. No requirement was put in place by the planning authority to the BMW developers that it should be required to reinstate the natural barrier of valuable greenery it demolished, to preserve the remaining green belt and screen it from the A40

4. Alternative brown sites can be found for accommodating child care services . Again the employment generated is minimal, however the traffic and congestion it will cause at peak traffic flow in this already congested locality times goes unmentioned

5. I would like to know where the proposed employment figure of 365 has come from the b1 development as the development above, whilst massively impacting a large area of green belt land only gives extra employment for a quote of 71 persons. This does not justify infringement of green belt land. What is the figure of 1018 persons in the report and where has it come from

6. There are no traffic assessment plans that have been presented and they are necessary if the council envisage a huge supermarket that will be used by persons outside our local area and also child care facilities which may be a magnet for persons not living in this area ie using park and drive facilities or the rat run cut through from the A419 link to the A40 that our area is subjected to daily

**Comments:** 26th January 2017

The benefits of this development are not proven as compared with the proven loss loss of yet more green belt land if this is allowed to proceed . This is not brown site land, it is pristine land that is lost forever.

There will be an unmeasured irretrievable loss of natural environment and impact on ecosystem and wildlife which will just go unmeasured and be irreversible. This is an irreversible loss to future generations of people who live in this area Every effort should be made to retain the things in life that are priceless and will be and are the foundations of survival of our planet The small benefits offered in return for small employment gain with estimated numbers only provided do not outweigh this effect of covering pristine land in yet more concrete for unnecessary consumerism and financial gain .

There are no 'special circumstances' that can justify / outweigh such a loss that have been included in this planning proposal in this planning proposal. It is no excuse that some planning inspector/ or potential financial investors in this project who do not actually live in this location sees this protective green land around us an' urban fringe' and therefore a possible site to be exploited and eroded . If this process is allowed to continue by such persons there will simply be no green belt left gone forever for the wildlife nature and our future generations. Our valued green fringed area will merge into the outskirts of Gloucester .

On this, and the grounds below I raise objection to erosion of our green belt and the constructions proposed

Re lack of special circumstances :-

1. The area does not need anymore supermarkets The neighbourhood already has two huge supermarkets and does not need a third and there is no special circumstance that can justify building on green belt land for this .

Aldi keep staffing to a minimum and it is not even possible to get even a reasonable level of staff assistance in their existing stores, particularly at check outs where many customers simply have to give up waiting. The loss of large areas of our environment far outweighs the minimal increase in employment opportunity it may or may not offer

The traffic generated will further add to the congestion issues around the Park and Go area and the Dowty roundabout leading onto the A40. Problems there are already substantial and getting worse

Allowing this further expansion on green belt land will inevitably be the tip of the iceberg and lead to a full blown erosion of more green belt eg major out of town type shopping development with all the adverse results more cars etc

2. There is absolutely no need for luxury drive through coffee services in this area it is not a town and does not have a population base requiring it. This is not at all necessary here. There are already coffee facilities within MORRISONS AND ASDA and at Kentucky drive through.

Costa type premises are associated with more litter traffic and pollution, exactly those problems that the green belt was designed to reduce .Again the staff employed are minimal (and also should we be supporting the commercial development of a company that has been associated with gb tax avoidance issues.)

3 The existing BMW construction is a real eyesore on the green belt landscape and if this is an example of what is considered to be harmless visual impact then the standards must be very low .The proposed construction will doubtlessly be of the same calibre and incompatible with the natural environment .

The author of the planning proposal seems to use the excuse that the damage done to the landscape by the unsightly BMW development, I quote, 'that has opened up the northern boundary of the 'Grovefield Way' site, allowing views from the A40', as some kind of totally inappropriate justification that the contribution of this proposed site now makes to rural character Green Belt lessened and therefore somehow less important, which it is not.

The total disregard for green belt land vs financial gain is totally demonstrated by this attitude. No requirement was put in place by the planning authority to the BMW developers that it should be required to reinstate the natural barrier of valuable greenery it demolished, to preserve the remaining green belt and screen it from the A40. The same situation applies to this application no detail of screening

4. Alternative brown sites can be found for accommodating child care services. Again the employment generated is minimal, however the traffic and congestion it will cause at peak traffic flow in this already congested locality times goes unmentioned

5. I would like to know where the proposed employment figure of 365 has come from the b1 development as the development above, whilst massively impacting a large area of green belt land only gives extra employment for a quote of 71 persons. This does not justify infringement of green belt land. What is the figure of 1018 persons in the report and where has it come from

6 There are no traffic assessment plans that have been presented and they are necessary if the council envisage a huge supermarket that will be used by persons outside our local area and also child care facilities which may be a magnet for persons not living in this area ie using park and drive facilities or the rat run cut through from the A419 link to the A40 that our area is subjected to daily

7 More concrete inevitably leads to more flooding risk

Whitecote  
Branch Road  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6RP

**Comments:** 11th January 2017

Letter attached.

St James House  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6RL

**Comments:** 8th January 2017

We whole heartedly object to this outrageous planning proposal and agree with all objections listed.

This whole application taking place over the Christmas period and not informing many of the local residents feels underhand. The first information received through the door was from other concerned residents on Sunday 8th January 2017!

\* GREENBELT: This land is Greenbelt and should not be developed. The BMW garage development should never have been given permission. Greenbelt should not be transposed as

Green Light to a free for all on all manners of development! Since construction of the BMW garage started there have been attempts by planners to reclassify the area up to the railway line as 'non Green Belt' land. One planning proposal for the development of 27 houses off Brock Close has thankfully been refused. The construction of 13 bedsits at the 'Hayloft' on The Reddings appears to have gone under the planning radar and there will no doubt be more of this kind if this development goes ahead as it will strengthen the argument for reclassification of this area. In addition any development in this area will lead to the destruction of wildlife habitat.

\* TRAFFIC/CONGESTION: The roads within the surrounding area are already saturated with traffic during rush hour. We have yet to see the effect of the BMW garage when it opens. An additional supermarket, offices and food outlet would lead to gridlock in the area during peak times. With what is generally deemed peak times, only being extended into evenings and weekends. We live on The Reddings which is used as a rat run for commuters who regularly exceed the 30mph speed limits. We have complained to our local councillor, who said nothing could be done as this is a bus route! The Reddings and North Road West being rural residential areas were never intended to cope with the current volumes of traffic, let alone any future increases if this development goes ahead. Both roads have pavements on one side of the road only (with the pavement on North Road West only running from Grovefield Way to the Community Centre). Crossing the roads in the surrounding area (particularly The Reddings/Grovefield Way and by B&Q) is horrendous. We fear for the safety of our children, plus the many elderly residents in the area - an accident waiting to happen.

\* UNNECESSARY DEVELOPMENT: We do not need a 3rd supermarket, offices or coffee outlets in the area. We have Asda, Morrisons, Springfield Provisions, Home Bargains and The Spar within close proximity which more than cater for the local residents needs. With Morrisons and Asda having coffee shop/eating facilities onsite. Not to mention KFC drive thru and The Harvester, both of which are open from breakfast until late. The offices next to Asda are not fully utilised and the brown field site adjacent to this that was originally planned for expansion of this has not been built on proving the lack of demand for these facilities.

\* BREXIT: Has anyone considered the impact of Brexit on BMW and Aldi, both of which may be impacted by the trade tarriffs that might be imposed if we leave the single market. These businesses could become far less competitive in a post Brexit environment.

**Comments:** 12th September 2017

We would just like to reiterate our previous objections stand with regards to the amendments made to planning application 16/02208/FUL:

We whole heartedly object to this outrageous planning proposal and agree with all objections listed.

This whole application taking place over the Christmas period and not informing many of the local residents feels underhand. The first information received through the door was from other concerned residents on Sunday 8th January 2017!

\* GREENBELT: This land is Greenbelt and should not be developed. The BMW garage development should never have been given permission. Greenbelt should not be transposed as Green Light to a free for all on all manners of development! Since construction of the BMW garage started there have been attempts by planners to reclassify the area up to the railway line as 'non Green Belt' land. One planning proposal for the development of 27 houses off Brock Close has thankfully been refused. The construction of 13 bedsits at the 'Hayloft' on The Reddings appears to have gone under the planning radar and there will no doubt be more of this kind if this development goes ahead as it will strengthen the argument for reclassification of this area. Any development in this area will lead to the destruction of wildlife habitat.

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\* UNNECESSARY DEVELOPMENT: We do not need a 3rd supermarket, offices or coffee outlets in the area. We have Asda, Morrisons, Springfield Provisions, Home Bargains and The Spar within close proximity which more than cater for the local residents. With Morrisons and Asda having coffee shop/eating facilities onsite. Not to mention KFC drive thru and The Harvester, both of which are open from breakfast until late. The offices next to Asda are not fully utilised and the brown field site adjacent to this that was originally planned for expansion of this has not been built on proving the lack of demand for these facilities. The area is already more than well provisioned with retail outlets and offices. It would be more sensible to build a supermarket in an area of the town that currently has little or no provision (Charlton Kings and Leckhampton don't have a big supermarket) As of September 2017, there are still offices available to rent on the development at the back of the Nuffield Hospital.

\* PARKING ISSUES: Since the BMW garage has opened there has been an increase in the number of cars parked on the local roads during the day time. There has been inadequate provision of carpark spaces for people working at BMW, and further development of the land will only lead to even more of a parking burden on the local roads. As I travel home from work, I often see people walking back from the BMW garage to the park and ride car park - further development will inevitably lead to more people parking in the park and ride car park and walking to the adjacent offices. The whole purpose of the park and ride was to reduce traffic and congestion within the town centre, not for it to be used as a car park to the neighbouring businesses!

\* INCREASED RISK OF FLOODING AND POLLUTION: Ever since the KFC opened there has been an increase in litter on the surrounding roads. The opening of additional businesses will lead to further pollution from additional traffic as well as further rubbish being dumped. We have also seen an increase of flooding to houses off North Road West since the development of the BWM garage.

14 Barrington Avenue  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6TY

**Comments:** 9th January 2017  
Letter attached.

Linley Cottage  
North Road East  
The Reddings Cheltenham  
Gloucestershire  
GL51 6RE

**Comments:** 11th January 2017

I object to the proposal for a drive -thru Costa and Aldi supermarket. There is no requirement for these outlets in the locality, they are both of poor design, have no local need and will generate increased traffic on an already overloaded road system and are therefore totally inappropriate. The B & Q roundabout is already at maximum capacity with long queues from the roundabout up to and past the entrance into the proposed development.

The day nursery is wrongly located and will be compromised by the other development.

The three storey element of the offices, both within both applications is completely out of context and position within the overall site.

I urge the Council to refuse this application.

March House  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6RL

**Comments:** 11th January 2017

I object strongly to this proposed development on the following grounds:

1. It is a further intrusion into the important green belt between Cheltenham and Gloucester
2. The scale of the proposed development is monstrous and will generate completely unacceptable and dangerous levels of additional traffic
3. Offices constructed a few years ago nearby (at ASDA) are still vacant indicating that there is no demand for office space in this area.
4. The height of the proposed buildings is unacceptable and will add to the visual intrusion caused by the adjacent BMW garage (which incidentally contravenes the planning consent).

**Comments:** 13th September 2017

I object to this proposal on the following grounds:

**Green Belt**

This is a greenbelt site. Although it already has outline permission for Category B1 development (offices) extending this to allow retail development is COMPLETELY UNACCEPTABLE. The developer has not established that there is a need for further retail development in the area. Indeed there is an existing (and recently extended) ALDI store only 2.8 miles away, and a large ASDA supermarket less than 0.5 miles away, and branches of all the other supermarket chains within 3-4 miles. In addition, there are brownfield sites in the neighbourhood (e.g. Coronation Square redevelopment, and North Place) which should be strongly preferred to desecrating another part of our irreplaceable green belt.

#### Traffic

If approved, this development is bound to generate significant additional traffic throughout the day. Others have commented that the data on which the traffic report is based are flawed. I do not need a traffic report to know that Arle Court roundabout is often gridlocked, and it is certain that the periods of gridlock will extend if this development is permitted. I am concerned that the costs of modifying the roundabout to ameliorate the problem would be considerable, and it IS ESSENTIAL that the developer (if successful) should make a substantial financial contribution. To put this in perspective I understand that the cost of modifying the Elmbridge Court roundabout at the other end of the Golden Valley bypass (this work is nearing completion) was £7 million.

#### Flooding

During and since the BMW development there have been significant flooding problems on the adjacent land (notably North Road West). The proposed development can only make matters worse, and I have no confidence that the proposals set out in the supporting report will be effective.

#### Design

It is impossible to gain anything but a vague impression of what is intended from the plans and elevations submitted. This is an application for FULL approval, and yet even the heights of the various buildings are not specified. How can the planning committee give approval to such an important and significant development without even this basic information? One of the conditions imposed by the Planning Inspector who overturned the original rejection for development on this site was that any buildings should be 'low key', a description that could not conceivably be applied to the adjacent BMW garage (by the same developer). I suspect that it (the BMW garage) started off as smaller buildings on the plans which 'grew' as construction proceeded. We do not want a repeat of this process. The danger is that we would end up with a whole set of monstrously ugly buildings to further desecrate our beautiful Regency town.

The above are the main reasons why I believe that the application should be refused, but I also endorse the 300+ objections made by other residents.

22 Barton Way  
Up Hatherley  
Cheltenham  
Gloucestershire  
GL51 3QR

#### Comments: 13th January 2017

I object to this planning proposal. The traffic in the immediate area and surrounding roads is already very congested at peak times. This development will encourage more traffic into the area which will increase the problem. Hatherley Lane / Hatherley Road is already used by many drivers using it as an alternative to the grid locked A40, which then results in long queues on these residential roads.

The planned outlets are not needed as there are already two large supermarkets very close by, both with café areas and many other small local food shops. There is also an alternative drive through food outlet very close by.

I do not believe there is a requirement for office space in the area as there are currently empty units next to Asda.

The area is greenbelt and in an attempt to reduce the impact of the new BMW building, which is a huge eyesore, should be retained as greenbelt.

Pserimos  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6RL

**Comments:** 12th January 2017

With reference to this planning application I strongly oppose:

1. The BMW Site is already an eyesore. It will bring extra traffic, there is already a big que every morning And the new site is not even open yet.
2. We DO NOT need another supermarket!!! We already have ASDA within quarter of a mile from this proposed development.
3. we DO NOT need another drive-through, we already have a kfc - this area is not a big retail park.....its GREEN BELT.....in case you hadn't noticed.
4. I am sad to hear that planning permission has already been granted for more offices on this site when the Pure Office development has not been fulfilled and my worry is that the Office part may be temporarily put aside and then if not needed a grant for change of use will be applied for and easily granted , resulting in possibly EVEN MORE retail business.
5. The number of parking spaces being only 346 for all of this new development this is insufficient and will result in the same scenario as at Pure Offices when not only the approach roads but the pavements are being parked on resulting in restricted movement for pedestrians.
6. The local Community Centre already operates a fair amount of Child Care on its premises during the week and this would be eroded and have an effect on the Community spirit in the area.
7. A fair amount of hedgerow has already been removed by BMW developers and anything further will have quite an impact on the environment in terms of Birdlife, Flora and Fauna to say nothing of increased pollution and traffic fumes and it will be the local residents who will suffer most. It was not so very long ago that this area was in Green Belt and this is being quietly eroded in the name of progress.
8. It might also result in the need for further traffic calming measures which have already been abandoned as inappropriate with the road being too narrow for what are already bus routes.
9. I also think that the SNEAKY timing of this application , while possibly quite legal, is somewhat underhand and has given local residents very little time to raise objections over the Christmas period when Bank Holidays etc have intervened and to me shows the lack of feeling on the part of the developers for the local community.
10. It will also have a great impact on local business which are already suffering from the ASDA development

Put simply - this development IS NOT NEEDED by the local community - there are far more better suited urban areas that can be chosen!

30 Barrington Avenue  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6TY

**Comments:** 6th January 2017

Objection

I have copied, in its' entirety, the comment below as I fully agree with all the comments, observations and objections made.....

- This application is entirely unsuitable for the area and completely without merit. It is a development of a retail park by stealth.

#### History of site

- The site is in the greenbelt. This "constraint" is noted on the planning website.
- The applicant at Section 14 of the application form describes the existing use as "open ground". This is factually incorrect. It remains as greenbelt, as your "constraint" notes..
- A proposal by a previous landowner to construct offices on the site was vigorously defended by Cheltenham Borough Council, appealed by the owner and defended by Cheltenham Borough Council before permission was granted by the planning inspector (a quango that no longer exists).
- The inspector, at appeal, said that a B1 application should be permitted, because it creates employment opportunity in relation to B1 offices.
- Historically, Grovefield Way ring road was designed as a clearway to direct traffic away from the existing urban areas, and ease travel from the A40 towards Hatherley and Shurdington. It was explicit that there were to be no entrances directly onto Grovefield Way, with the exception of adjoining roads. North Road was divided into North Road East and North Road West by Grovefield Way. Deeds of properties on North Road East confirm that the road has been permanently blocked onto Grovefield Way and that no right to reinstate access onto Grovefield Way will ever exist.
- The foregoing conditions for the creation of Grovefield Way were ignored when permission was granted for the B1 site and subsequently, for the BMW site.
- The BMW site allowed the removal of much of the visual and acoustic screening in the form of removal of trees and hedgerows.

#### The Proposal

##### Building locations

- Historic development along Grovefield Way was limited to two storey height, and set back from Grovefield Way. This current application, locates the proposed Costa Coffee closer to the highway than any building on the site as approved in 2014. This is inappropriate. The boundary along North Road West now has considerably fewer trees than in the previous approved plans for the site. This must mean inappropriate removal of the existing hedgerow/compromise of the existing hedgerow, contrary to BS5837:2012 which gives presumption in favour of existing trees and planting, and will require a greater level of pre-planning than has been submitted.
- The Aldi store is placed closer to North Road West than the previous proposals approved in 2014 in respect of the B1 development. The proposals are therefore inappropriate and inconsistent with previous approvals granted.

##### Traffic

- The traffic planning study is inaccurate and misrepresentative. The traffic study has been carried out before the BMW site is operating and is not representative of current traffic conditions, nor those that will operate when BMW starts to trade from the site. Since around October 2016, the traffic along Grovefield Way, approaching the B&Q roundabout, is now frequently backed-up past North Road West from 07:30 to 09:00 hours and from 15:00 to 19:00 hours, most days. Traffic entering the BMW/proposed retail site via the A40 will need

to turn right onto the site via a wholly inadequate sized filter/waiting lane. Vehicles leaving the proposed retail park will also need to turn right or left out of the retail park onto Grovefield Way and will cause traffic tail backs further along Grovefield Way at North Road west, or The Reddings.

- The current permission granted for BMW/Offices will concentrate traffic generally into "peak flow" hours as the traffic report sets out, i.e., the majority of BMW garage users will be leaving their cars early morning and collecting them in the evening. There will be casual visitors throughout the day, possibly peaking at weekends. Office traffic use will largely be concentrated into rush hour morning for arrival and rush hour evening for departure.
- The retail park model proposed will have constant traffic arriving throughout all times of the day, peak and non-peak. Noise levels will therefore change from those associated with finite periods of the day to general background droning throughout the day.
- The volume of traffic turning right onto the site will easily exceed the capacity of the refuge and will therefore stop traffic in one direction along Grovefield Way as traffic waits to enter the refuge. This will very quickly lock the road traffic island on B&Q and, within a matter of minutes, will lock the Golden Valley roundabout due to traffic that wishes to turn right to access either Travelodge, Harvester, KFC, the film studios, Manor by the Lake, Asda, Winfield Hospital, Pure Offices, Pets at Home, Home Bargains, B&Q, Park and Ride, BMW, Costa Coffee, Happy Days Nursery, Aldi, or simply to attempt to return to their house, or visit someone living in the area and they will be unable to leave the Golden Valley Roundabout due to congestion and traffic backlog caused by the retail development. This already happens frequently. The prospect of very regular prolonged gridlock will rise very significantly (at the "gateway to Cheltenham") if this development is allowed to become a retail development as proposed.
- The increased traffic use will raise the cost of maintaining the roads along Grovefield Way. The road will require more regular repair at an increased cost and the disruption to traffic whilst the repair work is carried out will again exacerbate gridlock. All of the foregoing is easily foreseeable.
- With this proposal, traffic around the BMW and proposed retail park is likely to reach heavy congestion levels at all times of the day, but exacerbated by the presence of Aldi at holiday times such as Christmas where the area already suffers pronounced uplifts in traffic numbers due to the presence of Asda, estate roads will be used much more frequently by traffic, raising the prospect of safety issues and further road maintenance requirements. This is contrary to health and safety and good planning. The congestion will also prejudice access for emergency vehicles
- When the Asda development was first proposed, ill-conceived and wholly inappropriate highways schemes for "traffic calming" on adjoining residential roads were resoundingly rejected by residents and councillors as being unworkable and the whole proposal was dropped as being impractical. Allowing additional foreseeable traffic problems associated with retail usage will create problems in the residential areas where it has already been shown that "traffic calming" is simply not practical in this area.
- If the traffic congestion on Grovefield Way begins to back-up to the roundabout onto The Reddings, the prospect of significant gridlock in the area becomes very real, as cars will be unable to leave homes at Leyson Road, North Road East, Old Reddings Road, Reddings Road, Hatherley Lane, etc. The problem is foreseeable. The traffic report carried out is entirely partisan, inaccurate and should be rejected.

### Pollution and disruption/disadvantage to the residents of the area

- Environmental air pollution will rise as there will be greater number of vehicles visiting the area. Short duration journeys to Aldi are foreseeable and were not foreseen when permission for B1 units was granted.
- Very short duration visits to Costa Coffee will occur because, it is branded as a "drive through" and engines will not even be stopped for during the visit.
- The applicant includes analysis of noise pollution, but the report is partisan and inaccurate. The applicant concentrates on the potential noise that may be made by one visiting lorry. Assumptions are made that only one lorry will visit at a time, when it is entirely possible that many lorries will be visiting at the same time, given the usage. The analysis measures

current peak decibel levels, but fails to account for the fact that these are "one off" peak levels for one vehicle travelling along Grovefield Way at a particular time of day. With so many more vehicles using the retail park, stacked on the congested roads, starting and stopping in the car parks, slamming doors, and similar, there will be a constant drone of traffic which the visiting lorries will add to. As the applicant's report points out, noises measured on a logarithmic scale and a 3 decibel increase in noise amounts to a doubling of the actual noise. This issue was considered in detail in the Asda application, and Asda constructed acoustic screens and enclosures. There is no such proposal within this application, and the removal of further trees and hedges can only exacerbate the problem.

- Despite the applicant's fanciful details regarding visits to the park by cycle: there is an application for a Costa Coffee "drive through"; the BMW site is solely concerned with cars; people will need to take their shopping back from Aldi in the same way that they do from Asda (by car). The provision of parking on the site is wholly inadequate. Until phases 3 and 4 (offices) are built, there may be adequate parking on the phase 3 and 4 areas are hard-paved, but this is a short term solution. The pressure on parking in the local area is already significant due to the Park and Ride and GCHQ parking as well as overspill parking from others, and this retail development will not improve that.
- It can easily be confirmed by neighbours of an existing day nursery in The Reddings, that the vast majority of parents visiting the property to drop off and collect their children, do so by car en route to/from work. The playgroup has more pedestrian visitors as it serves the local community, but cars are still used. The location of "Happy Days" in this park is not intended to serve the local community, it is intended for commuters and possibly the staff employed on the site.
- There are fanciful numbers for employment quoted. BMW already has 100 staff that they are re-locating - so no new employment. Aldi cannot possibly have more than 20 persons working on the site as full time equivalents, Costa will have no more than 10 full-time equivalent employees and Happy Days Nursery equivalent number of employees also cannot possibly exceed 25. That totals 155 and 100 of those jobs already exist. The balance of the 850 or so must come from the B1 offices and those are more likely to be relocations than start-ups.
- Enough time has elapsed to make it very clear that the Planning Inspectorate was wrong in its analysis that B1 employment use was appropriate on the site. The development of "Pure" offices adjacent to Asda has resulted in only one office block being constructed of the 4 proposed and that and that has still not achieved full occupancy. Currently, rentals "from £89" on a "one month rolling contract" are being offered in an attempt to raise occupancy. The owners of the B1 "Pure Office" site recently applied for a change of use to residential, further indicating that there is no requirement in the area for B1 offices. It is therefore disingenuous for this application to continue to show that phases 3 and 4 are likely to comprise B1 offices. The applicant knows full well that when a further retail opportunity presents itself, a further planning application will be made for additional Class A1, A3 or D1 usage, on the basis of the precedence set by this application or by the implicit approval that would be given in granting so many different classes of use on the site, such that a further class of use could be introduced. This is entirely inappropriate development for the area and entirely inappropriate usage of the greenbelt and, is entirely contrary to the proposals for the now-defunct JCS plan. If planning permission is granted for this application, it must be a condition that the offices are built before the retail units and that they must remain as B1 offices in perpetuity.
- The opening hours for the proposed site are out-of-keeping with those granted for the Asda site, even after they were amended in 2014 (application 10/00252/FUL). It is proposed that A3 usage on the site will commence 30 minute earlier than that granted to Asda, for the drive-through Costa Coffee. Sunday and Bank Holiday opening times are also 05:30 to 23:00 hours, not 10:00 to 16:00 as granted for the Asda store, or 08:00 to 20:00 hours for the petrol filling station. This is entirely inconsistent with the previous planning decisions, and the objections that have been raised by neighbours, particularly as the proximity of this proposed retail development to domestic dwellings is more intrusive.
- The traffic noise report suggests that night time noise considerations commence at 23:00 hours. There are many properties close to this retail park where there will be young children

who will be going to bed earlier than 23:00 hours. In the summer, bedroom windows will be open. If they cannot be opened because of the noise of the proposed retail park, then the windows will need to remain closed and electrical/mechanical cooling means will need to be relied upon by householders, thereby raising carbon emissions, entirely contrary to global accords. This is foreseeable, and the application should be rejected.

- The application makes no mention of light pollution. With the operating hours, there will need to be a good degree of onsite lighting, which will intrude into nearby residencies. In addition, visiting cars and headlights will track across residential properties as they enter and leave the site and drive around it. This is foreseeable, and the application should be rejected.
- Asda has a café. Historic applications for food outlets on the "B&Q site" were rejected as it was deemed inappropriate for the area, and this is why there is the food van parked in their car park. We are at a loss to understand why this is different on the proposed retail site, which is, after all, just across the road. In its application, BMW made much of the café facilities that it would incorporate. There is no obvious need for a food outlet such as Costa Coffee to serve existing residents or businesses. As such it must be basing its business model on becoming a "service station by stealth", with traffic leaving the motorway at junction 11. Given the recent construction of motorway services around Junction 11A, this would seem wholly inappropriate.

### Summary

- The site remains as greenbelt and only appropriate development can be undertaken within the greenbelt. Although apparently erroneous, the Planning Inspectorate decided that B1 development was appropriate for the greenbelt site. That does not set a precedent for any development on the site. Much was spoken about the "gateway to Cheltenham" and the need to create an impressive gateway. This proposal does not achieve that in any sense.
- Within ½ mile of the site, all of the products/services offered by the proposed retail units and offices are available, and there seems to be no justification for granting replication of these services.
- The reports submitted in support of the application are entirely partisan and can best be described as "fanciful". It is common sense that usage of this type will radically alter the way in which Grovefield Way is used, will radically increase noise, light and carbon monoxide and other exhaust emission pollution. The application should be rejected and that rejection should be maintained on appeal, in perpetuity.
- We also believe that the applicant should provide an explanation of how 1000 jobs will be created, as this too sounds fanciful.
- Given the proposed usage and visitors required for the proposal to be viable we doubt that 346 parking spaces will suffice such a large number of staff and visitors.
- It is the duty of the planners not to let this become a retail development by stealth and to maintain and uphold the previous decisions and permissions granted on this site and to other residents and businesses in the area. The council and our elected counsellors, must protect the day-to-day interests of residents against the vested interests of large corporations, with no interest in the impact their activities will have on the local community. This proposal offers nothing for the community, nor does it enhance Cheltenham, nor the business community.
- If the application as a whole can be justified, the applicant must be made to undertake the building of all of the offices in advance of the retail units.
- The JCS included this site as B1 employment land, the inspectorate saw it as B1 usage land, the approvals granted after CBC resisted it were for B1 land. There appears to be no joined-up, forward-thinking in our area and this needs to stop, before it is too late.

The Community Centre  
North Road West  
The Reddings  
Cheltenham  
GL51 6RF

**Comments:** 9th January 2017  
Letter attached.

**Comments:** 13th September 2017  
Letter attached.

40 Grace Gardens  
Cheltenham  
Gloucestershire  
GL51 6QE

**Comments:** 9th January 2017  
I am objecting to another proposed retail park, this time 'by stealth'.

Traffic in the area (which is already very heavy) will undoubtedly increase significantly both during rush hours and throughout the day.

Roads are too small to cope with the current flow of traffic. It is a residential area after all, not suited to commercial traffic flow.

Why is there the need/demand for additional office space when the current offices on the Asda park have not been let? Sceptically I would think the developers may be looking to build more retail spaces at a later date which is unacceptable.

I'm also concerned about the increased likelihood local roads will be used for staff/visitor/shopper parking.

Finally there are the obvious environmental issues that will result from such a proposal; light and sound pollution, reduced air quality and the impact on wildlife as hedgerows require removal.

67 Redgrove Park  
Cheltenham  
Gloucestershire  
GL51 6QY

**Comments:** 10th January 2017

This site is the first thing that you see as you enter Cheltenham on the A40 & is a complete & utter blot on the landscape. Both the size & design is completely out of keeping with the beauty of Cheltenham. There is a whole road of car showrooms in Cheltenham. Why this site had to be located here & why planning permission was ever given is totally beyond my comprehension.

An application has now been made to expand the area further. The roads in the area are inappropriate for the heavy traffic that a retail park would bring, apart from the disturbance to residents who have bought properties in a previously quiet area. There is no way that approval should be made for such a development. Local shops who have served the community well would also be affected. The depletion of our countryside by developers needs to be halted with immediate effect.

**STOP THIS EXPANSION NOW! PLEASE!**

39 Springfield Close  
The Reddings  
Cheltenham  
GL51 6SG

**Comments:** 10th January 2017

With reference to this planning application I would like to raise the following points in opposition to it.

1. The BMW Site is not yet in operation and therefore we do as yet not know what impact that might have on Grovefield Way traffic but any additions on retail would certainly have.
2. Do we really need another supermarket?? We already have ASDA within quarter of a mile from this proposed development.
3. Likewise we have a drive-through already just off the Arle Court roundabout.
4. I am sad to hear that planning permission has already been granted for more offices on this site when the Pure Office development has not been fulfilled and my worry is that the Office part may be temporarily put aside and then if not needed a grant for change of use will be applied for and easily granted , resulting in possibly EVEN MORE retail business.
5. The number of parking spaces being only 346 for all of this new development this is insufficient and will result in the same scenario as at Pure Offices when not only the approach roads but the pavements are being parked on resulting in restricted movement for pedestrians.
6. The local Community Centre already operates a fair amount of Child Care on its premises during the week and this would be eroded and have an effect on the Community spirit in the area.
7. A fair amount of hedgerow has already been removed by BMW developers and anything further will have quite an impact on the environment in terms of Birdlife, Flora and Fauna to say nothing of increased pollution and traffic fumes and it will be the local residents who will suffer most. It was not so very long ago that this area was in Green Belt and this is being quietly eroded in the name of progress.
8. It might also result in the need for further traffic calming measures which have already been abandoned as inappropriate with the road being too narrow for what are already bus routes.
9. I also think that the timing of this application , while possibly quite legal, has given local residents very little time to raise objections over the Christmas period when Bank Holidays etc have intervened and to me shows the lack of feeling on the part of the developers for the local community.
10. It will also have a great impact on local business which are already suffering from the ASDA development.

Andalin  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6RY

**Comments:** 10th January 2017

This is a direct appeal to the Councillors on the Planning Committee as I have increasingly become disillusioned with Cheltenham Borough Council planning officers regarding this site.

I live in the Reddings and there continues to be lot of anger within the community regarding the building of a BMW garage on this greenbelt because it is an oversized A1 retail development on a site that was won under appeal for B1 light industrial / office use (only won because the local plan did not include enough land allocated for business use).

Since this successful appeal I have dismayed by Cheltenham Borough Council planning officers since it is obvious to anyone that the developers wanted a retail site from the beginning and they have and continued to play the system to maximise their profits regardless of what Cheltenham actually needs or the impact it has on the local community. Opportunities have been ignored by Cheltenham Borough Council planning officers to revoke planning consent e.g. they did not start development within the allotted 5 years as such planning permission had lapsed and the local plan had changed within that timeframe so the circumstances that the appeal was won were no longer valid. Similarly the failure to recommend refusal for the A1 BMW retail outlet has given the developers new impetus to replicate Tewkesbury Road and Kingsditch Lane on GREENBELT.

On to my objections:

Many objectors have quite rightly focused on the fact the road system is already saturated, similarly the continuous litter in the area and discarded cups from the KFC at Arle Court should already show that a Costa drive thru is not appropriate near a residential area, especially since the Borough Council is unable to manage the litter and cleanse the streets properly.

However the main thrust of my objection is that this development is detrimental for Cheltenham's economy:

The recent publication of the Draft Cheltenham Borough Council Local Plan has highlighted that Cheltenham is lagging significantly behind the national average annual rate of economic growth for the period 1997 to 2011 and the majority of the jobs being created in the town are low paid in such areas of retail.

Over time this will impoverish the town as it will both become a commuter area where people have to travel further afield for higher paid work and increasingly filled with old people and those from lower socio economic groups who are just managing with minimum wage work.

GCHQ is held up as an example of an engine of growth for the cyber supply chain, however increasingly this supply chain e.g Raytheon and BAE Systems to name just a few are locating in Gloucester business parks because they cannot find suitable office premises in Cheltenham despite the fact they wish to be close to the Benhall site.

Building a Supermarket and a Costa Coffee on this valuable greenbelt land with B1 planning consent will simply use up this capacity for offices for the future and deny Cheltenham the possibility of attracting high paying jobs to Cheltenham, this is immoral and will do nothing rectify Cheltenham's minimum wage economy.

(This point will of course be dismissed by the Cheltenham planning officers who will point to the area of land to the west of GCHQ adjacent to the sewage works, however there are no certainties on how much land is required and it is there is increasing uncertainty that the Government money will materialise for a Cyber Innovation hub since the promise was made by the previous administration and was not costed or budgeted for).

It's detrimental to other retail businesses:

An Aldi supermarket already exists in Cheltenham and the town is already served by many supermarkets. This supermarket will not generate new trade all it will do is take trade away from other supermarkets who may fail as a result. Morrisons in Up Hatherley and Iceland in Coronation Square are financially the weakest, should trade deteriorate because of this increased local

competition these may close resulting in further traffic journeys and the eyesore of empty commercial premises. Such a development would almost certainly result in the closure of Springfield stores at the Reddings.

Finally, and this particularly galls me, when I spoke to the Planning Officer regarding the previous BMW application I said this would set a dangerous precedent for the land which he was still insisting was allocated to B1 development.

He barked at me that it wouldn't and that there was no such thing as a precedent in planning.....well, what do you know, the new application refers to the BMW garage as being evidence of land use and uses it to set a precedent.

14 Appleton Avenue  
Cheltenham  
Gloucestershire  
GL51 6TS

**Comments:** 10th January 2017  
Letter attached.

Innisfree  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6RT

**Comments:** 10th January 2017  
Letter attached.

Wolvercote  
Old Reddings Road  
Cheltenham  
Gloucestershire  
GL51 6SA

**Comments:** 10th January 2017  
Letter attached.

11 Old Reddings Close  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6SD

**Comments:** 10th January 2017  
This is again a large developer filling up land that is supposed to be Greenbelt.

Grovefield Way is already congested, at peak times the traffic is blocked way beyond the roundabout at B&Q.

The Drainage is already causing problems at Badgeworth lane with all the water building up towards Dundry Nurseries.

12 Frampton Mews  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6UG

**Comments:** 10th January 2017

- 1.This is green belt land.
- 2.There are already two supermarkets in this vicinity.
- 3.There is already a drive -thru KFC which supplies drinks.
- 4.There is a large area next to Asda which is available for offices which is still undeveloped.

5.It is not known what traffic congestion will occur in Grovefield way when the large BMW dealership opens. Traffic already builds up at peak times.

48 Grace Gardens  
Cheltenham  
Gloucestershire  
GL51 6QE

**Comments:** 10th January 2017

Not happy about this development mainly due to the increase in traffic, but also the taking of more green belt land.

Also the park and ride busses use hatherley lane at busy times and they would have trouble with the heavier traffic load.

7 Barrington Avenue  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6TY

**Comments:** 9th January 2017

I strongly object to the proposal and do not feel it will benefit the local community. My initial thought on reading the proposal for Aldi, drive-through Costa and a nursery is that it is for those going into or out of Cheltenham, due to its position by the A40 and M5, which will bring more traffic and noise and usage of our local roads, in essentially what is a residential area. This is still my opinion on further consideration. Although we have commercial and retail units nearby the proposal is for Aldi to sit right opposite houses on North road West and in The Reddings where previously there was green fields. At least with the BMW building it sits back against the A40.

Offices built at the Asda site have not been fully developed showing there is no huge need for office space and the offices that are there have cars parked all over the pavements. A very real concern for local residents is that whatever buildings - retail or office - are developed there that parking will spill over into local roads, something we are well aware of in Benhall from GCHQ.

We already have Asda within walking distance and Morrisons just over a mile away. Home Bargains on the B&Q site sells food, homeware and household products cheaply and is on the site adjacent to the proposed plans. We do not need another supermarket or a 'better value'

alternative - once again I feel this proposal is for others and not of a benefit to locals. Asda was built on land which was previously developed and Home Bargains on the existing B&Q car park site. I strongly object to losing more green space/belt.

We have a nursery in the Reddings and a well-supported playgroup at the Community Centre and do not need an additional nursery. These businesses would suffer.

Although the plans are for access off Grovefield Way the residential roads leading to this such as The Reddings and Reddings Road are already tricky to negotiate at times, with cichanes created from parked cars and buses/bus stops. Any additional traffic would impact on locals.

Only 7-8 years ago we had green fields opposite, horses I fed carrots to with my children, and felt I lived on the edge of Cheltenham - semi-rural location. Yes we are aware the M5 and A40 are nearby but that does not mean we should erode the green spaces we have around us for no benefit to the local community.

At the very least I feel this and any future proposals should wait until the BMW site is completed and operational so we can assess what impact that has locally before even considering anything further.

3 Barrington Avenue  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6TY

**Comments:** 9th January 2017

Objecting on the grounds of increased noise, light and environmental pollution. The local road infrastructure is already at more than capacity (Golden Valley Roundabout). The vicinity of the proposed development is close to an existing supermarket with cafe facilities. Council should be encouraging the use of brown field sites before encouraging building in green field sites (old black and white coach site in Cheltenham town centre?).

**Comments:** 25th August 2017

Since the opening of BMW we have been suffering from increased traffic and pollution on the surrounding roads. Our road is used as a car park for BMW staff. We normally have a car almost abandoned outside of our property each weekend. Inadequate parking provision has been provided and this spills into the local streets which are not big enough for office parking, this is a major inconvenience to residents. This development should not go ahead as the parking / traffic situation will be every worse. The proposed development is on green belt land and should not be approved. The BMW site is an eyesore especially with the light pollution at night.

Maison Des Femme  
North Road East  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6RE

**Comments:** 6th January 2017

Planners, I have lived in this area for 21 years and since B&Q AND Asda were built there has been a steady rise in traffic in the immediate vicinity of Grovefield Way and Hatherley Lane. Early morning tail backs are considerably longer and pollution levels higher and BMW hasn't even opened yet! To encourage yet more development across the road is going to have an even greater impact on noise, traffic and pollution volumes over current levels.

The proposal for more office space is ridiculous when the Pure offices at ASDA cannot be fully let due to lack of demand and even so there are numerous cars physically blocking the pavements around the Pure Offices as testament that public transport usage and allocated parking is historically very underestimated. Once the BMW site is open for business I am confident that North Road East and its side roads will be subject to an influx of non-residents looking to park during office hours.

I bet no consideration has been given to this potential nuisance and no doubt conflict and misery will ensue for all concerned in due course. I think the entrance to the site is going to be an accident black spot (central lane turning on fast bend - what were you thinking?).

If you permit any more development on the BMW site then surely you should adopt a more gradual approach to assess the parking impact of BMW first and then ALDI second before further work. If it's a problem which spreads externally from the site then you should be committed to rejecting all subsequent phases.

**Comments:** 8th September 2017

My previous objections to this superfluous development still stand which are echoed by many others, and I have yet to see one convincing argument in favour of this development. As planners you are aware of this so any sort of positive consideration against all negative advice from those affected by this proposal and the existing BMW development is incomprehensible. What are you seeing that we don't?

1 Chalford Avenue  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6UF

**Comments:** 7th January 2017

The process of publicising this application to some and not all local residents with a letter on the 21st December 2016 with limited time over the Xmas period to both read, take notice and action appears to be a deceitful underhand process by the planners and the council, before I detail my objection I would request the council write again to ALL residents impacted by this application providing more time to collect and listen to feedback of the council tax payers & voters and then take appropriate action.

It is interesting that the political parties have been silent on this matter, no newsletters and notes from the MP and councillors unlike other applications in the general Cheltenham area, I can only assume they like the residents they have either not had time to react to this application or they are the driving force.

I strongly object to the planning application on the following grounds:

The area of the development is or was a Greenfield site does not have either the requirement or the infrastructure to support the application.

1. The noise and environmental impact studies attached to the planning application have all been completed before the BMW Site has been opened. The impact of this new flagship facility on the local roads and residents has yet to be seen, studies as we know invariably underestimate the environmental impact as can be seen by the virtual grid lock on the roads currently in the mornings and evenings on Grovefield Road/ Arle Court roundabout to Golden Valley roundabout or by Asda and the Nuffield Hospital. No further development should be considered until this facility has been fully operational for some months, and new impact studies are then run over an agreed period measuring the new environment.

- Note - the building of this site removed large amounts of trees and hedges which acted as a noise barrier from the Reddings area from the A40, so the new noise assessments taken in October are the levels now, not before the BMW facility was started. With increase of traffic coming to Asda, B&M and the Pet store in the past year traffic has increased beyond the capability of the roads already.
  - We moved into our property in 2006 and it was a pleasant place to live. Now we are unable to sit in the garden or have the bedroom window open at weekends or in the evenings due to the increased traffic noise. The change has been seen since B&Q and Asda and the local new housing estate were built. Adding to this the creation of the new BMW site the trees which acted as a noise barrier from the A40 were removed. The addition of the increased traffic noise once BMW becomes operational will only further decrease our quality of life. The impact of BMW being operational with cars being delivered on lorries, cars being dropped and collected for servicing and the post service test drives has yet to be understood apart from theoretical environmental studies.
2. The new application includes an Aldi store, this is not required in this area of Cheltenham
- Asda is less than 10 minutes walk of this proposed Aldi - this has sufficient parking and capacity
  - B&M store located yards away alongside B&Q also with parking, selling many items which would be in Aldi
  - Morrisons only 1.5 miles away again selling everything Asda sell and Aldi would sell.
  - The combination of these existing outlets negates the need for yet another store open very long hours causing increased noise and traffic.
3. The new application includes a drive through coffee store
- Do the Cheltenham council encourage driving and drinking coffee at the same time?
  - Do we need another coffee store? There is a coffee shop at Asda and a mobile facility on the B&Q car park, with a drive though KFC also close by who also provide 10 varieties of tea and coffee.
  - The BMW site will include its own cafés for the staff and visitors to the site so a drive through Costa will not be required for the multiple visitors to this facility.
  - Drive through outlets create rubbish, evidence of this is clear from KFC, another environmental impact not considered.
4. The new application includes 8 sq m of office space - this is obviously not required as there is empty and un developed office space less than 0.25 miles way next to Asda. Examples of poor planning and studies by the council and its agents are clear to see on the Pure office site next to Asda, half built, half developed but still not sufficient parking for those offices as parking during the day is all over the pavements and double yellow lines. I'm sure all the studies and plans were carried out for this development, if this is an example of careful planning; we don't need another catastrophe next to it.
- People with more planning experience than myself predict the proposed offices on Grovefield way will never be completed and the whole site will become a 24 x 7 retail park by stealth.
5. Parking - There is insufficient parking allocated under this planning application, staff at these proposed stores/offices and nursery will when they cannot easily get in and out or park (see issues at the Pure Office site) on the site due to the current and future traffic congestion will take the natural option of parking in North Road East / West, Chalford Avenue and Barrington Avenue then walk across the road using the newly constructed pavements, causing all residents in North Road east and the roads linking to it further in convenience.
6. Current Road Infrastructure

Local residents are already suffering from the increased traffic caused by Asda, extension to the retail outlets on the B&Q site, the building of the new estates on Grovefield way/Cold Pool lane. All approaches to the B&Q roundabout are grid locked mornings and evenings. The park and ride bus often cannot get out of the car park and often does not take the Golden Valley roundabout route due to congestion, there are not many towns who advertise a park and ride and then put the bus in a traffic jam, this only encourages traffic to miss the facility and go closer to town. All of the proposed developments will drive existing shoppers away from the current retail parks at Asda and B&Q and have a severe impact on residents in the area.

The conclusion is that this proposed development is currently not required, the infrastructure cannot sustain it and it is not in the best interests of the local environment and residents. If the council listen to residents they will extend the consultation period, delay any future plans until the impact of an operational BMW are understood and then also agree there is no need for this extension and return the land to recreational.

**Comments:** 12th September 2017

I repeat the objections previously submitted, the revised plans do not address any of the identified issues.

The ramifications of lifting greenbelt on the site are already starting. The greenbelt boundary must not be amended and the greenbelt status must not be lifted from this site.

The area has a good deal of existing childcare at The Reddings Playgroup, nurseries and childminders

Presently, there are already 12 Costa Coffee outlets in Cheltenham - more are not required in an area where this outlet will encourage drivers to drink on the move.

Since the BMW development, local flooding is occurring regularly

The revised water management plan does include additional storage.

All of the buildings are too high. There is no justification for the additional half-storey height on the Costa store.

- The glazing on all of the proposed buildings will simply increase light pollution to local residents of Grovefield Way and North Road West.
- More tree screening is required along the boundary with Grovefield Way to mitigate the light pollution from the development,

To mitigate the light and noise pollution which will be generated both by this development and by the previous BMW development and the developer's actions in removing many of the original trees and hedges to expose the building and thereby remove the natural noise filter that was previously present with the trees along the A40 boundary.

There is no clear statement with regard to the number of parking spaces provided, nor the means by which parking will be controlled.

- The travel plan for BMW has not been implemented and excess local parking requirement is now taking up spaces at the park and ride and in local streets where dangerous and inconsiderate parking is a daily occurrence, as are police enforcement notices.

The proposal to open between 05:30 to 23:00 hours, seven days per week, and 365 days of the year, is entirely inappropriate, does not reflect any of the previous planning decisions and enforcements made upon other nearby similar businesses, and is entirely incompatible with a largely residential area and the greenbelt. It cannot be permitted.

The application must be refused.

Kestrel House  
North Road East  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6RE

**Comments:** 7th January 2017

Please note my strong objection to the above Planning Application based on the following considerations;

- A further retail park in the Hatherley / Reddings vicinity is simply not required
- There would be a significant and inevitable increase in volume of traffic in the area and the local road network would be unable to cope. Just take a look at the queues in the area at peak times please. It's already at a point that is dangerous.
- The application includes office facilities yet a couple of hundred meters away at the Pure Office development by Asda there is still empty or half built office facilities proving more are simply not needed in this location.

7 Chalford Avenue  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6UF

**Comments:** 17th January 2017

Thank you for your letter dated 21st December received on Friday December 30th.

I note that comments were requested by 11th January. Unfortunately I was unable to do this because of holiday and sickness. Such a short duration over the main holiday period of the year for such a complex plan does not seem fair or just to allow time for the submission of comments. I also suspect that this is a controversial application and therefore recognition of this would suggest more time than usual should be allowed for people to make their observations.

On the plus side at least I have been informed of the plans compared to the BMW Garage plans which I never had the chance to comment on because I did not know about them.

I have viewed the plans on-line. In accordance with your guidance on the types of comment that may be taken into account then I would like to offer the following observations:

Noise or disturbance

I am in no doubt there will be noise and light pollution from this development. The noise is inevitable because of increased traffic flow on Grovefield Way and the inevitable traffic movement around the car park of the development. I would prefer to see some sort of buffer zone around the whole site to alleviate this. There does not seem to be any consideration for this potential pollution to the surrounding residents. I am not able to establish if deliveries will be made during night time hours. If this is allowed then no doubt the T junction will become noisy at night due to the LGV traffic. Also I am not able to establish if the ALDI store will be allowed to open 24 hours a day which could further contribute to noise and light nuisance during night time hours.

All this increase in traffic will also inevitable increase the air pollution due to vehicle emissions.

I presume at the read of the ALDI store there will be utility services that will emit noise directly onto North Road West. Surely it would be better to direct such noise into the middle of the development where they will not be a nuisance to local residents?

### Traffic

I might imagine that the T junction entering the development will without doubt cause additional traffic congestion especially at rush hour. An day nursery and office accommodation all suggest to me commuter traffic as well as the staff at ALDI and Costa Coffee. Indeed the Cost Coffee drive through is positively encouraging people to drive here! To have a T junction serve such a development with the likelihood of continuous traffic wishing to make right turns seems an oversight. Surely a mini roundabout would be more appropriate?

The traffic congestion along Grovefield Way is especially bad during the morning rush hour and it can typically take 15 minutes to get from North Road West to the M5 J11. Much of this delay is caused by the traffic attempting to merge onto Hatherley Lane which in turn backs up onto Grovefield Way. Perhaps an improvement to this short stretch of Hatherley Lane would assist in improving flow it was three lanes between the B&Q roundabout and the A40 roundabout?

Also perhaps if Grovefield Way became two lanes between the development's T junction and the B&Q roundabout this may also help?

This development is not on a regular bus route so I would have to presume that anyone visiting this location will do so by bike or car.

Recognising that there are local residents surrounding this development, there does not seem to be any footpath access at the junction of North Road West/Grovefield Way to encourage locals to walk to Aldi where they live close enough? Is this a consideration?

### Visual Impact

There is no doubt that the image of The Reddings has been changed forever with the BMW development. This BMW development has seen a large loss of natural habitat including mature hedges which are gone forever. Since the hedgerow has been removed we have seen a huge increase in the movement of foxes and rats, no doubt disturbed and displaced by the removal of the mature hedge. Why could the hedgerow not have been retained? I would have to presume that the mature hedgerow along the northern edge of North Road West will also be removed and not replaced? This will have a significant visual impact because a more natural and mature landscaping feature is to be replaced with immature spot trees.

I note that the ALDI store is positioned close to the corner of Grovefield Way and North Road West. This must be the worst visual impact possible. Surely it would be better to place the building in the middle of the development away from the road to improve the visual impact?

### Amenity

I can see no benefit of this development as an amenity.

It certainly has no apparent benefit for me personally.

There is already a medium size supermarket (Home Bargains) and a large size supermarket( ASDA) within walking distance as well as B&Q and Pets at Home.

So virtually all my day to day shopping needs are within walking distance.

With a development of this size, controversially located on Green Belt land this development would appear to be offering nothing back to the community in terms of improved or additional amenities.

If it is recognized that the hedgerow on the northern side of North Road West has to go, then the road should be widened so that it can have a white line marking down the middle and a pavement on the north side that extends all the way along to the T junction with Badgeworth Lane.

I feel concerned that there are not enough car parking spaces on the overall site to accommodate both employees and customers and visitors. If this is the case then inevitably there will be people seeking to park on the surrounding roads especially Grovefield Way. At the moment Grovefield Way does not have any parking restrictions along its length nor does it suffer from any car parking. Is there a plan to consider double yellow lining Grovefield Way to avoid this potential issue before it even becomes an issue?

#### Privacy

For me personally this development will not significantly affect my privacy per se.

My privacy will be affected by noise and light pollution most significantly at night as my bedroom window faces the development.

I have already noticed significant light pollution at night from the BMW garage and have invested in black out curtains for my bedroom to alleviate this issue.

I also have concerns for my general health because of the increase in vehicle emissions that will be in the air approximately 50 feet from my property. Having chosen an area to live where I took the view that the noise, light and air pollution was acceptable I now find that I have been thwarted through no fault of my own: so much for thinking Green Belt means developments such as this would never happen here. This is quite disconcerting as I now approach retirement with the recent concerns published about how traffic pollution may increase the onset of dementia.

In conclusion I am not supportive of this development. If I had known about the BMW development then I would not have supported that either. Knowing that the Council decided not to fit the appeal over the BMW garage because they did not wish to spend the money I cannot help but feel that this development will get the go ahead. So much for the Council fighting for the people they represent. So if it is inevitable that it will go ahead then can we make sure that there will be something to soften the blow like superb landscaping to minimise the visual impact, noise and light pollution and measures to combat the air pollution . There seems to be no evidence of putting more back than is removed: and I mean of a sufficiently mature growth and something that is typical of the area rather than some designer foreign shrub.

I am not sure where this comment may go. Energy efficiency. Is there any consideration to make the development more sustainable through the reuse, recycling and generation of renewable energy on-site to either eliminate or minimise the additional burden on utility infrastructure? Is there any emphasis on using best available technology like LED lighting throughout? Could this be declared a clean air zone especially bearing in mind its heritage as a Green Belt.

#### Comments: 30th August 2017

Thank you for your letter dated 23rd August received on 29th August.

It would have been helpful to have had a short summary of the changes between this and the revised application. Once again we have an application submitted over the school holiday and a bank holiday period : no doubt a deliberate tactic on behalf of the applicant to ensure as few comments as possible are submitted?

As this is a controversial application I would suggest more time than usual should be allowed for people to make their observations.

When does NO mean NO?

On the plus side at least I have been informed of the plans compared to the BMW Garage plans which I never had the chance to comment on because I did not know about them.

I have viewed the plans on-line.

In accordance with your guidance on the types of comment that may be taken into account then I would like to offer the following observations:

#### Noise or disturbance

I am in no doubt there will be noise and light pollution from this development. The noise is inevitable because of increased traffic flow on Grovefield Way and the inevitable traffic movement around the car park of the development. I would prefer to see some sort of buffer zone around the whole site to alleviate this. There does not seem to be any consideration for this potential pollution to the surrounding residents. I am not able to establish if deliveries will be made during night time hours. If this is allowed then no doubt the T junction will become noisy at night due to the LGV traffic. Also I am not able to establish if the ALDI store will be allowed to open 24 hours a day which could further contribute to noise and light nuisance during night time hours.

All this increase in traffic will also inevitable increase the air pollution due to vehicle emissions.

I presume at the rear of the ALDI store there will be utility services that will emit noise directly onto North Road West. Surely it would be better to direct such noise into the middle of the development where they will not be a nuisance to local residents?

Based on the experience with the BMW garage over the past 9 months where there is both noise and light pollution then I would have to presume it will only get worse than it is now.

#### Traffic

I might imagine that the T junction entering the development will without doubt cause additional traffic congestion especially at rush hour. A day nursery and office accommodation all suggest to me commuter traffic as well as the staff at ALDI and Costa Coffee. Indeed the Cost Coffee drive through is positively encouraging people to drive here! To have a T junction serve such a development with the likelihood of continuous traffic wishing to make right turns seems an oversight. Surely a mini roundabout would be more appropriate?

The traffic congestion along Grovefield Way is especially bad during the morning rush hour and it can typically take 15 minutes to get from North Road East to the M5 J11. Much of this delay is caused by the traffic attempting to merge onto Hatherley Lane which in turn backs up onto Grovefield Way. Perhaps an improvement to this short stretch of Hatherley Lane would assist in improving flow if it was three lanes between the B&Q roundabout and the A40 roundabout?

Also perhaps if Grovefield Way became two lanes between the development's T junction and the B&Q roundabout this may also help?

This development is not on a regular bus route so I would have to presume that anyone visiting this location will do so by bike or car.

Recognising that there are local residents surrounding this development, there does not seem to be any footpath access at the junction of North Road West/Grovefield Way to encourage locals to walk to Aldi where they live close enough? Is this a consideration?

Based on experience with the BMW garage over the past 9 months it is interesting to note that there is not enough on-site parking for BMW employees and many park at the Arle Court P+R site thereby taking up spaces destined for commuters travelling into the town centre; and do they pay for parking?

#### Visual Impact

There is no doubt that the image of The Reddings has been changed forever with the BMW development. This BMW development has seen a large loss of natural habitat including mature hedges which are gone forever. Since the hedgerow has been removed we have seen a huge increase in the movement of foxes and rats, no doubt disturbed and displaced by the removal of

the mature hedge. Why could the hedgerow not have been retained? I would have to presume that the mature hedgerow along the northern edge of North Road West will also be removed and not replaced? This will have a significant visual impact because a more natural and mature landscaping feature is to be replaced with immature spot trees.

I note that the ALDI store is positioned close to the corner of Grovefield Way and North Road West. This must be the worst visual impact possible. Surely it would be better to place the building in the middle of the development away from the road to improve the visual impact?

### Amenity

I can see no benefit of this development as an amenity.

It certainly has no apparent benefit for me personally.

There is already a medium size supermarket (Home Bargains) and a large size supermarket (ASDA) within walking distance as well as B&Q and Pets at Home.  
So virtually all my day to day shopping needs are within walking distance.

With a development of this size, controversially located on Green Belt land this development would appear to be offering nothing back to the community in terms of improved or additional amenities.

If it is recognized that the hedgerow on the northern side of North Road West has to go, then the road should be widened so that it can have a white line marking down the middle and a pavement on the north side that extends all the way along to the T junction with Badgeworth Lane.

I feel concerned that there are not enough car parking spaces on the overall site to accommodate both employees and customers and visitors. If this is the case then inevitably there will be people seeking to park on the surrounding roads especially Grovefield Way. At the moment Grovefield Way does not have any parking restrictions along its length nor does it suffer from any car parking. Is there a plan to consider double yellow lining Grovefield Way to avoid this potential issue before it even becomes an issue?

### Privacy

For me personally this development will not significantly affect my privacy per se.

My privacy will be affected by noise and light pollution most significantly at night as my bedroom window faces the development.

I have already noticed significant light pollution at night from the BMW garage and I have invested in black out curtains for my bedroom to alleviate this issue.

I also have concerns for my general health because of the increase in vehicle emissions that will be in the air approximately 50 feet from my property. Having chosen an area to live where I took the view that the noise, light and air pollution was acceptable I now find that I have been thwarted through no fault of my own: so much for thinking Green Belt means developments such as this would never happen here. This is quite disconcerting as I now approach retirement with the recent concerns published about how traffic pollution may increase the onset of dementia.

In conclusion I am not supportive of this development. If I had known about the BMW development then I would not have supported that either. Knowing that the Council decided not to fund the appeal over the BMW garage because they did not wish to spend the money I cannot help but feel that this development will get the go ahead. So much for the Council fighting for the people they represent. So if it is inevitable that it will go ahead then can we make sure that there will be something to soften the blow like superb landscaping to minimise the visual impact, noise and light pollution and measures to combat the air pollution . There seems to be no evidence of putting more back than is removed: and I mean of a sufficiently mature growth and something that is typical of the area rather than some designer foreign shrub.

And what about giving some land to expand the P+R site which is now quite full on most days.

I am not sure where this comment may go. Energy efficiency. Is there any consideration to make the development more sustainable through the reuse, recycling and generation of renewable energy on-site to either eliminate or minimise the additional burden on utility infrastructure? Is there any emphasis on using best available technology like LED lighting throughout? Could this be declared a clean air zone especially bearing in mind its heritage as a Green Belt.

11 Chalford Avenue  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6UF

**Comments:** 10th January 2017

We strongly object to the planning proposal and agree with ALL of the other comments and objections.

1. GREENBELT: The land is Greenbelt and should not be developed. The BMW garage development should never have been given the go ahead and open the doors for further developments. We purchased our property with the knowledge that the area was Green belt and there would not be any retail developments on the land spoiling the lovely views that we have and the rural feel to where we chose to live. The value of our property will be affected by this development which is not good news for us.

2. LIGHT & NOISE POLLUTION - The BMW garage is far bigger than we expected & the lights that have been erected outside of the site are directed at our property and as they are so high they shine right into our bedrooms causing sleeping issues for the children. The building work has also been noisy and as someone who works from home it has been very distracting. The new proposals for shops being open until 10 pm (Aldi) & 11pm (Costa) would add to the noise and light pollution that we are already suffering from with the building of the BMW garage. The proposed buildings would be directly in front of our house where we did have a lovely view of the country side and the hills. We enjoy watching the sunset over the hills.

3. TRAFFIC/CONGESTION: The roads in this area are already heavily congested with traffic during rush hour and that is before the BMW garage opens. An additional supermarket, offices and drive through coffee shop would lead to gridlock in the area during peak times in the week. We also fear that it would lead to continued congestion beyond rush hour into the evenings and throughout the weekend.

We live in the Reddings so that we can get to the motorway within a few minutes to commute to the Midlands, South West & Wales. The Reddings is a rural residential area so is not designed to cope with the high volume of traffic that the retail parks have already brought. We have concerns about people trying to park on the streets in our residential area to avoid the inevitable queues to get into and out of the new site which is in close proximity to an already congested Arle Court roundabout. This would cause further congestion on our roads and further safety issues for the children and elderly that populate this residential area

4. UNECESSARY PROPOSALS: There is no need for a 3rd supermarket, or any additional food outlets in the area. We have Asda, Morrisons, Springfield Provisions, Home Bargains, The Spar, KFC and the Harvester within close proximity. (Morrisons and Asda having coffee shop/eating facilities onsite.) A additional supermarket and food / coffee outlet would take away business from the existing businesses. the co-op / One Stop shop in Benhall has closed due to not being able to compete with ASDA for the local residents business. The Pure Office development next to Asda

are not fully used and the second phase of offices have not been built and the land remains boarded up clearly demonstrating that there is not a need for further offices in this area.

17 Chalford Avenue  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6UF

**Comments:** 10th January 2017

I strongly object to the proposed plans. The monstrosity building of BMW has already effected my home, increased light shining in my garden, shuddering of my home as building work has lasted over a year, increased traffic so badly that it feels like I'm sitting in the middle of the road when sitting in my garden. This has GOT to stop - this is supposed to be GREEN BELT!!!

- 1) Reduction in Green Belt: The area of the proposed development is a green belt area. Over the last 15-20 years there has been a steady and gradual reduction in the green belt as commercial properties have been built (e.g. Asda, B&Q, KFC, Park & Ride, BMW, etc). This needs to stop now to preserve the remaining green belt areas. Please take a stand now, for tomorrow and the future.
- 2) Increase in traffic congestion: Grovefield way is unsuitable for the existing volume of traffic at peak times and it is only going to get worse with the opening of the new BMW site. Should the proposed development go ahead then the traffic congestion will become chronic, badly affecting the local residents and the flow of traffic through the area ... bearing in-mind that Grovefield Way is meant to be a bypass road.
- 3) Increase in Pollution; There will be an increase in noise and car fumes due to increase traffic in the area and traffic being stationary in queues
- 4) Lack of notification: There is a very short notice period and little or no consultation
- 5) Unfounded Requirements; The need for an additional superstore, nursery and coffee shop are unfounded as they are already met by existing businesses in the area (e.g. Asda Superstore on Hatherley Lane).
- 6) Car Parking: The proposal only allows for 346 additional car parking spaces. This seems low and may result in visitors/employees of the new site to park in nearby roads because of insufficient parking and to avoid queues in entering and exiting the site. This would cause problems for local residents - parking, driving and walking on pavements partially blocked by cars.

19 Chalford Avenue  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6UF

**Comments:** 8th January 2017

I strongly object to this application.

None of the proposed buildings are actually necessary as there is already office space near Asda which is unused and we already have two supermarkets nearby.

The extra traffic will have a big impact on the surrounding roads which are already gridlocked at rush hour.

Office buildings never have enough car park spaces so workers will be forced to park on local residential streets causing disruption for local residents.

There will be an increase in light and noise pollution as well as more litter.

The Reddings is one of the few nice, quiet, residential areas in Cheltenham and this retail park will have a massive detrimental effect on the area.

What is the point in having greenbelt land if it always gets built on? Just because BMW is there doesn't mean it's a free for all for anything to be built, you need to consider the impact on the environment and the locals.

1 Bladon Mews  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6UJ

**Comments:** 6th January 2017

Our house backs on to the proposed development, we have just endured two years of noise, dust, heavy work causing the house to shake, together with light pollution and increased traffic associated with the building of the BMW garage. If we had appreciated the amount of disturbance and disruption this would have caused during the building works and now the increased traffic noise from the Golden Valley and the eyesore we now look out on to we would have objected previously.

We are extremely distressed to think that even more land is going to be built on in the Reddings, and we will have to suffer more years of noise and dust. We have a large Asda and other retail stores that have been built in recent years in what we strongly believe should be a residential community.

We do not need more large stores or office space (there is plenty of empty office space next to Asda). The traffic in the local area is already a problem, often queuing back past the back of our house/garden for long periods of the day.

The screening at the back of our house is not maintained by the council meaning the trees originally planted to buffer traffic noise are now far too tall to have any effect. If planning is granted then the very least the developers need to do is sort out the screening between the houses and the road in order that is fit for purpose.

8 The Forge  
Branch Road  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6RH

**Comments:** 29th August 2017

Think it would be nice to have a coffee shop, nursery and a food retail unit

2 Shakespeare Cottage  
North Road West  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6RF

**Comments:** 30th December 2016

Thank you Cheltenham Council for giving the residents of North Road West an opportunity to comment on the recent Grovefield way proposals.

**CONSIDER ALLOWING MORE TIME:**

Firstly can we say that giving only 3 weeks to respond over a busy Christmas period where many people will be away is not really giving the local community an appropriate amount of opportunity to respond. Can I ask that the council consider extending the deadline (and communicating this as such!) in order to provide a consultation that is actually fair to locals.

We understand building on this greenbelt site has been 'approved' for office type buildings as per a previous application - and this application is for a more public-facing large shop type activity. Whilst we weren't happy with the previous application this shop-based proposal is more concerning due to the:

- (1) Loss of the Earth Mound protecting privacy/noise/light issues,
- (2) Extended hours of operation of shops over offices

**EARTH MOUND:** The previous plans had a clear earth mound between North Road West and the site with trees on top to screen the view. This shop-based plan seems to be getting rid of (or significantly reducing) this. Can we request the Earth Mound be reintated as per the original plans?

Note: As far as we're concerned any space needed from moving the shop 'into' the car parking spaces can be reclaimed form the site-internal greenery/trees. It seems inappropriate that the industrial owners get to enjoy greenery on the site at the expense of blocking the residents and giving them a view of an ugly shop.

Similar to above the Earth Mound and trees were there to prevent light pollution (from moving cars at night and the car park lights) shining into the North Road West houses. Can we have assurance that all light/signage will be directed towards Grovefield Way?

Can we also request the access to the site from North Road West (opposite #10) be blocked off and/or returned to a state more in-keeping with the area. (At the moment it's a out of place metal-fence which replaced a wooden 5-bar gate). The reason we ask is that there is an indent on the red line at the south of the site in the current plans, which we're not sure what it means, but just want to check it's not going to be a entrance/exit to the site (used as a short-cut by pedestrians/motorbikes, etc.). We'd prefer it to meet the original plans of being as part of the mound.

We were pleased to see the main traffic entrance was on Grovefield Way.

We'd like to reiterate the concerns of the other commenters that this road gets very backed up at rush hour - adding traffic will annoy a lot of locals/commuters!

**EXTENDED HOURS:**

This shop-based proposal seems to have a \*lot\* more activity than the office based one. Office activity is generally 9-5 (or say 8-6 for the main workers to enter/exit site) - then it's generally quiet. The supermarket/costa is (presumably) going to request to be open longer (if not initially, I'm sure it will). This exacerbates the noise/light/privacy problems into early/later hours of the day (which are actually of more concern than normal daytime hours) than the more office-type of buildings.

Can we suggest that quieter office car parks are more suited to be nearer the residents (with a mound reducing noise/light/privacy issues) and the more shop like buildings are away from residents.

From reading the plan we're not convinced the HGV loading areas are as far away from the residents as possible. The loading/unloading early in the morning late at evening will create a lot of noise.

### MISC:

Please ensure the water/drainage is sufficient and the site drains away from North Road West. Having that much concrete directing water onto the local infrastructure wouldn't be a good idea!

### Comments: 29th August 2017

Thank you for notifying us of the updated plans for the Grovefield way site (16/02208/FUL) and providing residents 2 weeks to comment in the height of summer when people are often away on holiday. I mentioned this behaviour was inappropriate when the last submission was done at the Christmas break - sad to see you are still allowing this type of behaviour to go ahead. Can I request the planning office take into consideration the fact that (1) the likelihood of people being available for comment (2) the complexity of the application (look at the number of documents you expect us to read!) - when setting deadlines?

I am disappointed that you do not appear to be listening/responding to legitimate concerns about democratic representation.

With regards the application itself:

In principle I am against the development for the various reasons already outlined in the numerous comments. However for specifics:

### Visual Impact:

Obviously the development is out of keeping with the surrounding greenbelt/countryside type environment and should ideally be kept visually separate. Good to see there is what appears to be a mound/tree barrier blocking the view of the back on Aldi to North Road West. Can I confirm:

- this will be a barrier made up of mound and trees (not just one or the other?) and will be substantive enough to block the view.
- Maintained over the lifetime of the development - and not left to decay?
- Extend fully past Number 10 and the Reddings Community Centre - as the mound currently stops there with an 'out of keeping' metallic gate. On a side note - I assumed this was a temporary gate put up during construction, however it still appears to be there. Will this be replaced by something more in-keeping (similar to the wooden 5-bar gate it replaced?)
- this mound/tree barrier will have a fence or other means to stop people walking through it - otherwise North Road West will start being used as a car park (see notes below)

### Parking:

There has been a serious problem recently with the BMW personnel parking on North Road West. This has caused people to have to walk on the road in places (as often parents with buggies attend the Community centre in the mornings). This is compounded by the fact North Road West has a big 50mph sign on it! Whilst technically this is placed at the end of the 30mph zone, it causes motorists to think the \*whole road\* is 50mph. (Irrespective of the outcome of this planning application - I think the council should consider making the signing clearer for the safety of residents and the patrons of the Community Centre). With cars parking along the road (and cars doing 50mph) it is tricky/dangerous for the residents to pull out of our drives as the vision is impaired in both directions.

It was also noticed that planning permission was given to the BMW development where they did not have enough parking spaces (hence needed to use the road!). Can I request that the

Planning department don't make this basic mistake again. Also can you enforce a system where any overflow parking made by using other parking on the site (which does not cause safety issues) - in preference to parking on North Road West (or indeed Grovefield Way) as this \*does\* cause safety issues. It'll be very annoying and a poor use of amenities (i.e. bad planning) to have cars parked on the public roads causing a road hazard, whilst there are parking places free on the what was once greenbelt land - as there is some site internal ruling that (for example) this part of the car park is only for 'Office 1' customers. There should be sufficient communal on site parking to prevent road hazards. Whilst the developer may want to divvy up the parking between customers (Aldi, Costa, Office 1, etc.) as it gets them more money - I'd like the planning office to encourage the parking to be communal for the safety of the public. Please put people before profits on this matter.

### Water/Drainage Issues:

There has been massive water drainage issues along North Road West over the last few months. I'm not sure what's causing them, but water was pooling down at the West end of North Road West - this was affecting traffic and I understand this was affecting the local farmer's operation. Can I recommend you ensure he is specifically approached for comment on this? There is concerns this is caused by development, or will be made worse by more development run-off.

### Traffic:

The traffic along Grovefield Way at rush hour is pretty bad at the moment (and was before the BMW garage was built). I am not sure what the threshold is before the level of traffic created becomes inappropriate, but I'm sure this level of development (100s of parking spaces) with one entrance/exit is going to exacerbate this. I'm guessing you've looked at this, but it's worth heading down to the road during rush hour to get an idea of how bad it is \*without\* all this extra traffic.

### Deliveries/Noise:

I notice the deliveries are scheduled for 0600-2300. No thanks! Can I suggest more appropriate hours (9am - 7pm) for lorries banging about with their deliveries given this is a residential area. I like the lovely paperwork where the applicants say their drivers won't slam doors and so on. Having lived above shops before - drivers will do this. Please treat these proposed noise control factors with a pinch of salt - as (in my view) the applicants will probably say anything to get the planning permission, then not care about the residents. The evidence for this is their behaviour thus-far in the application process. Can there also be strict fines on breaches - so that if there is even ONE occurrence of an out-of-hours delivery then there is a £1000 fine (which escalates on repeat offending) - no excuses. Given the poor community-oriented behaviour the applicant has shown so far, I think this robust type of action is required as for the council to rely on the applicant's goodwill in any matter of being a 'good neighbour' to the people of the Reddings would be complete naivety in my view.

3 Shakespeare Cottage  
North Road West  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6RF

### Comments: 10th January 2017

While I appreciate that you have already received a significant number of objections to the above proposal, I feel that I should also add my opposition.

In particular I wish to object on the following grounds:-

Traffic & air pollution; the local road network is already at full capacity, particularly during peak times. The additional numbers of vehicles that this proposal will generate will inevitably result in serious congestion, specifically to the Arle Court and B&Q roundabouts, along with Grovefield

Way and Hatherley Lane. There will also be a corresponding and damaging impact on the rest of the surrounding network including the A40.

Large numbers of stationary and or slow moving vehicles will result in a substantial increase in the amounts of air pollution being generated in the locality. What measures are being planned to mitigate these issues, and how will air pollution levels be monitored? What processes are to be put in place to engage with local people regarding future mitigation measures concerning air pollution?

Tree Screening; the hedgerow on Grovefield Way has been systematically removed as the development in the area, specifically the BMW centre has taken place. If this application were to be approved then a much denser form of natural screen will be essential in order to protect the visual amenity of local residents. What assurances can the Local Planning Authority provide to ensure that local people have the final say regarding future natural screen proposals?

Light Pollution; the residential properties in the immediate vicinity have in recent years witnessed an unacceptable increase in artificial lighting levels. What measures are being proposed to mitigate further such increases and how are they to be monitored?

Construction process; the recent development of the BMW centre has at times caused problems with parking. Many contractors who cannot find a parking space on site are merely using the surrounding roads which lead to problems for local residents. How will this be prevented if the application is granted permission?

What daily and weekend working time constraints are being proposed for the construction and how will these be appropriately monitored? If problems are encountered during the work how and who can local people contact to register their concerns?

I would be grateful if you could ensure that my letter is circulated to all members of the Planning Committee.

4 Shakespeare Cottage  
North Road West  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6RF

**Comments:** 9th January 2017

We wish to object to this application.

### Impact

- Detrimental to the amenity of nearby residences.
- Detrimental visual impact upon both the site and surrounding area.
- The understanding of the original appeal decision was that it was deemed an acceptable loss of Green Belt to provide local employment uses. It would generally be screened from view by boundary landscaping and layout of the site utilising the natural slope of the land away from Grovefield Way. It was not intended to be a gateway retail development as the first thing you see on entry to the town.

### Use

- Proposes uses which duplicate existing facilities or for which there is no additional demand locally.

### Scale

- The proposed development is over-bearing, out-of-scale and out of character in terms of its appearance compared with existing development in the vicinity
- The BMW building does not set for every other building on the site. The appeal decision stated that higher than two storeys should be considered only adjacent to the A40 only.

## Design

- The BMW development should also not be used as a precedent for poor featureless and monolithic design or set the "style" for future buildings on the site.

## Landscaping

- The landscaped treatment of the boundaries and in particular to the A40 was supposed to minimise views of the site and allowed glimpsed views only.
- The original appeal decision stated that a strong landscaping scheme would also be required to the southern boundary. The previous approval allowed for a landscaped bund to North Road West which appears to have been omitted from the current application with the Aldi unit in particular pushed as close to the boundary as possible.

## Transport

- The development will adversely affect highway safety and the convenience of all road users and pedestrians in the area.
- Traffic counts appear to have been taken in summer period towards the end of school summer term / around holiday time so are not an accurate reflection.
- The area is already gridlocked weekday mornings and evenings and the proposals will only make things worse.
- The application accepts that traffic levels will increase massively at weekends but considers that is fine as it makes it no worse than weekdays - there should be consideration for minimising traffic, and therefore pollution, at weekends particularly as the National Cycle Network runs past this site and utilises local roads.
- Parking provision is insufficient and will lead to on street parking issues in the area.

## Comments: 13th September 2017

The new layout does little to redeem the proposals which are still unsuitable for the site. This is not sustainable development - this is trashing the edge of town for short term profit.

## Layout

- The retail element still has the most impact upon the residences on North road West and is very close to the boundary with limited screening.
- Whilst the new drawings show plenty of green it is unlikely that this will actually materialise due to security screening concerns and poor implementation (as has happened with BMW).
- Insufficient parking which will lead to overspill on local streets (as has happened with BMW).

## Use

- Site is still Green Belt.
- No local requirement for the proposed uses.
- A children's nursery within a sea of parking - is that really a suitable environment?
- There is an approval for B1 offices and a supposed local requirement for a cyber park close to GCHQ - is there no one capable of joining the dots?!

## Massing

- Bulky 3 storey buildings which do not reflect the intentions of the original appeal decision.
- The proposed levels, which even if they can be achieved, will no doubt be amended by further applications (as happened with the BMW building).

## Design

- Bland and uninspiring facades.
- Unsuitable proposed materials.

Impact

- Detrimental impact upon the amenity of local residences.
- Increased noise pollution with deliveries.
- Increased light pollution.
- Decrease in local air quality due to increased .
- Local infrastructure, especially drainage.
- Detrimental effect upon the local ecology and wildlife.

Traffic

- Traffic surveys have yet again been carried out close to summer holidays and do not reflect the regular gridlock that occurs in the area.

6 Shakespeare Cottage  
North Road West  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6RF

**Comments:** 10th January 2017

My objection is based on the negative impacts from the development:

- The additional noise and light pollution generated
- Extra traffic along Grovefield Way and North Road West - particularly at peak hours and into the evening.
- Overflow parking in North Road West when the allocated parking is full
- The visual impact of large buildings close to the road

The loss of the hedgerow and earth bank that is indicated on the proposed plan means there are no efforts being made to reduce the negative impacts on the residents of North Road West. The noise and light pollution in our area is relatively low despite the A40 and M5 being close. Any increase will therefore be noticeable - even if they are within proposed guidelines. The BMW development has highlighted how good a barrier the hedgerow and bank are. Last summer I noticed that the hedgerow obscured all but the topmost floors of the BMW building. If allowed to grow a bit higher and the bank is kept and planted with trees/hedging then I think we'd have a very good noise & light barrier all year round and a good reduction in the visual impact of the BMW development and any future development (which, of course, I hope won't go ahead!).

North Road West is already quite busy with people accessing the Community Centre and using it as a cut through between Badgeworth Road and Grovefield Way. Any development will increase this.

8 Shakespeare Cottage  
North Road West  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6RF

**Comments:** 11th January 2017

It is difficult to add to such clear and constructive objections. To process would show a total lack of consideration of the local community opinion.

Lack of parking for site

The car parking for all the offices are not suitable for the expected volume of workers. I also question whether the size of the parking spaces on the documentation can be accurate and when drawn accurately will show a further significant reduction in amount of spaces.

1. The result of this is the parking of cars in residential areas includes North Road West, North Road East and connecting roads.
2. North Road West has become the main route for Emergency services leaving the Bamfurlong Lane depot heading towards Cheltenham. Any addition of parked cars in North Road West would have a negative impact to Emergency services response times and consequences of this.

### Road system not design to deal with increased traffic

The B&Q roundabout can not cope with the current volume of traffic. When I spoke to the BMW architect, they stated that it was Asda to resolve this rather than that of the construction at the site. Nothing has been done and compounding the issue without major investment will cause further issues. Any additional businesses must resolve this issue as part of their plans.

The new turning lane for the BMW road entrance could only cope with 2/3 cars heading from the B&Q roundabout directing on Groovefield Way. This seems to have been built to cater for the level of traffic need for BMW only and not the additions of the offices, coffee shop and supermarket. This will cause tailbacks back on to the roundabout and an increase in pollution from the congestion.

### Flooding

1. North Road West has turned into a river on multiple occasions this year. Whether this is due to the building works or changes in weather patterns, it cannot be ignored. A traffic incident where a lorry left the road and ended in a ditch resulting in a road closer had a major contributing factor of the water on the road.
2. The reduction in grass and tree areas will result in major run off causing further local flooding.
3. Assumptions made in the flooding reports including basics such as height of land are out of date since the building and earth works of the BMW garage. The result of this is the fundamentals of which these reports are based are false and therefore produce wrong conclusions.
4. These and previous flood reports have highlighted the flooding risk to the properties to the West of North Road West cause as a direct result of the building work. If this building work goes ahead it would make a bad situation worse for the lives of the current residents.

### Addition of supermarket to the design

1. Is there a need with Asda and Home Bargains within 200 yards for another supermarket?
2. The previous design had a green bank with trees. Now the view is a giant metal roof. How is this fair! It is like having a window looking at a brick wall! The runoff water from this will cause major issues down North Road West. But also the look and feel of the North Road West will be damaged beyond recognition.
3. Noise and health Air conditioning Units within 10 meters of my property. This may cause noise to the point of destroying the ability to use our garden. We have a child who uses the outside regularly, if the outside space is no longer usable, it will cause major impacts to the health of our child.
4. There is a lack of information on arrival times of lorries. This may result in major disruption to a quiet and peaceful road as well as the health and well-being of the residences.
5. The previous proposal of office space means that the noise and disruption would be kept to office hours. This was acceptable for the community on North Road West as mean the weekends would not have a major disruption. However to allow a supermarket on the site is a fundamental change to the level of disruption to the point that it can never be acceptable. Our child's bedroom looks over the site and this would mean it would directly affect his ability to sleep due to noise and light. If the supermarket plans are approved I demand a written explanation why the council puts money ahead of the health of my child. The long term damage caused by disrupted sleep in children is heavily documented and to go ahead with

## Page 332

the plans of a supermarket so close to housing shows negligence to the welfare of residences but especially children living in North Road West.

It is clear to me that the stealth tactics of applying for office planning to slowly change the lands purpose abuses the Planning Approval Process. For such a major change to the original purpose of the land should require a new application rather than a change to current 11 year old one.

**Comments:** 18th September 2017

The profile view of Aldi is incorrect as does not show Air conditioning unit properly. This is the view from our house making it impossible to judge the view from our house. It is frustrating the poor quality and lack of accuracy in the application in this manor.

The lose of privacy is frustrating as the car parks will look directly in to our 3 year old son's bedroom and our bathroom.

The lose of view is also disappointing as we will look over car parks and the back of the buildings. This will have a direct effect on the value of our house as a result.

The noise from lorries is very worrying when this is so close to my son's bedroom. Originally the plans were for offices where this would have very little impact. But early Lorries and late night shoppers will cause major distribution to the point it will directly effect the sleep quality of our child. There are document effects of distributed sleep in child. To go ahead with a shop in proximity to children living shows neglect by the council.

Proximity of bins will result in bad smells meal windows will have to be shut reducing our quality of life.

We have encountered an increase in traffic and parking since the BMW building has opened. This will cause major additions to this, and make the Road unpassable. Please also be aware that this Road is also used by emergency services and any traffic would result in delays by these services.

Water has continued to flow down the road since the large amount of earth was deposited where the Aldi will be placed. This is a spring which if the earth mound is moved will return to the where the foundations of the Aldi will be. This will make the building unsafe in the long term. This would result in the abandonment of the site and we can only fear what will then happen.

Please do not destroy our quality of life, the road and community by allowing any shops on the site that were not previously agreed.

9 Shakespeare Cottage  
North Road West  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6RF

**Comments:** 8th January 2017

We would like to object to the proposals for an Aldi supermarket etc for the following reasons:

The traffic is already terribly contested around the Park and Ride roundabout, often going back to the Reddings roundabout. We often find it difficult getting out onto Grovefield Way from North Road West, and this has been since ASDA was built.

Do we really need another budget supermarket in this area?

The original agreed plans for this area have been changed.

For residents living along North Road West looking out onto the back of a supermarket is, we believe, unacceptable. Previously agreed plans had a bank and plenty of vegetation to shield the B1 industrial buildings from sight. These new plans do not.

Noise pollution and toxic car fumes will be dramatically increased in this area for residents at all times of the day.

The plans for shielding the residents along North Road West from the undesirable aspect are completely inadequate.

We hope you will take note of our concerns and understand the seriousness of the effects of this proposal.

Turberville  
North Road West  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6RG

**Comments:** 10th January 2017

We are opposed to this development and any future development of this land, we have some major reservations as to the suitability of the existing infrastructure being capable of coping with the extra foul waste and the extra hard surface run off.

Let us firstly look at the historical facts based on EA mapping. The land in question used to take the majority of the rainwater from surrounding developments and surface run off from Grovefield way in the North East corner of the site and a small amount from its south boundary just about half way down north road west.

Now this worked well for many years with the exception of 2007

Drawing 178-36 Rev Q (see document tab)

**5.2 Risk of pluvial flooding to the proposed development**

The EA Surface Water Flood Map shows a very small area along the southern boundary line to be at low risk of surface water flooding. This small area is shown to flood to a depth of less than 300mm during the 1000-year event, it is thought that this is the result of a local low spot which will be removed during the Phase 2 developments proposed earthworks remodeling.

May I bring this to your attention that this low spot is what is left of the relief ditch for when the 1250mm pipe under the A40 reaches its maximum capacity of flow during heavy bouts of rainfall the remnants of this ditch and other rainwater pipes can be seen in the ditch that runs alongside of Badgeworth lane towards the rear of my property at the bottom of north road west. I would suggest that any remodeling of this ditch would exaggerate the already problematic rainfall run off.

**5.3 Risk of groundwater flooding to the proposed development** No historic groundwater flooding was found to be recorded and ground water is expected to be 5m below the existing ground level. Based on this information it is considered that the risk of flooding from this source is low.

The information found within this report identified that although the development site itself was not subject to flooding historically and is not predicted to suffer flooding in the future, consideration will need to be made towards both Hatherley Brook and the Reddings, two areas which have historically suffered flooding

See attached letter from BMW to Mr K Blackton regarding the flooding to his property.  
(see document tab)

As stated in this letter historically this site has and does FLOOD.

On the day in question not all the water ended up in their attenuation pond it ended up inside my house 320mm of muddy surface run off from the Grovefield way site running through my house and they say the drainage is better.

I Challenge this as categorically incorrect as 3 times now since the site has been developed the bottom of north road west has flooded with water from off this site, we have professional witnesses, video and photo evidence.

Should this development be permitted to go ahead then this will get worse and I fear that my home will become their new balancing pond.

This is not a 1 in 100 year event this is 3 times in 7 months.

Also see photos taken on 4th January 2017 at 13:00hrs

these photos show pools of water still sitting on top of the ground after 4 days of no rain so the ground water is obviously not 5m below ground as stated, which leads us onto the British Geological Survey Data 'UK Hydrogeology Map' shows the potential for the ground to hold water. The area surrounding the development in Cheltenham is over the Lias group of bedrock material where the ground essentially has no groundwater. As shown on the map some local intrusions of Limestone provide localized aquifers with low yielding capacity. An assessment of the site's infiltration properties is required to identify the site specific hydrological properties and storage capabilities. Although the map information provided in Figures 1a and 1b shows the ground to have little or no infiltration properties.

A 'Site Investigation Report' carried out by Structural Soils Ltd in July 2008, covering the Phase 1 development provided information on three infiltration tests carried out across random locations on site. The results showed no measurable infiltration for the duration of the tests, which were carried out in accordance with BRE365 (see Appendix B containing previous TPA Phase 1 and highway FRA Data) therefore, we conclude that the use of soakaways would not be practical to use within this development site.

So the information listed in the 2 previous paragraphs is taken from the developers own documents which clearly states beyond all doubt that this land cannot and will not take any more water, these tests were all done whilst there was long grass, a very large amount of hedgerows and a large amount of mature trees all of which did hold thousands of litres of water, Now the ground is nothing more than baron shaved scrub on which water just sits and does not soak away.

Assuming that the figures quoted for the discharge of water into an already at maximum capacity drainage system are correct 10.2l/s for phase 1 and 8.4 l/s for phase 2 this equates to 1,116 l/m which equals 66,960 l/h assuming l/s means liters per second this in terms that normal people can understand and to put this into perspective, that is over 66 tonnes of water per hour. this is based on 1000 litres of water equals 1m<sup>3</sup> which equals 1 tonne.

Where is all this water going, well if it stays in the designated ditches then its all heading straight at Dundry nurseries and on to, according to the EA surface water run off map to a bottle neck culvert running under the M5 or will it get through this culvert and flood the trading estate off old Gloucester road, who knows only time will tell if this development goes ahead.

If the water does not do what the developers predict then this will happen! no wait a minute, it already does not do what they predicted. So this does happen to my home at the bottom of north road west.

## Page 335

All these photos were taken on June the 16th 2016 and show the full extent of the flooding.

The full document has been emailed to the council and should be available to view in the documents tab soon

**Comments:** 11th January 2017

Letter attached.

Sunny Brae  
Badgeworth Road  
Cheltenham  
Gloucestershire  
GL51 6SJ

**Comments:** 9th January 2017

We object most strongly to the proposed development.

The main and obvious objection as has been stated over and over again by other commentators is that this is GREEN BELT LAND. What right do developers and the council have to take this land away from the community and future generations?

I grew up in this area and have lived here for 36 years. When Grovefield Way was built we were assured that there was no possibility that land around the road would ever be used for development. In the event the road was not even finished when sale signs were put up saying "development land for sale".

We understand that development is needed in a town and the Park and Ride is an obvious example of a development which has been useful to the community and which was created with thought for the landscaping of the area and for the people who live near it and travel by it. Similarly the ASDA and B&Q sites were mostly built on brownfield sites and so the impact on the surrounding areas was minimal except for the huge amount of traffic they bring to the area.

In contrast the BMW site is a monstrosity which dominates the landscape in every direction and is of no benefit to local residents and very little benefit to the town as a whole. Using this site to justify more monstrosities and to act as an excuse to bring more ugly, urban sprawl to the area is horrifying.

This site used to be an orchard with hundreds of trees. Then over night everyone of them was felled and turned into a pile of sawdust then removed. A short while later the outline planning application was submitted which stated "number of trees to be removed - 0" when eventually the BMW site was built they ended up chopping down many more trees including an ancient oak which was not on the original BMW application.

One of the most worrying aspects of this new application is that the developers state that the development "will provide an opportunity to open up the view from the A40 onto the site" Which means they plan to cut down the few remaining trees which separates the duel carriageway from the site. Obviously the few remaining hedgerows will also be chopped down along North Road.

I live on Badgeworth Road and to get to work in the morning I am unable to turn right out of my house because it is all but impossible to get from Badgeworth Road onto the Gloucester Road and then the Arle Court Roundabout. As a result I have to turn left and go up Badgeworth Road and then North Road. Out of peak times the journey from my house to the duel carriageway takes approximately one minute in peak time it often takes 15 minutes and sometimes 20. It is utterly ridiculous to consider placing a huge development in this area when the roads are already unable to cope.

To conclude we object to this development for the following reasons: The huge increase in traffic and related pollution, destruction of yet more green belt and habitat, loss of rural feel to the area, lack of local support for the application and the lack of need for such a development given the close proximity of similar amenities.

Tarnica  
North Road East  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6RE

**Comments:** 11th January 2017

I fully agree with all the comments made by the other residents in the area. I have lived in The Reddings for 17 years and came here to appreciate the semi rural nature of this location, where at the time, I enjoyed riding my horse in the tranquil surroundings.

Since then we have seen dramatic changes following significant development including B&Q, Asda, KFC, Travelodge and BMW - all of which has resulted in increased traffic and noise pollution and a deterioration in the quality of this former attractive environment.

The attraction of living in The Reddings is the eclectic nature of the housing stock, the friendly nature of its residents and easy access to fields and green spaces.

The proposed over development of this area may mean that I will have to consider moving out of the village to seek the quiet ambience that brought me here in the first place.

The Costa Coffee, Aldi, Office Blocks and nursery are neither wanted or needed, especially as such facilities are already present in the immediate vicinity.

My fear is that the once attractive area will become another ugly trading estate where crass architecture, litter, traffic congestion and pollution will dominate.

**Comments:** 9th September 2017

Cheltenham Council is very good at promoting green initiatives such as the very welcome and comprehensive changes to the recycling project.

In keeping with such eco-friendly aspirations, I play my role by not using the car every day and prefer to cycle to work.

However my daily commute through North Road West has become increasingly hazardous as I have to negotiate not only the pot holes in the road, but also the increased number of parked cars following the opening of BMW.

I am acutely aware of the dangers of using this road, not only for myself, but also the young parents using the nursery.

On days when it is raining or has been raining I prefer not to cycle, but even walking has become unsafe due to the lack of a satisfactory pavement and the amount of stagnant surface water.

Both North Road West and North Road East have now effectively become over spill car parks for BMW employees. North Road West is already a very narrow lane and these unwelcome obstructions make two way traffic extremely hazardous not only for motorists, but also for cyclists and pedestrians. Recently I was nearly knocked off my bike and pushed into a ditch which has made me feel very vulnerable.

It is only a matter of time before there is a serious and possibly fatal accident. Indeed it was only fortunate that the recent van crash in Reddings Road was at night and there were no pedestrians. As it was the van demolished the school bus stop.

I strongly object to any further development of the green belt site as I feel that the existing road infrastructure will be unable to cope.

Greenfields  
Great Rissington  
Cheltenham  
GL54 2LN

**Comments:** 11th January 2017

With this application, I am concerned about the future traffic and parking impact on Grovefield Way and adjoining roads.

Protecting the Greenbelt is of high importance to myself and local residents.

The plans do not provide sufficient reassurance about the effect of noise, light, air quality and drainage on nearby homes.

Please also consider the impact of more retail outlets on local shops and businesses.

8 St James South  
1 Jessop Avenue  
Cheltenham  
Gloucestershire  
GL50 3SP

**Comments:** 10th January 2017

Thoroughly against this application due to extensive available office space in Cheltenham and the surrounding area such as Gloucester Business Park.

Moreover, with the housing development between Cheltenham and Tewkesbury being approved, we are slowly losing valuable Green Space across the area.

12 Grace Gardens  
Cheltenham  
Gloucestershire  
GL51 6QE

**Comments:** 10th January 2017

I fully support the many valid objections raised by fellow residents such as disregard for the sanctity of Greenbelt, the attempt to include A1 as well as B1, the predictable further rise in traffic congestion and the exacerbation of the current on-road parking problems. These objections clearly demonstrate the underlying fear that this predominately residential area is to be further blighted by proposals that would appear to be intent on ignoring the mistakes of recent years and the opinion of residents.

The decision to allow the KFC "drive-thru" has resulted in an appalling amount of litter and food waste being regularly deposited in the local area. How utterly galling then to read (from the Retail and Planning Statement, para 3.4) of the totally unsubstantiated assertion that there is a "consumer... need" for a Costa "drive -thru" in this area. Even worse is the trumpeting, at para 3.2, of the proposed "visual prominence" to be awarded to such a facility. I object to this facility on

the grounds that there is no requirement for it and it would further increase the litter problem that we already suffer.

The site, even for office space alone, demands proper landscaping and screening by substantial tree planting to ensure the site does not further damage the nature of this residential part of Cheltenham. Any retail development should be out of sight at the western most fringe of the site with a new access road to the A40 to avoid further traffic problems. I object to the visual impact the proposal would have, to the inadequate provision of tree cover and the lack of necessary, additional road capacity.

Equally preposterous is the similar, again unsubstantiated, assertion that there is "consumer ...need" for an ALDI supermarket in the Hatherley area which surely must be the best-served area for supermarkets in the town with ASDA and MORRISONS on our doorstep and ALDI and SAINSBURYS less than 3 miles away, as are both WAITROSE and TESCO. I object to this proposal on the grounds that there is no requirement for it, the proposal being merely a ploy to witness a further shift from B1 to A1 by the back door.

The experience gained from the development of and around ASDA must no longer be ignored. The promises, as I recall them, included adequate parking for staff and no impact to traffic flow on Hatherley Lane. The use of the Lane as a car park throughout the day demonstrates that notions of staff walking, cycling or car sharing are pie in the sky; the parking problems in Benhall caused by cars belonging to GCHQ staff and contractors further illustrate the emptiness of such promises. I object to the Transport Statement (with its naïve implication at para 2.29 that the walking, cycling and the use of public transport by staff, visitors and customers will reduce reliance on cars) on the grounds that the provision of car parking spaces is inadequate and would therefore further add to the on-road car parking problems already being endured.

Finally, like many others, I deplore the apparently underhand attempt to catch residents off-guard by the timing of the exercise around the Christmas break.

**Comments:** 14th September 2017

I wish that my objections made previously to this attempt to defile green belt are carried forward. The latest submission by the developer is nothing but a confidence trick.

12 Grace Gardens  
Cheltenham  
Gloucestershire  
GL51 6QE

**Comments:** 10th January 2017

I wish to strongly object to this Hybrid planning application on the following grounds

1. Loss of Green Belt land

1.1. This site is Green belt and therefore change of use should not be allowed. A relatively small amount will be taken but is this beginning of the planning committee allowing little by little the erosion of the green belt surrounding Cheltenham?

If businesses are to benefit from development on green belt sites then should they not be financing the enhancement of other green belt/ green spaces in Cheltenham.

2. Insufficient car parking spaces for people using the site.

2.1. The number of parking spaces appears to have changed with each planning application but I am concerned that the number suggested will be insufficient because of the models used to calculate requirements of the development.

2.2 Recently passed planning applications have all said that the car parking spaces provided on the site would meet the needs of the employees. How false this has proved to be. GCHQ employees are parking on all local roads surrounding the site. Asda, C3 church, Cheltenham Film Studio and Ultra Electronics employees have turned Hatherley Lane into a car park.

2.3 If the planning application is passed without increasing car parking spaces on site encroachment on residential roads will be witnessed.

### 3. Traffic flow

3.1. All local roads around this site are very congested at peak times. This proposed development would make a travelling for local residents on local roads more difficult because of the increase in traffic to the 16 acre site.

3.2. Grovefield Way was designed and built as a single carriageway with roadabouts at road intersections. This road was not designed to have what will be a heavy a flow of traffic entering and exiting it at the proposed point at peak times of day.

3.3. At peak times traffic backs up from the Golden Valley roundabout way past the entrance to North Road West and to the roundabout at Asda. The entrance and exit to the proposed development will for many cars involve a right hand turn which will cause further traffic delays.

3.4. The Golden Valley roundabout is a bottle neck in both directions at peak times and so is the one at Arle court park and ride. This development would increase the traffic at both roundabouts and could lead to grid lock at times because the road width at the entrance of the site is not wide enough.

3.5. To avoid the delays on the A40 from Cheltenham to the Golden Valley Roundabout the Park and Ride buses, cars and lorries use Hatherley Road and Hatherley Way and other local roads. These roads are not designed for through traffic nor the route Park and Ride buses should use. This traffic causes further local congestion because of the parking problems caused by the lack of parking spaces allocated in recent planning applications (2.2).

### 4. Supermarkets

4.1. Another supermarket is not required on this side of Cheltenham. Local residents can walk to Asda or a local independent shops as easily as to Aldi. Within a 3 minute drive of the proposed Aldi there is already a choice of 2 supermarkets and within a 10 minute drive a choice of 8.

How many supermarkets can Cheltenham sustain?

### 5. Costa coffee

5.1. Two drive through coffee shops less than 1 minute from each other. More cars, more litter. More temptation for unhealthily eating and its associated health and social care problems!

### 6. The environment

6.1 Any development on this site would increase both light and noise pollution. At present the site produces neither as it is Green Belt land. How untrue therefore are the reports submitted saying that the noises levels after development would be less than they are now.

### 7 Office Space

7.1 There is no need for more office space on the side of Cheltenham. The planners approved the building of office space on the Asda site. Prue offices have only built one of the two office

blocks planned. If there was a real need for more office space Prue Offices, as a commercial concern, would have built and rented out the space long ago.

**Comments:** 14th September 2017

I wish the objection comments that I made to the listed planning application to be carried forward and considered during the planning application.

Cooinda  
Old Reddings Road  
Cheltenham  
Gloucestershire  
GL51 6RZ

**Comments:** 9th January 2017

The recent BMW site is not yet up and running and hence traffic flow in this connection is currently an unknown factor to be taken into consideration.

The proposal above will further erode the green belt and destroy even more of the natural environment supporting local wildlife. The impact of development on green belt areas generally is causing untold damage to our rural environment. Does nobody care about this?

The proximity of yet another supermarket in the area so close to Asda is unnecessary.

Another drive thro so close to KFC is also unnecessary and all these factors will cause traffic congestion to the local area and on an already busy link road.

People living in the Reddings area chose to live in a rural setting on the edge of town and are now experiencing an influx of commercial developments impacting on what was a rural area. This is totally unnecessary as Cheltenham has sufficient supermarkets, drive thos and industrial sites without creating even more.

2 Cyprus Cottages  
North Road East  
The Reddings Cheltenham  
Gloucestershire  
GL51 6RE

**Comments:** 6th January 2017

I wish to object to the above planning application on the following grounds.

The access onto the proposed site is unsuitable: traffic turning onto the site from the B&Q roundabout will cause extra congestion on an already very busy road while waiting to turn across the traffic.

The traffic generated by this proposal will cause an increase in the number of vehicles using The Reddings as a cut through to access the site and also increase the traffic congestion on the roundabout adjacent to B&Q and the Arle Court roundabout.

Grossly unfair to the residents of North Road West, with additional noise, traffic and light pollution, and also the residents of Barrington Avenue and Charlford Avenue.

Why is there a need for yet another supermarket , there are already two in the immediate area?

There are 2 nursery facilities already existing locally at the community centre and in Old Reddings Road.

Existing unlet office space at Pure Offices, and Cheltenham Film Studies and across the town. No need.

More litter, destruction of the greenbelt and destruction of hedgerow.

Field View  
North Road East  
The Reddings Cheltenham  
Gloucestershire  
GL51 6RD

**Comments:** 9th January 2017

The proposed development will bring additional traffic to the area which will have a significant and detrimental impact on local traffic. The roundabout outside B&Q is already very busy and The Reddings would struggle to cope with more traffic (it is already used as a cut through).

Furthermore, it seems that the development will have a negative impact on the environment, with the removal of hedgerows and other wildlife habitats and increased noise and air pollution.

The Reddings is primarily a safe, suburban, residential area and should be preserved as such. Additional commercial developments equals more traffic on local streets and more risk of road accidents.

15 Aysgarth Avenue  
Up Hatherley  
Cheltenham  
Gloucestershire  
GL51 3RE

**Comments:** 9th January 2017

I am concerned about the ability of the existing highways infrastructure to support these businesses. The addition of both Asda and the new houses off Up Hatherley Way and Chargrove Lane have all had a significant impact on the time it takes us to get to and from work. I'm not sure these further businesses and the associated traffic is sustainable.

Further to this is the matter of the Green Belt. I am unconvinced that there is a lack of suitable brown belt land in and around Cheltenham to warrant building on what little Green Belt we have left on this side of Cheltenham.

6 Welwyn Mews  
Cheltenham  
Gloucestershire  
GL51 3YB

**Comments:** 9th January 2017

I appreciate that the council wants to make Cheltenham more of an IT business hub and draw people in from outside of Cheltenham but I cannot endorse this proposal. The roads in Cheltenham are never expanded to cater for these changes and all that will happen if this proposal goes ahead is compound the traffic problem around Golden Valley further. It would be irresponsible if this was to go ahead without investment in the surrounding highways.

27 Barrington Avenue  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6TY

**Comments:** 9th January 2017

This is ridiculous. There's little green belt as it is, and yet again another cut into it.

The roundabout at Arle Court is already unacceptably congested at times and this will only make things worse.

There is already unneeded office space at Pure Office. And that office space has insufficient parking which spills on to the nearby roads. There's clearly no need for more white elephants in the area.

The plans mean hedgerow being removed. How can this be justified?

32 Barrington Avenue  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6TY

**Comments:** 9th January 2017

I want to register my objection to the planning application made in respect of land off Grovefield Way. The basis of my objection is:

- This is a change of use from that previously agreed outline application and one which is totally unsuitable for the area
- This is a phased planning application of 'deception' by the developers - it is very clear that they have no plans to build the 'Phase 2 Office accommodation' and that they're only doing an element of it now in the hope that the council approves this current application
- There clearly is no need for further office accommodation in the area as the Robert Hitchens development (by Asda) is neither complete or fully occupied
- It is clear to me that they will return with the Phase 2 application and state that they've been unable to fully let the office accommodation and we can expect Phase 2 to be more retail units - they are planning a retail park by 'stealth'
- I find it insulting that the developers believe that there will be no increase in traffic as a result in the change of use of this application. To be very clear the fact that Noise Pollution and Air Quality Pollution will increase is very obvious from the application - an Aldi supermarket (currently one of the most successful supermarkets) and a Costa 'Drive Through' (a big clue here) mean that traffic volumes will increase significantly from those currently experienced, and those that would have been experienced with an office development, 7 days a week. We enjoy using our garden to relax, and firmly believe that if this application is approved that the Noise pollution will significantly disturb the relative quiet we currently enjoy, making this form of relaxation less relaxing.
- Currently at certain times of the day Traffic volume leads to congestion as the road infrastructure simply can't cope, with the increased volume of traffic from this application the hours of the day impacted by this congestion will only get worse

- The developers track record shows they have little regard for residents. I attended the public consultant on the BMW dealership application and gave my feedback on the proposal. 2 key items were that they could have had a building of the same square footage that was less imposing on the built environment (one less floor) and that they should leave the existing trees and hedgerow to soften the impact of the building. Both of these points were ignored and the first thing the contractors did was to remove all of the trees and hedgerow bordering Grovefield Way

1 Milton Road  
Cheltenham  
Gloucestershire  
GL51 7ET

**Comments:** 9th January 2017

I object to this proposal. This proposal represents further destruction of the greenbelt with negative impacts on wildlife, air quality and the appearance of our town and its surrounding area.

There is no need for another large supermarket in the area when there is already an Asda and a Morrisons in close proximity - similarly why are more office blocks needed when the ones next door to Asda are still not fully occupied?

The proposed development will also lead to a further increase in traffic in an area that is already seriously congested, particularly at peak times leading to further inconvenience for local residents as well as increased air pollution.

Andalin  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6RY

**Comments:** 10th January 2017

This is a direct appeal to the Councillors on the Planning Committee as I have increasingly become disillusioned with Cheltenham Borough Council planning officers regarding this site.

I live in the Reddings and there continues to be lot of anger within the community regarding the building of a BMW garage on this greenbelt because it is an oversized A1 retail development on a site that was won under appeal for B1 light industrial / office use (only won because the local plan did not include enough land allocated for business use).

Since this successful appeal I have dismayed by Cheltenham Borough Council planning officers since it is obvious to anyone that the developers wanted a retail site from the beginning and they have and continued to play the system to maximise their profits regardless of what Cheltenham actually needs or the impact it has on the local community. Opportunities have been ignored by Cheltenham Borough Council planning officers to revoke planning consent e.g. they did not start development within the allotted 5 years as such planning permission had lapsed and the local plan had changed within that timeframe so the circumstances that the appeal was won were no longer valid. Similarly the failure to recommend refusal for the A1 BMW retail outlet has given the developers new impetus to replicate Tewkesbury Road and Kingsditch Lane on GREENBELT.

On to my objections:

Many objectors have quite rightly focused on the fact the road system is already saturated, similarly the continuous litter in the area and discarded cups from the KFC at Arle Court should

already show that a Costa drive thru is not appropriate near a residential area, especially since the Borough Council is unable to manage the litter and cleanse the streets properly.

However the main thrust of my objection is that this development is detrimental for Cheltenham's economy:

The recent publication of the Draft Cheltenham Borough Council Local Plan has highlighted that Cheltenham is lagging significantly behind the national average annual rate of economic growth for the period 1997 to 2011 and the majority of the jobs being created in the town are low paid in such areas of retail.

Over time this will impoverish the town as it will both become a commuter area where people have to travel further afield for higher paid work and increasingly filled with old people and those from lower socio economic groups who are just managing with minimum wage work.

GCHQ is held up as an example of an engine of growth for the cyber supply chain, however increasingly this supply chain e.g Raytheon and BAE Systems to name just a few are locating in Gloucester business parks because they cannot find suitable office premises in Cheltenham despite the fact they wish to be close to the Benhall site.

Building a Supermarket and a Costa Coffee on this valuable greenbelt land with B1 planning consent will simply use up this capacity for offices for the future and deny Cheltenham the possibility of attracting high paying jobs to Cheltenham, this is immoral and will do nothing rectify Cheltenham's minimum wage economy.

(This point will of course be dismissed by the Cheltenham planning officers who will point to the area of land to the west of GCHQ adjacent to the sewage works, however there are no certainties on how much land is required and it is there is increasing uncertainty that the Government money will materialise for a Cyber Innovation hub since the promise was made by the previous administration and was not costed or budgeted for).

It's detrimental to other retail businesses:

An Aldi supermarket already exists in Cheltenham and the town is already served by many supermarkets. This supermarket will not generate new trade all it will do is take trade away from other supermarkets who may fail as a result. Morrisons in Up Hatherley and Iceland in Coronation Square are financially the weakest, should trade deteriorate because of this increased local competition these may close resulting in further traffic journeys and the eyesore of empty commercial premises. Such a development would almost certainly result in the closure of Springfield stores in the Reddings.

Finally, and this particularly galls me, when I spoke to the Planning Officer regarding the previous BMW application I said this would set a dangerous precedent for the land which he was still insisting was allocated to B1 development.

He barked at me that it wouldn't and that there was no such thing as a precedent in planning.....well, what do you know, the new application refers to the BMW garage as being evidence of land use and uses it to set a precedent.

Fosseway  
North Road East  
The Reddings Cheltenham  
Gloucestershire  
GL51 6RE

**Comments:** 8th January 2017

We strongly object to this proposal.

## 1. Green Belt.

This land has long been designated green belt and the current development of the BMW site does not change this. We, like many residents moved to the Reddings for the very reason it is adjacent to green spaces and this slow erosion of our countryside is neither required nor appropriate when there are other brown field sites less than half a mile away (next to the ASDA store).

## 2. Traffic.

The traffic density along Grovefield Way is already causing severe delays during peak hours. It is quite common for queues to be beyond the North Road East/West intersection from 0800 in the morning and again from 1600 in the afternoon. These do not clear for several hours and even at weekends the B&Q, Pets at Home and Home Bargains site ensure that the traffic flow is high and unacceptable. Adding to this congestion cannot be an acceptable decision. The Reddings and Hatherley Lane have already become 'rat runs' every morning and evening, and traffic all along Hatherley Road towards the town centre is significantly heavier than it used to be. This is likely to become even worse if the application is approved. In addition, the volume of traffic queuing to get into the Park and Ride site next to B&Q is often very busy, even at weekends, with queuing all along Grovefield Way.

## 3. Food Outlets.

This proposal includes a further supermarket which is within half a mile of ASDA, two miles of Morrisons, and the supermarkets on the Gallagher retail park only 5 miles away. Clearly no consideration has been given to impact on the other local convenience stores both in the Reddings and Hatherley. It is quite clear another supermarket is not needed in this location.

## 4. Office Space.

The proposals for further office space make no logical sense when the brown field site adjacent to ASDA has been designed for office space development for several years with no takers. Even the Pure Offices that have been developed do not appear fully occupied. What thought has been given to the additional traffic that these will create when they eventually become fully populated?

## 5. Nursery and Drive Thru

These are not the primary purpose for the development but it is worth noting that both potentially add to the traffic congestion. The litter that will occur from the coffee outlet also needs consideration as we are already blighted from the litter discarded by customers of the KFC on A40/Grovefield Way roundabout. There is no need for a new nursery when there is already an excellent playgroup run at The Reddings Community Centre on North Road West. I understand that this playgroup already has vacancies.

## 6. Parking

Parking around the Asda site is already very busy, due in part to the fact that many GCHQ workers choose to park in nearby streets than pay to park on the GCHQ site. The number of additional parking spaces created on the proposed site appears to be significantly lower than the number of additional jobs created (which in itself seems highly unlikely), suggesting that the parking issue in surrounding roads is likely to become considerably worse.

As an aside, I am appalled that notifications of the application were not sent to residents of North Road East and other roads in the immediate proximity of the proposed site, and that the consultation period was held across the Christmas period, at a time when local residents were more likely to be away from home. A further consultation period is clearly warranted.

In summary, this development is ill conceived and should be rejected out of hand.

Chester House  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6RL

**Comments:** 10th January 2017

Having lived in The Reddings for 60 years, I have been dismayed to see how this area of so-called Green Belt has been treated. This erosion of protected land has culminated in the soul-destroying atrocity of the BMW complex. The area around The Reddings and Grovefield Way has become busy and congested, and an area that was once rural in nature is now in danger of becoming yet another retail park with too many cars and increasing levels of pollution.

I understand that an application for house building within The Reddings has recently been rejected on the grounds that it is Green Belt, so I am at a loss to understand how a huge commercial development can now be considered viable within the same area of Green Belt. I fear that it is a case of Money holding the balance of power when it comes to decision making and this seems to me to be corrupt in the extreme.

I therefore wish to strongly register my protest at this senseless spread of retail facilities which are not required, as there is already plenty of provision for shops in the immediate area (Asda/B and M and Morrisons).

If this area is already irredeemably lost to development, then it should be for housing which is genuinely needed and not for further sprawl of retail premises.

Kevette  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6PR

**Comments:** 10th January 2017

I do not think we need another supermarket in this area with all the extra traffic it will bring, putting more pressure on the roundabout as traffic backs up.

9 Roxton Drive  
Hatherley  
Cheltenham  
Gloucestershire  
GL51 6SQ

**Comments:** 10th January 2017

We feel that this proposed development will cause further traffic congestion to what is already an extremely busy area, and with no sign of improved infrastructure.

We have already seen first hand the affects that local flooding has caused our neighbour's, and this will be further added to by building on land that is currently a flood plain.

We already have a large local supermarket within the Redding's and a large retail within 2 miles. So feel it is unnecessary to build yet another retail park in close proximity.

**Comments:** 7th September 2017

We strongly object to this application for the following reasons.

1. The Reddings does not need another supermarket as we have both Asda and Morrisons within a few minutes walk of the new development. We also already have plenty of coffee shops/outlets in Cheltenham
2. Do we need more office space. There are already plenty of empty offices within Cheltenham for sale/rent.
3. The new development will cause significant traffic congestion to what is already a busy area.
4. There is very little Greenbelt land left in the local area.
5. The land could be put to far better use than the proposed development. The one thing we don't have in the local area is a recreational place for older children, the land could be developed into a green space for people to enjoy, but incorporating recreational space for children such as sports pitches, skateboard park, and maybe even a small nature reserve which could be enjoyed by the local community. Cheltenham as in Gloucestershire already has prevalence of Diabetes in children, more supermarkets and coffee shops will only increase this problem.
6. Possibility of flood damage to the local area.

I have read, and agree with all of the previous objections to this proposed development, and strongly believe that the land could be used in many different ways to help support the local community.

2 Fairhaven Park  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6RW

**Comments:** 10th January 2017

I most strongly want to object to the proposed development reference no. 16/02208/FUL.

Why is it that residents of Grovefield Way, The Reddings, North Road West and East and the surrounding areas were not informed sooner of the proposal to build a hideous development on a large area of GREEN BELT? The GREEN BELT must be protected from development. Importantly, the trees and hedgerows on the proposed site provide a habitat for wildlife and it is vital this is not destroyed.

In this area we have plenty of supermarkets, plenty of places to have coffee, adequate nurseries, empty office buildings by the side of Asda, also numerous empty offices in Cheltenham. In addition there are many brownfield sites that could be used. There is absolutely no need for this development and to destroy a community for quick financial gain.

Another severe problem is the volume of traffic this disaster will bring into the area. Congestion at the moment is unacceptable at peak time along Grovefield Way and the surrounding area. With all the proposed buildings there will be constant movement of traffic, loading/unloading at all times of the day/night. This is adjacent to residential properties and will negatively impact the lives of residents with noise and light disturbance and pollution. This is totally unacceptable. This area is semi-rural and we want it to stay that way. We do not want our beautiful land destroyed and replaced with concrete, cars, noise and pollution.

I hope Cheltenham Borough Council will listen to the resident's objections because this proposed development should never go ahead.

**Comments:** 13th September 2017

The previous objections from myself and daughter still stand regarding the proposal to build on the green belt site adjacent to North Road West and Grovefield Way. We wholeheartedly support the objection submitted by The Reddings Residents Association. It is not necessary to build anything on this green belt site. We have supermarkets, coffee shops, children's nurseries and offices nearby and do not need any more buildings. The proposed development will cause significant increases in pollution, noise, light erosion and traffic congestion which is severely detrimental to the local area and its residents. Trusting you will take ALL objections into consideration and reject this abhorrent proposal.

Freshlands  
North Road East  
The Reddings Cheltenham  
Gloucestershire  
GL51 6RE

**Comments:** 10th January 2017

I wish to object to this application for the following reasons:

- the land previously designated as greenbelt & should never have been developed
- there is insufficient car parking allocated for the office blocks meaning that occupants are likely to park in local roads at the disruption & inconvenience of residents.
- this is an infringement of the human rights act where people are entitled to a private & family life
- the area does not need another supermarket with asda & morrisons in the immediate area
- the Pure office block is not fully occupied so why is more office space needed ?
- there will be an increase in the volume of traffic in an area that is already congested at peak times

22 Grace Gardens  
Cheltenham  
Gloucestershire  
GL51 6QE

**Comments:** 10th January 2017

I wish to vigorously object to this application as being totally unnecessary and unwanted.

As previous people have commented, the detrimental impact that a development of this size will have on the environment and the large increase in traffic congestion, cannot be under estimated.

We were all stunned when BMW were allowed to build, and what an eyesore that has turned out to be, and we have yet to experience the real impact once that site is open. When you look at the site map in the application, I cannot quite comprehend the huge area taken up compared to BMW - it does not bear thinking about.

Please reject this immediately - we do not need a retail park in this area.

Elm Farm & Elm Farm Cottage  
North Road West, The Reddings  
Cheltenham  
GL51 6RG

**Comments:** 9th January 2017

I vehemently oppose the proposed alterations for a variety of reasons. The original permission was granted to 'comply' with National & Local employment strategies. There is little evidence to support that significant long term employment gains will occur either from the BMW site or the new proposed Aldi, Costa & Happy Days Nursery.

BMW are amalgamating 3 existing businesses. New employment is likely to be low paid, part time 'housekeeping roles' as BMW's existing staff will be transferring to this new site. They will be travelling longer distances, and will be parking primarily on residential roads. The 'vacant' land at BMWs existing sites could be used for further retail use.

Aldi, Costa & Happy Days will be in direct competition with existing business & services. As a result established local businesses are likely to fail. This is likely to result in real-time loss of working hours available to the local population.

Because offices are to be built (so say) does not create additional employment apart from the initial constructing of the offices. See Pure Offices, and many other vacant offices around Cheltenham. Working practise has dramatically changed in the last 5-10 years. Many more people have the flexibility to work from home, which is much more cost effective for businesses.

- This is a GREENBELT AREA, and should not be developed.
- The CAR PARKING is insufficient for the amount of people that will use the site. North Road West, and other nearby residential areas will become overflow parking areas, as has happened to Fiddlers Green and surrounding residential areas of the GCHQ 'doughnut' development. Cars are already parking up on the kerb/ paved area at the top of North Road West, this endangers lives as pushchair/wheelchair/mobility scooter users (particularly those using The Reddings Community Centre), and school children are having to dismount the pavement and go onto the highway.
- Badgeworth Road end of North Road West does not have a 30MPH road restriction, drivers speed along this end of the road, and rarely reduce to the legal 30MPH by the time they reach the community centre, endangering lives. Also the residents/ visitors to the 2 houses at the Badgeworth end of North Road West are finding it increasingly difficult to exit the properties safely, and 'near misses' (car crashes) are happening regularly. The road is in very poor condition for the traffic volume & speed.
- A Tree Preservation Order 2012 (13/007 15/TREEPO) is in force from CBC for Land on the South side of North Road West. The trees are frequently being damaged by the increase of HIGH SIDED LORRIES travelling a high speed along North Road West. This road is too narrow and in too poor condition to accommodate 2 lane traffic travelling safely and at such speeds. The overhanging branches are frequently damaged/ ripped off. We recommend North Road west becomes a dead end.
- We saw the bodies of 2 full grown deer that had been killed by vehicles travelling along North Road West during the summer of 2016. Although reported, the council were unable to remove the deer for over a week. Leading to swarms of flies from the decomposing animal.
- Under the Desk Survey of the Ecological Assessment, they state that they have been in contact with GCER( Gloucestershire Centre for Environmental Records ) The ecological assessment does not state what time of day they completed their survey (bat) or what trees were examined (dusk onwards being the optimum time for a survey). The GCER only collate records given to

them from organisations and members of the public, and stated that they took onboard our concerns regarding the habitat quality of this developmental site. They also mention that it is also possible for developers to call in ecological consultants once sites have already been downgraded. The ancient perry trees and hedgerows (including central hedgerow) had already been ripped out of the 3 fields of the development site, and wooded area greatly thinned. These created food and shelter for wildlife, that no longer exists. We see lots of BAT ACTIVITY in our garden(directly joining the development) from dusk during the summer months. We cannot confirm whether they are roosting or foraging. The area that is being developed contains many of the criteria and thresholds from the Trigger List published by the BAT CONSERVATION TRUST. We would hope the CBC take note of our concerns and suggest a delay in further development and planning permissions until a complete and independent bat survey be completed.

- ALDI DEVELOPMENT- This area is well supported by 2 major supermarkets and smaller local shops (which will be at risk of failure if Aldi is built). Neither of the supermarkets run to full capacity with car parking spaces always available. It is also quite likely that it will be non locals that use Aldi increasing the traffic burden and resulting pollution, to the area. The council should ask for the customer records of usage, delivery quotas & times (to include refuse) for comparable sized Aldi stores to get a clearer idea of what impact building the Aldi store will have on existing inadequate traffic capacity ( includes emergency service access to highways)
- HAPPY DAYS NURSERY- there are already established local businesses that provide nursery provision. These businesses are likely to be effected by and the result in job losses is a possibility. The resulting air pollution from increased traffic would not make this a suitable environment for young children. There is no proposed time period given for the building of the office units (which the planners/ developers will argue could use the nursery). Aldi supermarket workers, and Costa workers are likely to work full-time if child free. Generally if they have pre-school children they work part time and organise childcare with partners/ family as wages are insufficient to pay for nursery spaces. There will be an increase in traffic to the site from parents/ carers, food, stock delivery, refuse collection. More details are required. More details are required of times of operation, delivery & refuse collection times.
- COSTA COFFEE DRIVE-THRU - There is Costa & hot food already at Asda, coffee available & food available from BQ site. An onsite restaurant at Morrisons. A Drive-Thru KFC. An additional drive-thru will increase traffic volume and fuel emissions, light pollution and rubbish that will directly impact on the surrounding areas. More details are required of times of operation, delivery & refuse collection times.
- B1 OFFICE SPACE- At present there is no clear commitment to when this will be being built (if ever). Is this necessary, can the plans be re examined? The nature of office working has changed dramatically, particularly in the last 5 years. More people work from home, and/or share desks. Existing office provision (Pure/ Asda site) is not at capacity. The planned additional space has had permission by developers sought to be changed to housing. It is unlikely that offices on this site will ever be built, negating the need for additional supermarket, drive-thru and nursery. Cheltenham Film Studios also already provide space for local small business. If the developer can assure the council that B1 offices will be built, more accurate traffic data will be required to include times of operation & delivery times
- FLAGSHIP BMW SHOWROOM- (this will be the equivalent of the existing 3 local Cotswold showrooms/ body/ repairs sites).Insufficient evidence and data has been provided regarding the impact on traffic. Delivery lorries dropping off new cars, spares, collecting cars, customers dropping off and collecting cars will create traffic jams (as is already evident with other car dealerships throughout the area). Cotswold BMW should provide accurate records of traffic data including times of operation & delivery & refuse collection times from their existing premises to enable more accurate & realistic traffic planning.
- FLOODING- Before the BMW development there were personal assurances given that the site would provide adequate drainage. Unfortunately this has not happened. When the developers

prepared the top end of the site for BMW all of the excess earth was dumped at the end of the field next to our property. This raised the ground level considerably (this can be easily viewed). The developers were emailed (June 2015) as we were concerned and we were verbally assured that an additional drainage ditch would be temporarily dug out as they were waiting for the land to dry out before plant could be operated. This has never happened. The earth is heavy clay (confirmed on the 2017 Tree Officer Report), and has compacted over the duration so that there is little natural drainage from rainwater. 12th June 2016 during heavy rainfall brown water gushed at various points from the development field. There was minimal clear rainwater running from Grovefield Way- once past the area of the Reddings Community Centre there was a very high volume of brown water coming off the BMW development field at various points. The volume of water increased so greatly with additional rainfall over the next 48 hours that a lorry overturned and the whole of North Road west was closed. Repairs to road signs and the corner ditch of North Road West is yet to be undertaken. We suggest that the developers have miscalculated the drainage requirements of this site, and are at risk of endangering lives & properties as a result.

IN ADDITION TO POINTS RAISED ABOVE- Further development of this site will directly negatively impact and have cost implications (financial & physical) to- Health Care Providers, Local & County Council, residents (including ourselves) and local wildlife by:

- INCAPACITY for INCREASED TRAFFIC- increases risk of traffic related accidents, stress, increasing burden on emergency services.
- NOISE & LIGHT POLLUTION ( inc. using energy saving LED blue light reduces melatonin production so reduces the ability to sleep by up to 25%) impacts mental health, physical performance, driving performance. Disrupting wildlife behaviour
- FUEL POLLUTION- research links with Alzheimer's, Cancer, Respiratory Disease
- INCREASE IN LITTER/FLY TIPPING- encourages vermin, disease
- ADDITIONAL FAST FOOD/ PREPARED FOOD SALES- Obesity, Diabetes, Heart Disease, Fatty Liver Disease, Cancer
- REDUCED PRIVACY- Large buildings will overlook property and private space. This makes residents more vulnerable with a reduction in security.
- VISUAL IMPACT- destroyed

Quote from the Tree Officer report Jan 2017

'It was noted that the soil within the site is very heavy clay. Such clay soil can become desiccated and shrink through tree root action which can lead to building subsidence. As such tree planting species selection needs to be carefully made and suitable foundation depths and designs made so that and such future nuisance will be avoided.'

They also state urgent care of existing trees need undertaking even if planning permission not gained as they are being damaged by the increased soil/ clay level around their trunks.

Please CBC/ MP/ Councillors support your residents and voters!

28 Barrington Avenue  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6TY

**Comments:** 11th January 2017

Letter attached.

The Poplar  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6RY

**Comments:** 11th January 2017

Letter attached.

19 Leyson Road  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6RU

**Comments:** 11th January 2017

Letter attached

Keanscroft  
Bamfurlong Lane  
Nr Cheltenham  
GL51 6SL

**Comments:** 11th January 2017

Letter attached.

4 Barrington Avenue  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6TY

**Comments:** 11th January 2017

My objections mirror the other comments written on this forum.

The roads surrounding the proposed development are not sufficient to support the mass amounts of traffic that it would bring. The road from Grovefield road to the Golden Valley Roundabout are beyond max capacity during peak times. Driving to and from work each morning is too busy and simply cannot be added to. Emergency services are being caught it this currently to the risk of people within the town.

A large proportion of the land has already been ruined with trees being cut down for the sake of a large scale garage? There has been a dead fox laying at the side of Grovefield road for the past week. What else will be dead as a result of the unnecessary developments?

It is also baffling that the workers at the new BMW garage will have to pay for parking, so a lot of them will obviously park in the free spaces around the area; and with all of these extra proposed developments, that will inevitably spill into the Reddings residential streets such as my own.

Does there really need to be another Aldi? There is one 2 miles away! This is a more than adequate provision of amenities and consumer choice already within the area.

If there is such a demand for office accommodation why are there empty units in the block behind Asda and the Nuffield and why has that development not been completed?

This development is not needed.

C/o CBC

**Comments:** 3rd January 2017

I have a number of concerns about application 16/02208/FUL in several areas, and this email should be reads as constituting an objection (unless my views change as a result of later argumentation):

- o I share residents' concerns acutely about the effect of traffic in the approaches to the Grovefield Way (B&Q) roundabout, and knock-on effects to Arle Court, particularly in peak hours. It should be remembered that, at the time of writing, the BMW garage is not operational so the amount of traffic it will add is not yet being experienced; though I would agree with residents that it will likely be at the beginnings and ends of the day, where the roads in this area to and from Arle Court are already at saturation point.
- o It also has the potential to push additional traffic through both Hatherley Lane and Hatherley Road, and the Reddings, in an attempt to avoid Grovefield Way. At the moment you will possibly be ware that GCC are holding ASDA S106 money for traffic calming, (let alone making the problem worse with this new development). This needs to be sorted out before proceeding. I would slightly clarify the position as raised by objectors from Springfield on this subject. The true problem was that GCC botched the consultation by not listening to the recommendations of councillors and residents, and this subject therefore needs to be revisited.
- o The master plan gives every appearance of overdevelopment for the size of plot, and the infrastructure supporting it. I have concerns about the number of people who are going to be working and shopping on a relatively small site in relation to the number and size of businesses on it.
- o Can you assure me that there will be an impact assessment on other businesses in the area, particularly given the proximity of both Asda and other day nurseries, also the "Springfield Stores" in The Reddings & the smaller shops in Hatherley. And question about Usage category/Green Belt.
- o The Costa Coffee drive-thru application is concerning. Either it is serving Aldi and the nearby developments in which case it doesn't need to be drive though, or it is catching passing traffic in Grovefield Way, in which case we should be concerned about yet more traffic movements to/from Grovefield Way. The matter we should particularly worry about is users of the BMW garage who on being forced to wait at the garage, as people do for various reasons, may find the Costa fare (with some food?) more attractive than the single coffee provided by the garage; so an easy pedestrian access between the sites I see as important, which does not currently appear to be the case.
- o What is the true position for the Usage of the application site following the unsuccessful appeal to leave what is now the BMW site in Green Belt? In other words could the proposed usages be agreed by CBC without further reference to the Secretary of State etc?

5 Springfield Close  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6SE

**Comments:** 11th January 2017

As the "office space" next to Asda has not been completed, there seems to be no demand for more in the area.

At peak times traffic volume is a major problem and this will increase with the opening of BMW.

Additional businesses will add to this and the supermarket in particular will involve all day traffic movement.

At the moment at certain times of the day volume of traffic creates a bottleneck approaching Arle Court roundabout, which will need to be addressed if this development goes ahead.

North Road West is becoming a "rat run" as drivers try to avoid congestion at the B and Q and Arle Court roundabouts. This will only get worse., as will congestion on Grovefield Way as vehicles attempt to enter the site, particularly at peak times.

It is a concern that parking on the site is inadequate and so local streets will be used.

I am concerned about the effect of this big development will have on the residents of North Road West and the many users of The Reddings Community Centre.

Three large supermarkets within a couple of miles of each other seems a bit excessive. And a drive through coffee shop?

Langland  
North Road East  
The Reddings Cheltenham  
Gloucestershire  
GL51 6RE

**Comments:** 11th January 2017

OBJECT OBJECT. OBJECT. OBJECT

Bellane  
North Road East  
The Reddings Cheltenham  
Gloucestershire  
GL51 6RE

**Comments:** 11th January 2017

This whole planning proposal is preposterous and wrong on so many levels! It feels like a conspiracy!

There are so many reasons to object, which have been eloquently outlined by other objectors.

To cite just a few:

- Unmanagable Traffic/Congestion
- Increased Pollution impacting upon health of nearby residents
- Greenbelt

- Damage and destruction to the environment, wildlife and habitat
- Increased flood risk
- Completely unnecessary and surplus to local requirements
- Change of initial planning approval
- Out of keeping with local surroundings - the BMW garage is hideous!

I appeal to the better judgement of the CBC Planning Department and ask you to refuse this development.

**Comments:** 12th September 2017

Just to reiterate my previous objections:

This whole planning proposal is preposterous and wrong on so many levels! It feels like a conspiracy!

There are so many reasons to object, which have been eloquently outlined by other objectors.

To cite just a few:

- Unmanageable Traffic/Congestion
- Increased Pollution impacting upon health of nearby residents
- Greenbelt
- Damage and destruction to the environment, wildlife and habitat
- Increased flood risk
- Completely unnecessary and surplus to local requirements
- Change of initial planning approval
- Out of keeping with local surroundings - the BMW garage is hideous!

The modifications to the plans do not allay any of my previous concerns, if anything the revised plans have added to my worries regarding the above points.

I appeal to the better judgement of the CBC Planning Department and ask you to refuse this development.

13 Oakbrook Drive  
Cheltenham  
Gloucestershire  
GL51 6SB

**Comments:** 11th January 2017

This is not previously built on land . The area is currently well served with supermarkets, including an ASDA within a few hundred feet. The ASDA development included significant office space in separate blocks, many of which are still unoccupied, several years later. This undermines any claim that commercial office space is needed in the area.

There is no obvious public call for a coffee shop in the area.

Access roads in the surrounding area are simply not designed to cope with a very significant amount of new traffic should such a development prove as popular as the developers clearly think.

The suggestion in the application of a "need" for the retail development is not backed by any evidence - indeed the application itself acknowledges this by placing the word in speech marks.

While the land in question was initially earmarked for development in 2007, for business (not retail) use, the underuse of the subsequently built development of office space by ASDA clearly

shows an absence of need. This only leaves the proposed nursery, something clearly thrown in to suggest something useful for locals and to seem socially conscious on behalf of future supermarket employees.

32 Grace Gardens  
Cheltenham  
Gloucestershire  
GL51 6QE

**Comments:** 12th January 2017  
I can not support this application.

#### Size

The extent of the build on the land is far too dense and will lead to even more traffic congestion at the P & R ride round about. The BMW garage will already exacerbate the traffic congestion and large car transporters beside extra traffic visiting that site. The proposed development will not only increase the traffic flow at peak times but will also mean increased delivery lorries as well. A children's nursery mixed in amongst this build is totally inappropriate with air pollution surrounding it and the increased traffic. The land was originally green belt and with the build of the BMW garage the status changed but the existing offices behind the Nuffield were never fully occupied and have now been designated for housing so why do we need this amount of office space in this new planning proposal?

#### Parking

Planning applications always state there are enough spaces allocated. At the moment the public P & R car park is over 50% full by 9am with cars parked by local employees. Employees from local companies also park behind the Film Studios and rent car park spaces at the back of the local hotel. Parking in the area by employees of this dense development will also be required. I think we should be protecting our Green Belt and public transport facilities?

This very large proposed development with the existing developments and retaining the original road structures is going to lead to traffic congestion and long delays for the local population.

10 Oakbrook Drive  
Cheltenham  
Gloucestershire  
GL51 6SB

**Comments:** 13th January 2017  
Letter attached.

32 Springfield Close  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6SF

**Comments:** 13th January 2017  
Letter attached.

89 Redgrove Park  
Cheltenham  
Gloucestershire  
GL51 6QY

**Comments:** 13th January 2017  
Letter attached.

2 Richmond Cottages  
Badgeworth Lane  
Cheltenham  
GL51 4UW

**Comments:** 13th January 2017

This application will, if approved, lead to even more congestion on the roads in the area, do we need another supermarket with two nearby, yes we do need car parking but extra spaces in the nearby Park and ride would be eminently better. As for the green belt, this seems to be being put aside and it should be protected. So that leaves the coffee shop and offices. No this application should be refused.

Stonehaven  
Badgeworth Lane  
Badgeworth  
Cheltenham  
GL51 4UW

**Comments:** 9th January 2017

I object most strongly to the proposed application.

The Green Belt must not be built on until all brownfield sites have been utilized.

There must be exceptional reasons for this rule to be broken and the present proposals do not comply with this requirement.

Other objections are:-

Another Supermarket is not required when there are already two major Supermarkets close by:- Morrisons and ASDA.

The area around the site is mainly domestic residences and are only two storey buildings. The BMW building is an abomination and erecting three story blocks alongside would just compound the problem which would make the appearance of the site even worse.

The traffic congestion on Grovefield Way in a morning is appalling and is one long traffic jam to get access to Golden Valley By-pass and the motorway. Adding office accommodation would only increase the problem which could only be alleviated by major road modifications to gain access to Golden Valley Bypass and the motorway without going round two islands.

21 Galileo Gardens  
Cheltenham  
Gloucestershire  
GL51 0GA

**Comments:** 17th January 2017

This application will turn this part of Hatherley into a Retail Park like Tewkesbury Road. Shopping space is not needed in Cheltenham when there is adequate space in the town centre and at other retail locations.

This development will significantly increase traffic impacting on the wellbeing of local residents (more noise, traffic congestions creating stress).

There appears to be limited benefits to the local area from this development and it would be better suited to residential use of which Cheltenham and the local area are critically short of.

**Comments:** 5th March 2017

With the creation of the Cyber Business Park, surely this negates the need for the B1 Business Units and the retail units as there will be appropriate provision at the new Cyber Business Park.

Also, It is not clear if the highways studies have taken into account the traffic turning across the junction at peak time adding to delays.

**Comments:** 27th August 2017

Original objections still stand even with a revised application.

1. New Cheltenham Cyber Park will create an abundance of office space.
2. The existing office space next to ASDA is unused and undeveloped as a result there is no strong case for additional office space in the area.
3. ASDA is located very close to the proposed site. Morrisons is within a short distance, there is no requirement for additional super markets
4. Regardless of what the Traffic survey claims, this will have an impact on commuting and adversely affect me as I commute in that direction for school.

76 Henley Road  
Cheltenham  
Gloucestershire  
GL51 0PD

**Comments:** 9th January 2017

Another supermarket is not necessary, this is just developer opportunism, this land is ideal for GCHQ Cyber Innovation Centre related development with its proximity to GCHQ and transport links, or if nothing else, a multi-storey car park for GCHQ thus solving one of the serious local issues with the growth of GCHQ, that of on street parking by employees in the adjacent residential areas. A car park need not be a concrete monstrosity, and I'm sure the architects of the BMW garage next door could come up with some thinking equally unsuitable.

**Comments:** 3rd September 2017

Not content with permitting the monstrous carbuncle of Cotswold BMW to take place, CBC seem open to the further rape of the Greenbelt by greedy developers, and for what, a supermarket we really do not need, ASDA being literally in sight, and the most pointless of creations, a drive thru coffee shop, when KFC if you need fast food/drink is just across the road. Whilst we all support and understand the need to provide employment opportunities, the further destruction of Greenbelt is not the way to go, as there are many brownfield sites within CBC that would benefit from regeneration, Cotswolds old site for one, and this is where the focus should be before the cutting of any virgin sods, Greenbelt or otherwise is considered. In addition any further traffic volumes being brought to the B&Q and A40 roundabouts is nothing short of disastrous for the area already strangled at rush hour by a slow moving snake of fume emitting vehicles attempting to access the A40. This proposal must and absolutely be rejected.

14 Sefton Walk  
Up Hatherley  
Cheltenham  
Gloucestershire  
GL51 3QF

**Comments:** 10th January 2017

My main concern is the extra traffic on the B&Q and Golden Valley roundabouts which are already overloaded at peak times.

The development will require the proper road infrastructure.

Berwyn  
Badgeworth Lane  
Cheltenham  
GL514UW

**Comments:** 10th January 2017

I would like to object to the planning proposal 16/02208/FUL as the application seems entirely unnecessary. In particular:

- The addition of a new supermarket would not add any value to the local community, merely divert shoppers from existing outlets. Furthermore there already exist a large Aldi store less than 5 miles away from proposed site.
- The provision of office space and a day nursery will only add to the volume of traffic in the area, especially around peak rush hour. Anyone trying to join the A40 from the Reddings direction of a weekday morning will know how overly excessive it takes, with the road often resembling a car park.
- Cheltenham prides itself on being a Cotswold town renowned for its green space and stylish architecture, yet constant destruction of green belt land and building of eyesores only tarnishes this perception and reputation.
- First and forecast the building of a drive-thru Costa coffee seems unnecessary, with there being no actual demand for such an outlet by the local community. Furthermore the location appears totally nonsensical as the whole premise of a drive thru facility is that it is convenient to get to, saves you time and is en-route to somewhere. The location in question is none of these things.

11 Woodbines Park  
Sunnyfield Lane  
Cheltenham  
Gloucestershire  
GL51 6JB

**Comments:** 10th January 2017

I regularly use Grovefield Way to travel to and from work and also to go to our local Asda and other stores in that area. Grovefield Way is used as a cut through from Shurdington to access the Golden Valley roundabout and at peak times is always extremely busy. At the moment the new BMW facility has not yet been completed and opened and I sincerely believe any decision to allow further building on greenbelt land next to this should be at least delayed until some form of traffic monitoring has been undertaken, after the BMW dealership has been open for say 6

months or so. The extra noise any further development would bring with it, in addition to the roads being even more congested, I feel would be unfair to nearby domestic residencies.

There is already a drive-through outlet (KFC) on the Hatherley Lane roundabout, and really do not feel it necessary to introduce another similar facility within such a short distance and the same applies to consideration of another supermarket in this area.

I strongly object to this current application and hope the Council will consider delaying any decisions until noise and traffic monitoring has been carried out for a period of time after the BMW dealership is up and running.

10 Westside Park  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6RT

**Comments:** 11th January 2017

As a resident in near by Reddings road , we do not need another Supermarket or any other businesses the narrow roads round here are getting choked up now ,apart from the fact you are eating into the green belt , no more development

**Comments:** 30th August 2017

I will keep this short ,the roads around the Reddings are already choked with traffic ,it can take me 20 minutes or more to get out if i leave home before 9.30am and at 5pm its as bad,enough is enough and no is no

34 Barrington Avenue  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6TY

**Comments:** 8th January 2017

We object to the proposal for a mixed use development at Grovefield Way that is detailed in planning application 16/02208/FUL for a number of reasons.

1. The original planning permission granted in 2007 was for B1 office use. The application highlights in para 6.14 that the proposed mixed use development would result in a lower increase in traffic than a development that was exclusively for B1 office use, but neglects the impact outside these times. A B1 office development would typically increase traffic during weekdays at peak hours, with negligible traffic at weekends. The proposed development of an Aldi and drive-thru Costa coffee would result in increased traffic over an extended period during the weekdays and at weekends. The approach from Grovefield Way towards the Golden Valley roundabout is already at saturation point during peak hours. Another supermarket and coffee outlet apparently aimed at motorists (with the drive-through element) is likely to make traffic conditions during peak hours extend through the rest of the day and into the weekends.
2. There is no need for another supermarket in this area, since there is already an Asda ½ mile away, a Morrisons 2 miles away and several small retailers in the Reddings and Hatherley areas. The Iceland and Farm Foods stores at Edinburgh Place are also only 2 miles away. This is more than adequate provision of amenities and consumer choice.

3. The market catered for by Costa coffee is also well catered for in the area. The drive-thru element is a particular concern as people are likely to travel out their way to visit the premises, adding further traffic and pollution. Surrounding roads such as Reddings Road and North Road West are likely to become 'rat-runs' as people seek to avoid travelling via Grovefield Way and Hatherley Lane. Both Reddings Road and North Road West are unsuitable for large volumes of traffic.
4. Inclusion of a day nursery in an environment that will be surrounded by sources of traffic pollution is concerning. The Early Years Foundation Stage (EYFS) framework stipulates that all children should have outdoor play time. There have been several reports highlighted in the media recently about the damage that pollution from vehicles has to health, particularly from diesel emissions. The impact of the air quality on the children's health will, at best be detrimental, and could do serious harm. The application does not appear to have made any assessment in relation to this.

**Comments:** 12th September 2017

Our previous comment stands and we still strongly object to the development. There is no need for additional supermarkets or coffee vendors in this area. The BMW garage has already increased light pollution, decreased wildlife in the vicinity and increased traffic. The nearby roads were not built for this kind of development. There has been an increase in parked cars on North Road West, The Reddings and Reddings Road, which reduces drivers visibility.

Wolvercote  
Old Reddings Road  
Cheltenham  
Gloucestershire  
GL51 6SA

**Comments:** 8th January 2017

I understand there are already offices available at Pure by Asda, and they have not finished the development anyway; suggesting we do not need more office space around there. If more is needed, it should not be edge of town where public transport is less regular than in the centre.

I anticipate the amount of parking on the site is enough to cause additional congestion but not enough to stop additional vehicles being parked in the nearby park and ride denying its use to those who want to travel to the town centre, or on residential streets, some of which are already cluttered with cars (see resident responses to the traffic calming survey a few years ago).

The roads are already struggling with the volumes of traffic during rush hours.

The late access means that increased traffic is not simply about rush hours, but will also see increased traffic late in the evening, for residents of The Reddings, where the roads are already too narrow (you will be aware of the response to the traffic calming measures that were proposed).

The green belt should be respected. Why is this even being considered where there are other options such as the space near the Pure offices on Hatherley Lane.

Drive-through should be discouraged. In these days when society is attempting to discourage the use of the car, society should not be encouraging this kind of trade for the amount of fossil fuel burned let alone local traffic.

Paragraph 3.1 of GES/1640CA/R0001v2 (Retail impact assessment) speaks of ALDI's needs. I draw the planners attention to the needs of Cheltenham. We do not need any more supermarkets. We have Asda very nearby, Morrisons, Springfield provisions, the Spar shop.

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Paragraph 3.2 of the same doc speaks of Costa's "visual prominence". It is a major disappointment the view of Cheltenham from the M5 features BMW garage and the ugly Travelodge. We no longer look like a garden town. Please not make this worse with further neon light development.

Paragraph 3.17 of the same doc says "ALDI does not offer a 'one-stop-shop' meaning that, when shopping at ALDI, customers will also have to visit other shops and services to complete their shopping trip". That being the case, why not site ALDI next to other suitable shops. To site one separate from public transport and from other complementary shops is irresponsible encouragement of car usage. As they say themselves in paragraph 3.18, ALDI "generates considerable propensity for linked trips "

ALDI argue (in paragraph 3.18 of the same doc) that this means it complements rather than competing with other local traders. I doubt that would be their view.

### **Comments:** 12th September 2017

This textual interface does facilitate inclusion of photographs, so I mention I emailed Councillors separately photos of flooding around the bottom of North Road West. With such photographic evidence of flooding since the BMW garage is built, it is shocking that a proposal could be considered that can only exacerbate this. So disingenuous an approach to drainage undermines the credibility of the proposal (not that it would otherwise be acceptable) which should clearly be rejected on these grounds alone.

I also support the comments made by the Redding Residents' Association; and my previous comments still stand. These are all reasons for objecting to this proposal.

2 Springfield Close  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6SE

### **Comments:** 9th January 2017

The numerous letters of objection on this application speaks volumes for the feelings residents have towards past decisions regarding development at this location.

My comments are a plea to concillors both past and present to go and have a good look at what you have permitted and see if you

1. Realised what you were approving (scale and appearance) and
2. Do you want to perpetuate an enormous mistake.?

### **Comments:** 11th January 2017

I hope somebody doesn't have the audacity to nominate the BMW garage for a design award.

Surprising for a project the size of this that not one architects or contractors board is on display.

Trehale House  
Badgeworth Road  
Cheltenham  
GL51 6RQ

### **Comments:** 9th January 2017

I object utterly and unequivocally.

The Green Belt must be preserved, there are still vast areas of brown field areas that could be built upon and this constant erosion of the protected areas is TOTALLY unacceptable.

The area is mostly residential yet despite objections the council approved the hideous BMW dealership, more offices, a supermarket and a drive through coffee shop will just compound the problem.

Traffic through that area is already painfully slow, when the BMW dealership opens it will be significantly worse (I dread to think what it would be like if you approved this application), forcing cars through the small lanes at rush hours causing dangerous congestion.

Furthermore, a third supermarket is totally unnecessary when both Morrisons and Asda are a stones throw away, why on earth would residents want another??

**Comments:** 31st August 2017

I object to this in the strongest of terms!

We do NOT need another supermarket in the area, it is well served by both Morrisons and Asda.

The roads are already HORRIBLY congested, especially a peak times, offices and a nursery will compound this further.

There are empty offices across Cheltenham, we do not need more especially as I understand this impacts on the Greenbelt - it's bad enough that BMW managed to get permission to build the monstrosity that they have - let's not compound it further by building more.

I also note that this letter has gone out during the summer period when many people are away and would be unable to object during your rather limited 2 week period, it feels very underhand.

Time for a sensible decision and to reject this application in its entirety please.

51 Springfield Close  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6SG

**Comments:** 9th January 2017

Already enough traffic from Asda and B&Q retail parks. We don't need anymore supermarkets/ Morrisons became like a ghost ship after Asda opened as it is!

What is needed is a new school or something the local community could actually benefit from .NOT Something that would draw in even more unnecessary traffic from the golden valley.

Please also note at certain times if the day it is almost impossible and always very dangerous trying to cross over the roundabout from the road by the jury's hotel by car, more amenities resulting in even more traffic will be a nightmare.

306 Hatherley Road  
Cheltenham  
Gloucestershire  
GL51 6HU

**Comments:** 19th January 2017

I am very concerned at the additional traffic this development will generate, especially at the start and end of the working day. I already avoid Grovefield Way at these times due to the existing traffic queues. I use Hatherley Lane, as will increasing numbers of other drivers, which also means driving past Lakeside school.

83 Unwin Road  
Cheltenham  
Gloucestershire  
GL51 6TN

**Comments:** 11th January 2017

I object to this planning, the local businesses will suffer, for example Fox Cubs and Springfield Provisions. There are already two large supermarkets in this area. There is a lot of rubbish from nearby drive through (KFC). The traffic is bad driving to work along Grovefield Way already without additional cars. There are already empty offices at Asda site which are not let.

There will be commuters parking in local residential roads and the traffic impact will be significant.

2 Roxton Drive  
Hatherley  
Cheltenham  
Gloucestershire  
GL51 6SQ

**Comments:** 11th January 2017

This is green belt land, already encroached on by the new BMW garage against our wishes, when there are already BMW sites available locally.

Firstly, there is an unused lot at the back of ASDA/Pure offices - this should be used first as office space, as it originally stated that it was going to be.

We have ASDA a stones throw from this plot so do not wish another supermarket so close, or the traffic it will create.

What is the ACTUAL reason for a 'drive through coffee shop', if you're surrounding with offices, then workers are within walking distance? BMW workers are only over the road from ASDA, like all the other local businesses around here. Putting in a 'drive through' will encourage further traffic into the area purely for that reason or is this to support lazy BMW drivers?

I object to green belt being further encroached on, if we allow this, next you will be turning it into a services as its so close to J11 of the M5.

BMW was done against our better wishes, so I severely object further encroachment and the loss of wildlife habitat that is being eaten into for expanding commercialism.

If you allow Four office blocks into this area you are turning it into another industrial estate and I will fight that happening. The Gloucester estate still has empty plots, and I'm sure there are empty office spaces further into Cheltenham, plus reuse Brown sites first, instead of churning up one of the last green spaces that the Hatherley area has.

I guess its a farmer selling out.... At the expense of the hundreds of people living in this area.

You're going to turn a pleasant, quiet area in the suburbs of Cheltenham into an industrial / commercial waste ground.

I'm actually pretty disgusted at this planning request and that is was snuck in over the Christmas period WITHOUT residents being let know about this - which is normally done, so are some rules being broken here?

However I don't object to a childrens nursery but I suspect this has only been added to the application to try and lever it through on some grounds of humanitarian requirement. I'm sure that there are plenty of redundant buildings around the area that could be used for such a purpose.

88 Redgrove Park  
Cheltenham  
Gloucestershire  
GL51 6QZ

**Comments:** 11th January 2017

I strongly object to this planning application and the negative impact it will have on the surrounding area in terms of traffic and noise and light pollution.

There is no need or requirement for another supermarket in this area.

There is already an Asda and a Morrison both competing for the same customers. The addition of an ALDI can only lead to one of the supermarkets eventually suffering and possibly closing.

This development will put unnecessary strain on an already busy junction leading to the A40 and M5. Suggested traffic calming raised at the original ASDA planning application will cause distress and considerable inconvenience to local residents.

A day nursery built so close to the A40 fly over could not provide a healthy outside play area for small children.

The proposed Costa drive through will undoubtedly lead to additional littering and will not enhance the area.

Removal of the bank and hedgerow and the proximity of the buildings will further affect the residents of North Road East Rd already impacted by the BMW works.

Light and noise pollution will cause distress to those residents.

9 Chalford Avenue  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6UF

**Comments:** 4th January 2017

Not sure why anyone would want to put another food retailer when there is an Asda (within walking distance of the BMW garage/showroom) and a Morrisons in close proximity. As to a Costa coffee again not sure why as there is already shops, a Kentucky fried chicken and hotel where you can purchase coffee.

I'm concerned that this will bring more pollution and traffic to the area. Including delivery lorries that already cause road noise and road vibration. I understand that Cheltenham is already heavily polluted and I see no reason to add to this.

North Road Community Centre  
North Road West  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6RF

**Comments:** 12th September 2017

The Reddings Residents' Association, on behalf of the residents of The Reddings, maintains its objection to this proposal.

Having carefully considered the various revised and amended documents submitted, including drawings, additional design and access statement, visual representations, draft unilateral undertakings, and having consulted with the residents and committee, we find the applicant's proposals broadly unchanged, with the exception of some "window dressing".

Some residents have chosen to forward objections to you, most simply repeat their existing objections, on the basis that the applicant still does not address the main, fundamental issues in this revised application.

The Reddings Residents' Association therefore repeats verbatim all previous comments, objections and reports submitted, as well as repeating verbatim the comments and representations made in the two meetings held with the Cheltenham Borough Council planners and, the evidence submitted to Elizabeth Ord at the JCS hearings.

**Greenbelt**

This is a greenbelt site.

Whilst the draft JCS includes the possible proposal (PMM054) to remove the site from the greenbelt, an appeal has been made to the inspector presenting new evidence which was not placed before her when the draft proposal was prepared. Until the inspector's findings are published, we do not believe that there are any valid grounds to permit consideration of this application other than as though it were within the greenbelt and will remain in the greenbelt.

The 2007 inspector's report identified exceptional circumstances for B class development on this prestigious greenbelt site. The proposal was for low-key development which could only be glimpsed through the surrounding native trees and hedges. There was no retail element within it. The applicant did not make any case for a need for A class or other classes of development as being essential for the B class in the application or in the subsequent appeal.

The proposed development will cause significant harm to the greenbelt. The proposal to remove greenbelt status from the site once developed, combined with the misguided proposal for extensions to the Principal Urban Areas (PUA) which make incursions into the remaining greenbelt, will cause further harm and give rise to further grounds for developer appeal and increased costs to Cheltenham Borough Council. Already, the association has been contacted by Newland Homes seeking to develop housing on the new "defensible" greenbelt boundary on the opposite side of North Road West, adjacent to the community centre. This is in spite of Cheltenham Borough Council having already made its strategic allocations for housing, and SALA having assessed the site as being undeliverable and unsustainable.

In short, the ramifications of lifting greenbelt on the site are already starting. The greenbelt boundary must not be amended and the greenbelt status must not be lifted from this site, in perpetuity.

There are no exceptional circumstances whatsoever to permit further retail development of any class on this site, nor are there any exceptional circumstances or requirements for childcare on

this site. The reasons have already been set out in considerable detail, and by many objectors. Simply, however, the contention is that a supermarket, childcare facility and drive-through coffee shop are all available within maximum 5 minutes' walk/0.5km away within the existing facilities at: Asda, Springfield Provisions, Home Bargains, KFC drive-through and restaurant, Harvester, and the catering van in the B&Q car park.

The area has a good deal of existing childcare at The Reddings Playgroup, nurseries and childminders. Many have raised individual objection. Asda have also raised objection.

Presently, there are already 12 Costa Coffee outlets in Cheltenham (see Gloucestershire Echo and Daily Mail articles):

These include:

- Waterstones
- The Promenade
- Tesco, Colletts Drive
- Gallagher retail park
- Costa Express/Tesco express, Westall Green
- Tesco Express, Queens Road
- Costa Express Shell, 353-356 Gloucester Road
- Costa Express, Esso, Sixways
- Costa Express, Shell, Princess Elizabeth Way
- BP Tewkesbury Road
- GCHQ "donut"
- GCHQ "cube"

In addition, permission has just been granted for a Lidl and Starbucks coffee shop on the site of the former BMW showroom on Tewkesbury Road. Similar applications for coffee shop and supermarket developments are being made by the same developer on the other former BMW sites. A pattern is clearly emerging. The principal shareholder in the Hinton Group and Cotswold Motor Group are the same person. The Hinton Group website also makes it clear that their speciality is in these types of development. We find the statements offered in support of this development by Hinton Group and their professional advisors to be somewhat partisan. They are not objective and many are unreliable as we have set out. Other objectors have made the same observations.

There are no exceptional circumstances to permit this proposed A and D class development within the greenbelt. The developer has extant outline planning permission for B1 office development which he could and should progress with.

### Flood risk assessment and surface water management

- The Grovefield Way site (pre-BMW development) formed an historic "soakaway" for runoff from Grovefield Way, and also received excess rainwater piped onto the site from the A40.
- Since the BMW development, local flooding is occurring regularly and many of the objectors refer to this.
- The revised water management plan does include additional storage. However, the discharge rates to the brook are unchanged and do not take account of the discharge that is already being directed there by BMW. There are no calculations to show that the ditch can support a total discharge from this development (which we note is similar to the discharge rate of 2 fire hoses working at full pressure).
- The landscaping drawings provided by the applicant illustrate the problems with the site levels, and entry of excess water from Grovefield Way is clearly foreseeable. Indeed, in a letter to one resident, Andrew Hulcoop, Managing Director of the Cotswold Motor Group, described the amount of water running off the highway as being the reason that the drainage on the BMW site was inundated and flooded neighbour properties in July 2016.

However, the assessment submitted does not include this water in its calculations and proposals. Parts 2-7 of the revised flood risk assessment are simply resubmission of the 2013 report. The 2013 report was compiled before BMW had been constructed, before the Cotswold Group had noted what the residents and original objectors to the BMW proposal advised them of regarding the inadequacies of the drainage report and design, yet it is still being submitted when it is shown to be wholly irrelevant and unreliable.

- Of principle concern is the absence of any obvious allowance for the site to be able to deal with the excess storm runoff from the A40 and Grovefield Way. It seems to us that either Severn Trent Water/Gloucestershire Highways need to improve the drainage to Grovefield Way to stop it flooding the Grovefield site or, that the Grovefield site designs need to accommodate it. The application should not progress until this matter has been dealt with.
- It is within the NPPF principles that development should not pass on flooding to a neighbouring site. The neighbouring properties did not flood before the BMW development. The neighbours are now more likely to flood with the proposed development and are flooding. The proposals are therefore contrary to the NPPF requirements. Further, runoff from the site during the construction phase is entirely foreseeable and the developer must construct robust storm water drainage for the whole of the planned development on the entire site before any development work is commenced.
- We note Severn Trent's response that there is no record of public sewer flooding in the area. This is simply incorrect. Blackwater floods to Turbeville have been occurring regularly since the BMW development. Many residents have written complaining that because the drainage is generally combined foul and storm water (due to the age of the surrounding residential development), even during moderate rainstorm, the manholes in North Road West regularly lift and local flooding occurs.
- It is not clear from the drawings submitted whether the developer intends to discharge foul water to the Grovefield Way sewer, combined with the BMW sewer or, to discharge to other public sewers. In this connection, it is noted that drainage to the offices 2, 3 and 4 will need to flow uphill, or, be pumped in order to discharge to Grovefield Way. It also seems very likely that it would need to be pumped to discharge out to North Road West. The viability of the proposals is therefore questioned.
- The Association does not believe that there is adequate capacity in the existing sewer system. If this is not assessed before permission is granted, any upgrade work will be a ratepayer's expense. A section 106 payment is required to cover the cost of upgrading if a pre-permission assessment is not carried out.

### Wildlife

- TRRA have submitted copies of a revised wildlife survey obtained for the area and specifically, the Grovefield site. Much of the data is derived from GNER's own records. GNER have not updated their submission.
- Whilst the current proposals do provide some grasses and wild flower areas, much additional work could be conditioned to replace the habitats lost including, for example, bird boxes, bat boxes and mammal boxes. Deer have once again returned to the site following the BMW development. There are no proposals to accommodate this type of wildlife.

### Landscaping

- It is acknowledged that the landscaping has been improved. However, the landscaping is still entirely subservient to the development. This was not the hierarchy of scheme presented to the inspector in 2007. Neither does the current proposal constitute low-key development, being 3 storey throughout, rather than the 2 storey that was originally applied for and approved in 2014. All of the proposed buildings are considered to be too high and too dominant for a residential area and are unsympathetic to the greenbelt.
- Many trees are shown, although most are not native species. Further, the trees are shown at 8-10m heights, but there is no detail regarding the height of trees at the time of

planting. It is noted that BMW generally chose to plant small trees and that many have subsequently died.

- Many of the species are slow-growing. If this scheme is approved, it must be a condition that the trees are planted at close to full height, or the landscaping scheme presented is clearly disingenuous.

## Architecture

- The dominant colour is referred to as RAL9010. All other colours have descriptive names. RAL9010 is gloss white and we remain at a total loss to know how this can be considered as sympathetic to the greenbelt or the local area in accordance with the 2007 inspector's appeal decision.
- All of the buildings are too high. We see no justification for the additional half-storey height on the Costa store.
- The glazing on all of the proposed buildings will simply increase light pollution to local residents of Grovefield Way and North Road West.
- More tree screening is required along the boundary with Grovefield Way to mitigate the light pollution from the development, as was the inspector's intention in 2007. Also, to mitigate the light and noise pollution which will be generated both by this development and by the previous BMW development and the developer's actions in removing many of the original trees and hedges to expose the building and thereby remove the natural noise filter that was previously present with the trees along the A40 boundary.
- The developer continues to congratulate themselves that the proposed architecture mimics that of the much-despised BMW building. There are well over 300 objections from residents and the vast majority of them deride the entirely inappropriate, overbearing, unimaginative architecture that the planners have already allowed to be constructed on this important greenbelt site.
- The developer's design and access statement makes many statements applauding themselves from the redesign of the site, using phrases like "presence and dominance" of the buildings and a "strong narrative" on the site. The mind-set of the developer is clear and it is entirely contrary to a development that is in keeping with the greenbelt and the exceptional circumstances, and award/intentions of the inspector set out in 2007.
- Light pollution to neighbouring buildings and road users will be further exacerbated by sun reflecting off the abundance of glazing and white render contained within the architecture. This has not been assessed.
- Unlike the retail offerings, the office buildings are not now clad in brilliant white and use more muted tones. The architectural logic for using brilliant white on the retail units at the front of the site is therefore not understood and must be rejected.
- If the developer truly believes their own statements that these retail and childcare offerings are required for the occupants of the B1 site, then there is no reason why they cannot be located behind the hideous BMW building, adjacent to the A40 where they will not offend local residents or those using Grovefield Way.
- Section 106 charges for discharging the council's statutory obligations to control the litter that will inevitably rise from the Costa store, in particular, will be a necessity if this were to be approved.

## Transparency of design

- This is a matter of grave concern to the Association and many of the consultees.
- The hideous BMW building was permitted without the planners being able to discern the size and scale. The developers have once again submitted drawings which do not clearly indicate the heights and dimensions of the buildings and their locations.
- The closest idea of scale is on the landscape drawings where there is a vertical levels scale and some ground levels are indicated. However, this also indicates that a number of people shown on the site are in the region of 2.2m tall!
- Many local residents have experience of submitting planning applications, both personally and professionally, and are aware of the lengths that planning officers will go, to ensure

that drawings are to scale, clearly dimensioned and that levels are clearly indicated, so that the relationship to surrounding buildings, architecture and landscaping can be properly understood. The drawings within this submission meet none of those requirements and other consultees, including the architect's panel have made similar comments. The application must be returned to the developer insisting that, because the ground levels vary so extensively across the site, drawings must be submitted clearly dimensioned and clearly indicating floor levels, roof levels, plant room levels.

- It is inconceivable to us that the plans for a development of this magnitude are being allowed to be submitted un-dimensioned, and that the application is being validated. This tactic was used by the developer on the BMW submission and we now have to live with the consequences of that omission. It is not an unreasonable request. Former councillor and planning committee member Jackie Fletcher was quoted in the Gloucestershire Echo saying "we did not realise it was going to be that big". This cannot be allowed to happen again.
- We see no obvious indication of how the developer intends to meet their carbon reduction obligations, but assume solar panels and the like are to be utilised. These have an architectural element to them and should be clearly indicated. Currently, they are not. This is not acceptable.
- Much of the architecture is glazed and there is no indication of how light pollution to surrounding domestic properties will be mitigated. Further, the glazing generates heat losses in winter and solar gains in summer which require additional carbon uses to heat and cool respectively. The developer's intentions are not understood and must be clarified.

## Parking

- The applicant's intentions here are not understood. There is no clear statement with regard to the number of parking spaces provided, nor the means by which parking will be controlled.
- The travel plan for BMW has not been implemented and excess local parking requirement is now taking up spaces at the park and ride and in local streets where dangerous and inconsiderate parking is a daily occurrence, as are police enforcement notices. Residents and councillors are in discussion with BMW, but little is being resolved. The matter has been referred to CBC's planning enforcement officer for action.
- The objection raised by the transport consultants TPS makes similar observations.
- How is the parking controlled between the various car parks of the various buildings to ensure that the NPPF criteria is enforced?
- Much greater detail on the design and access statement setting out the logic, the requirement and the provision is required before the application can be considered as valid.
- The developer being allowed to provide inadequate parking spaces and then just expecting neighbours and the park and ride to take the extra cars is not acceptable.

## Undertaking to construct one B1 office

- We have read this many times and can find neither reassurance nor value in the wording.
- The undertaking simply says that 12 months following the occupation of the first of the non-office offerings, the developer will build a shell, and only the shell, of one of the B1 offices, which he will not fit-out. Further, that he will complete the car parking to office 1 and small portions of the access roads extending towards office 2. The office 2 development simply falls back to the usual date for commencement within 3-5 years and there is no undertaking with respect to the "phase 2".
- Shell construction of the B1 office will still allow the developer to convert it to future retail use and indeed, the architecture almost seems to cry out for this.
- The only undertaking that can possibly be of any merit, would be an undertaking from the developer to develop the site for B class development throughout, in accordance with the permissions already granted and following the intentions of the 2007 appeal. There are no

exceptional circumstances for development within the greenbelt for retail, A1, A2, A3 or D1 use. Indeed, as we have set out, the majority of exceptional circumstances which permitted the B class development are no longer present. The only exceptional circumstance remaining from the 2007 appeal is the creation of B class employment on a site of significant size. It is questionable whether this need still exists, given Cheltenham Borough Council's focus on the West Cheltenham sites, albeit that they are presently not deliverable for B1 employment or, the cyber park. The council's previous 8 page report on the earlier proposals seems to suggest that this critical employment site in 2007 is not now that important to the employment requirements for Cheltenham. These questions have yet to receive a clear reply.

- A clear message to the developer and all other prospective developers has to be given that retail on the site and in the greenbelt will never be permitted, now, or at any time in the future.

## Employment land

- It is disingenuous of the developer to say that only 12% of the site is being used for retail. Looking at the masterplan drawing submitted by the applicant, there is well over 50% retail, when the BMW site is included. Further, until/if the B1 units are built, there will be 100% retail on the site.
- There were 12 offices proposed in the 2007/2009 proposals. This has now been reduced to 4 offices. The retail element, including the nursery and BMW will account for well over 50% of the site and between them, create less than 100 full time jobs, even if the four offices are built and used for their B1 purpose.
- The square metre areas for the non-retail vary in the current submission to that within the prior application. It seems that the developer has increased the area from 13,026m<sup>2</sup> to 13,068m<sup>2</sup>.
- The number of full time employment jobs that the developer claims are simply not possible. In variance to the previous applications where B1 floor area per employee was calculated at 18.3m<sup>2</sup> (design standard), the applicant has now reduced this to 13.6 m<sup>2</sup> per employee. This is not valid. Recalculating at 18.3 m<sup>2</sup> per B1 office employee means that the whole site, including BMW and retail will now generate less than 800 full time jobs, where the previous applications were to create 1200 full time, high-skilled, well-paid quality jobs. What has happened to Cheltenham Borough Council's ambitions in this regard?
- It should be remembered also that the planning committee was led to believe that Cotswold Motor Group required a new flagship store that would be creating new jobs. In reality however, we now know that it was just that it was convenient for them to build the store to house existing staff members from garages and showrooms elsewhere. They merely wanted a new building. We therefore urge caution when considering the developer's projections for numbers of staff.
- The application, calculations and reports are simply unreliable and no credence can be placed upon them.

## Transport plans and reports

- The transport plan submitted is out-of-date and is simply a re-presentation of that submitted for the BMW development.
- There has been much local development since the 2013 report, which is not taken into account. Further, the travel plan and projections of the report in support of BMW have proven not to be true. No reliance can be placed upon the report submitted.
- Proposed traffic management on the site appears chaotic at best. There is potential for queueing traffic from the drive-through Costa to interfere with traffic flow into and out of the site and onto Grovefield Way.
- The current proposal is very different in nature to that previously proposed in 2007 and 2014. By its very nature, a drive-through coffee shop will clearly encourage traffic into the area. Similarly, discount supermarket and trips to drop-off and collect children from the nursery will be car-orientated, and the proposal will encourage travel into the area for non

linked-up trips, contrary to the NPPF requirements. As set out above, all of the proposed D1, A1 and A3 class proposals are already readily available from multiple outlets, within 5 minutes' walk of the proposed offices. A B class development would produce markedly less traffic, as it would consist, in the main, of heavier traffic twice per day for office workers. By contrast, as well as heavier traffic at the beginning and end of the day, retail would produce a constant flow of traffic throughout the day. Also, retail produces increased traffic at the weekends; something that would not happen with B class. The difference in nature of traffic flows is therefore very different for these contrasting class uses. The developer's report does not address this.

- No account is taken within the transport plan of the significant traffic evidence and strategy for the local area. This will include a vertical extension of the park and ride to create 1000 parking spaces, doubling the existing capacity adjacent to the proposed site. If housing development at West Cheltenham progresses ahead of the junction 10 work (which seems entirely probable) Gloucestershire Highway's calculations clearly show that Arle Court roundabout will then be operating at 187% of capacity. This will have a profound effect upon Grovefield Way and Hatherley Lane, the proposed site and the whole south west of Cheltenham and beyond. TRRA have also yet to ascertain what is going to happen to the cars that would normally park in the park and ride whilst the works are ongoing. The implications for The Reddings for this work are very significant. Some coherent "joined up thinking" is required. The developer should do this. If permission is granted, Cheltenham Borough Council, Gloucestershire Highways and the residents of Cheltenham and tax payers will "fund" a make-do solution to a problem created by this developer for his own pecuniary gain.
- Public transport to Cheltenham West and between Churchdown developments in Gloucester are to be serviced by an increased 97/98 bus service as a part of the JCS proposals. This will also be profoundly affected by congestion on Grovefield Way, resulting from the traffic movements into and out of the proposed site on Grovefield Way, in particular, right turns into and out of the site. The junction with Badgeworth Road/Badgeworth Lane is also to be improved with Shurdington Road to allow greater traffic flows. This will increase traffic along The Reddings, Grovefield Way and Hatherley Lane. In addition, the bus route 99 which serves staff and patients of both Cheltenham General and Gloucester Royal hospitals now stops at the park and ride which will inevitably encourage more traffic into the area and will increase the requirement for parking in the park and ride. None of the above is modelled. The developer must be made to do so.
- The Residents' Association spoke with the GCC Strategic Planning Team with regard to the JCS traffic evidence. We were advised that the data (updated to 2013) only has a shelf life of 6-7 years. Also, that further local traffic surveys would be required before a strategy for an area could be developed.
- We were told by GCC that Grovefield Way has not been modelled on a localised basis. Instead, the team simply applied the area rule where all traffic movements are averaged over a significant geographical area. GCC tell us that the distribution of traffic over The Reddings could be wildly different and that their strategic model probably does not reflect reality.
- Within the JCS enquiry, the JCS team rejected developer evidence for the Fiddington site as being too simplistic on the arguments for swapping B1 and residential uses to retail use. However, the same simplistic traffic model is being applied to this proposed site by the developer, and neither Highways nor Cheltenham Borough Council have raised any issue to date. We need to know why not.
- It is well known that retail will generate many more PM trips than will B1 usage. This is a particular problem for the adjoining Arle Court roundabout, which has significant PM capacity issues.
- The applicant's transport statement reports that data was collected between 6 and 12 July 2016 and on Saturday 9 July. However, this is not a representative "neutral" month as set out in the Department of Transport's TAG Unit N.12 "Data sources and surveys" criteria. The transport statement report does not include consideration of servicing arrangements, or schedules, nor to undertake deliveries outside of normal opening hours although with

the opening hours extending between 05:30 to 23:00, seven days per week, this would clearly be unpalatable in a largely residential area. Again, this is a reason to return the application, or to reject it.

- We are concerned at the Aldi service area in particular, where lorries pull into the supermarket car park, close to the day care car park and day care facility, then reverse into the service bay and exit past the childcare facility. The risk of conflicts with users and, in particular, children at the entrance to the nursery is significant and there are major safety implications. Rejection is required.
- We note that the TPS report submitted on behalf of Asda raises similar concerns regarding the relevance of the traffic data gathered in a non-neutral month, conflicts between customer, staff and delivery vehicle movements, provision of parking and management of same, the gross underestimate of likely trip generation and the highway impact.
- We believe that the traffic data submitted is entirely inadequate and also needs to account for the developments with the JCS Strategic Team proposal, the park and ride extension and other development in the area that has taken place since 2013.
- It is astonishing that developers are not being asked to produce up-to-date traffic data and are instead allowed to provide four year old data, from a survey undertaken prior to significant local development, on a Saturday and, during a traditionally quiet traffic period. This is at best lazy and at worst, an attempt to disguise the impact retail traffic would have on the area, and leave the problem for others to solve.

## Opening times

- The proposal to open between 05:30 to 23:00 hours, seven days per week, and 365 days of the year, is entirely inappropriate, does not reflect any of the previous planning decisions and enforcements made upon other nearby similar businesses, and is entirely incompatible with a largely residential area and the greenbelt. It cannot be permitted.

## Summary

- Having studied the history of the site from the first application, through the inspector's award, the current outline permission for B1 offices, the BMW fiasco and the current proposal, we can find no merit whatsoever in the proposal as set out. However, we continue to find a multitude of reasons why the application conflicts with local policy, greenbelt policy and NPPF policies, amongst others.
- The developer has gone against the clear indications of the inspector at the 2007 appeal in many ways. This behaviour would not be tolerated from domestic owners and a great many residents feel it unfair that different rules seem to be being applied. The residents of The Reddings are looking to Cheltenham Borough to fairly apply all of the planning regulations, the emerging JCS and local plans, properly assess the local development and erosion of the greenbelt and defend the main aim and ambitions of the area, which is to create well-paid, quality employment, and not to throw precious sites away and exacerbate the existing challenges.
- The application must be refused.

For The Reddings Residents Association, representing residents of The Reddings,

Reddings And District Community  
Centre  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6RF

**Comments:** 9th January 2017

I am writing on behalf of the Reddings & District Community Association who is the governing body for the Reddings & District Community Centre, to lodge an objection to the application.

The Community Association is Unique in that it is a totally self-funded Charity run entirely by volunteer Trustees who give up their time for the benefit of the local community. We have a statutory governing obligation to provide a meeting place for local residents and activity groups to pursue various activities with the expectation that these groups own activities will benefit and improve the local community.

Formed in 1969 the Community Association has been located on the same site since 1973 and was rebuilt in 2000 to a design considered appropriate for a green belt location after considerable involvement and consultation with the local authority.

The new Community Centre was funded by the developers of local housing estates from a Community Facilities Payment, negotiated with the developers by Cheltenham Borough Council, and the Community Association itself.

In this respect the Trustees are the custodians of the Community Centre and of the ongoing interests of the residents of the Reddings and the surrounding district towards the continuing success of the Centre.

In relation to the application, we object most strongly to the timing and advertising of this application having been implemented over a long holiday period, eating into the time given to respond, when more time could have been given over to evaluate, research, consult and prepare a response in what has been an unreasonably short period given, it being such an important local matter.

For the record the Community Association did not receive the Residents Notice until the 4th January. The public notice nearest the centre was again wrapped around a lamp post in the hedgerow with no way of telling that this was not the previous notice.

Following the same issues on the previous BMW and Original B1 application we had hoped that for future applications relating to this site, procedures would be sympathetic to these inconsiderate practices and due consideration given.

Because of the delay in our response caused by the above we have had an opportunity to view the overwhelming number of letters of objection prior to completing our own evaluation. We fully support the points raised in all the objections where independently local residents have picked up on the complete futility of providing yet more Supermarket & Office space when the area is already well provided as well as the equally important aspects of traffic congestion and noise pollution.

Apart from the points adequately made elsewhere there are others particular to the Community Centre that we need to convey, so that in making a decision, the Planning Committee are fully aware of the potential consequences to the community centre and local amenity. These are summarised below:-

1. There is mention in the planning statement of a Happy Days Day Care Centre which, other than drawing plans and elevations of the building itself, we can find no meaningful information or background detail explaining its target market or analysis of existing local provision. We can also find no statement to confirm that this business has made a commitment to this development (as is recorded for Aldi & Costa) which suggests it could be purely speculative open to any other use once built, or viewed cynically, an attempt to convey local sustainable provisioning with the proposal.

Consequently we have had to make a worst case assumption wherein this business would be created.

In the following we attempt to evaluate the effect of this worst case scenario on the Reddings Playgroup and consequently the Community Centre itself.

1.1 The size of the Happy Days unit is physically larger than the whole of the Community Centre with a potential to care for up to 73 children (age range unknown).

1.2 The Reddings Playgroup is on the periphery of its catchment area but maintains its importance to the community due to its good Ofsted educational rating and where it dovetails with other local providers. Together the sector is well catered for and further provision is unnecessary.

1.3 In the scenario where Happy Days were to be built, to all intense and purposes, next door to an existing identical facility, the situation could arise wherein the Reddings Playgroup is unable to maintain its level of patronage or recruit staff and consequently become unviable.

1.4 The consequence of this scenario for the Community Centre itself is also very significant. Reddings Playgroup (themselves a non profit-making charity) are a significant user of the centre and play a major role in maintaining the "local connection to the centre" and apart from the loss that this would bring to the social aspect of the centre and area, the Community Association would need to find an alternative, but similar, activity to fulfil our Charity Obligations which because of competition from Happy Days could be a permanently unresolvable situation.

This would present us with attracting an alternative usage to fulfil the charity obligation at the same level of occupancy, and commercially, to maintain income.

Therefore if in diversifying our activity base we were faced with only being able to attract non charitable business's we could find ourselves not being able to meet our Charity obligations.

1.5 Furthermore and potentially the most important possibility is, that, if the Community Centre were to become nothing more than another commercially concentrated centre, the volunteer basis of its success would most likely evaporate as it would not fulfil the sense of community upon which it has been founded and maintained and the financial model currently adopted would need to change to cover the running costs.

As those familiar with running centres such as these will know, there are few measures available to keep running costs down and as this centre currently benefits from its core of volunteers it has very low administration costs and any changes to the existing balance can only lead to raised charges across the board.

### 2. On the remaining aspects of the application we would raise the following comments:-

2.1 Assurances were given on the previous application for this site (B1) that, despite desecration of the boundary hedge when preparing the development site, the intention was to reinforce the planting to provide a dense barrier to North Road West to maintain the existing rural nature of the area. We have seen no apparent action to address this matter and although there is reference to some planting having taken place in the reports, from observation, there is little evidence to support it has, or will, improve the hedgerow.

The application site layout virtually destroys this natural barrier, where constructions, especially the Aldi store, are so close to the site boundary that they tower over it and will overpower and dominate the street scene especially effecting those residencies at the Grovefield Way end of North Road West who will be looking onto the dominant rear elevation of the Aldi building.

The Landscape proposals refer to the hedgerow being Type G with a retention value of C. Although we can find no information as to the intended action for Type G with this value, we note that elsewhere, planting with a value of C is recommended for removal.

In the Outline Master Plan the vegetation on this boundary is due to be retained with the exception of that behind Aldi. There appears to be confusion whether this landscaping is good enough to be retained or whether it is to be removed. Further clarification is required.

The attached photo (1.) shows the sparse nature of the existing hedgerow through which BMW is clearly visible.

2.2 We are concerned that the ground levels created during the original site preparation and /or changes to the natural watercourse on the site may have contributed to heavy water run-off into North Road West and Badgeworth Lane. This seems to be exacerbated since BMW was built. It is important therefore that the levels as they now exist, created by redistribution and spreading of excavated material, should not be adopted as the natural levels for any ongoing development. In this respect we suggest that a further drainage study is carried out to determine if this is the cause for the heavy run-off with the intention of adopting any findings that recommend remedial works before any other considerations are made.

2.3 We have also noted that there appears to have been recent works to raise the level of, presumably, surface water drainage manholes on the application site, located near to the North West Road boundary. The most westerly manhole is now approx. 1.2m, to its cover, above North Road West. These manholes were presumably constructed at an earlier date in relation to former proposed layouts but the height at which they stand suggests a further raising of the ground level along this boundary. If the level is graded out from this point the height of the proposed offices would presumably be raised as well again make them an even more dominant feature visible from Badgeworth Lane across farmland.

The submitted Landscape Master Plan is unclear on this.

2.4 We have also noted that the new metal fencing to the Grovefield Way BMW, does not appear, in certain locations, to run on the line of the timber boundary fencing, defining the highway land, that it replaced. This is particularly obvious where the new fencing meets with the untouched Park & Ride fencing where a 2m step (approx.) has been created reducing the highway verge and limiting the possibility of GCC introducing any softening landscape treatment measures between the green belt and commercial boundaries more palatable.

We are concerned that this does not happen on the North Road West boundary of the development with removal or reduction of the road verge that currently exists. Although there remains a defining timber fence at the Grovefield Way junction, we suggest a line for the boundary for the whole length be established with GCC Highways and defined now irrespective of any future use for this site.

2.5 We are also concerned that parking in North Road West will manifest itself either by implementation of any ill-conceived on-site parking restrictions/incentives imposed on staff as seen at GCHQ where many staff park in the adjacent residential roads or by staff preference as appears to be the case in Hatherley Lane by Asda, where yellow lines have had to be laid down.

Together with the expected increased usage of North Road West as a shoppers preferred route to Aldi and a BMW test drive circuit, we are concerned that North Road West will become a narrowed dangerous short cut. In any event the condition of this road is such that it is in urgent need of resurfacing.

2.6 In the Retail & Planning Statement, page 48, prepared by DPP planning, reference is made to the Local supermarket market share. This includes reference to a local district named Glancaster which despite analogy to likely local districts, could not be converted to a meaningful existing district. This surely brings into question the validity of the table in which it occurs and the information emanating from it.

2.7 The site is still designated Green Belt (as noted in Planning website - Constraint).

Previous applications for this site 12/01086/FUL- Original B1 proposal, 14/00656/FUL BMW proposal, and 15/01848/FUL- Attenuation Pond, all state Green Belt Status.

The original application for this site was for B1 development approved only after appeal with the acknowledgement that it was an unsuitable development for a Green Belt location.

At no time has the boundary line defining the Green Belt been amended so the status remains as such and the designation as noted on the planning website as green Belt is correct.

2.8 It is obvious, from the photos attached (2, 3, 4 & 5), that the BMW development has pushed the boundaries of what is acceptable in a green belt location and shows the impact that this has on the green belt amenity being visible across farmland from as far afield as near the junction of Reddings Road with Badgeworth Lane. This new application must not be allowed to continue the desecration of the green belt and the local character we all seek, and have sought previously, to preserve and Planners must acknowledge this.

2.9 We are concerned that with the presence of another Supermarket the potential increase in traffic, which will iron out any peaks and troughs in commuter vehicular movements to a constant persistent level, will be detrimental to the area and of the attraction of the Community Centre as a desirable venue in a rural setting.

It is essential, in our view, that any decision on determination of the application should be deferred until BMW becomes fully staffed and operational at which time more meaningful traffic flow assessments can be made.

We are of the opinion that it is essential that this application is considered by the Full Planning Committee being such an important issue to the community and are hopeful this is the route it will take.

Please Note:

The Photos accompanying this objection could not be downloaded to this Comments Page or a link to them

They can be viewed on The Reddings & District Community Centres own Web Site.

Please follow the link on the Centres WebSite.

**Comments:** 23rd January 2017

Having had more time to evaluate some of the implications of application 16/02208/FUL we are further concerned that the Foul Water manholes shown on "Complete Design Partnership" Drawing No. 16-6953-100 are behind the spoil banks whereas the recently created manholes are visible on the top of the spoil banks creating extremely deep manhole(s).

Reference to the drain on which these manholes sit is made in the Flood Risk Assessment & Surface Water Management Plan where it discharges via the last on-site manhole, referenced as MH 4400, into the Public Sewer, referenced as MH 4301, which is located in North Road West and after the connection for the Community Centre.

Would point out that the Public FW sewer in North Road West is already inadequate to cope with a surcharge, as the Community Centre has previously experienced back pressure from this sewer lifting the FW Manhole cover located within the Community Centre site, which, being on an adopted drain, also receives discharges from Shakespeare Cottages.

The FW drainage shown on the application drawing, serves only the, as yet, undeveloped part of the land which is still subject to approval.

Before any consideration is given to any development for this site it is imperative that the local FW drainage infrastructure is surveyed to determine if it is capable of receiving additional normal loads and has the ability to cope with a surcharge.

At the date of submitting this objection STWL, as a consultee, have not yet commented.

Any foul waste being spread across the Community Centre approaches will render the centre unusable until cleaned up by STWL.

7 Appleton Avenue  
Cheltenham  
Gloucestershire  
GL51 6TS

**Comments:** 17th January 2017

We have just received notification that there is a plan to develop the area along side the BMW site in the Reddings, without having time to object in the way directed, as am unable to access the correct area of the Borough Council's website, too late to write a letter

We wish to object strongly to this plan number 16/02208/FUL. on the following grounds

1. This will cause destruction of a green belt area , outside the normal area designated for building.
2. It will significantly increase traffic in the area of Grovefield Way
3. We already have two supermarkets in the area, ASDA and MORRISONS, we do not need more
4. This is a residential area and we do not need a Coffee shop
5. There are nurseries at the top of Old Reddings road, another next to the Hatherley Public House, and another at Benhall's Primary school that I know of in the area, plus a toddlers group that meets in the Community centre, I can't see the need for another nursery
6. Why build more office space, why not use existing empty office space available elsewhere in the town, eg, is the office space near ASDA fully occupied?

As the information reached us too late to respond in the correct way, may we prevail up on you to pass on these comments to the appropriate members of the planning committee. Many thanks

3 Caine Square  
Cheltenham  
Gloucestershire  
GL51 0GB

**Comments:** 10th January 2017

I don't understand how land that is green belt can suddenly be passed to build on. We don't need another supermarket there are no more people to shop in it it will just be a dilution of customers from Asda and Morrison who will shop there instead. We definitely don't need a drive through coffee shop unless it is for the benefit of the staff at the BMW site. Nurseries have been closing yet there are plans to build a new one. The traffic will be atrocious there is already a backlog at peak times and when BMW finally opens its going to be a nightmare getting in and out of the development. We need to stop gobbling up green belt land.

Public consultation is not public at all as even though I have the Echo newspaper regularly I had no idea that this application had been passed and was planned to go ahead. I heard about it because I have a friend who will be directly affected as she lives on the edge of the site.

**Comments:** 29th August 2017

I also was given to understand when BMW first were granted permission to build on this site that there would be allowance made for an overflow car park for GCHQ. I believe that this should be

honoured and then GCHQ employees can stop jamming up Fiddlers Green Lane, Charlecote Manor and other surrounding roads.

Will the planning authority actually take the comments of the local residents into consideration and act on them instead of simply going ahead with this dreadful plan???

**Comments:** 29th August 2017

D1 - Nurseries are currently closing in Gloucestershire so I fail to see the sense of building another.

A1 - There are already two supermarkets in close proximity to this site. Another supermarket is not needed it will simply dilute the traffic at the other sites.

A1/A3 - We definitely do not need yet another coffee shop - I believe the application is for Costa and we really do not require yet another of these.

The first and last part of the application are both requesting planning application for office space 5,034 sq.m and 8,034 sq.m We have unused office space in Cheltenham including some directly behind Asda which still has available units.

All in all we don't need yet more buildings in this area. It is bad enough that the monstrosity that is BMW managed to get permission to construct such a building.

The extra space would be put to better use providing parking for the employees of BMW who I understand are not permitted to park on site and as such have been subjected to having their cars keyed and damaged because of parking outside private houses in the vicinity.

If this planning consent goes through it will justify my thoughts so far that all planning committees are corrupt and will pass anything as long as there is some backhanded benefit to the community. I don't see where the benefit will come from here.

9 Hatherley Lane  
Cheltenham  
Gloucestershire  
GL51 6PN

**Comments:** 9th January 2017

I strongly object to both the plans that have been put forward and also the manner in which they have been publicised to local residents. This was kept very low key. We should have all had notification through our doors of such an application.

My reasons for objecting to the following planning proposals are as follows:

1) Proposed Aldi Supermarket:

We are already served by Morrisons and Asda, with an Aldi around 10 minutes drive away should people wish to shop there. There is no need for another supermarket in Hatherley.

2) Proposed Office Space

There is a great deal of empty office space on offer within Cheltenham including Pure Offices next to The Nuffield which are currently not in full occupancy. It's ludicrous to argue that any more is needed when I am working on an industrial estate where several units and offices have been empty for years!

3) Increased Congestion

Grovefield Way and the main roads leading to it are already at capacity at rush hours and used heavily in between as well. The roundabout at the Park and Ride comes to a standstill at busy times to accommodate people joining the A40 from Hatherley Lane and Grovefield Way. The infrastructure simply cannot accommodate further usage which would be a result of the plans being permitted.

4) Proposed Drive thru Costa

This seems utterly pointless and just serve to encourage yet more traffic to a point in town that already can't cope. Both the supermarkets offer a coffee shop already.

5) Proposed Nursery

Again, this will send traffic problems over the edge at rush hour times. We have plenty of childcare provision in the surrounding area. I have had no problem getting my daughter into an Outstanding Ofsted nursery at relatively short notice. This may also cause damage to established childcare businesses.

6) Pollution

The extra traffic in the area will affect the air quality and bring a great deal of extra noise to the area.

7) Green Belt Land

I refer you to section 9 of the National Planning Framework Policy, in particular:

Section 9, 79. The government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence.

Section 9, 80. Green Belt serves five purposes:

- to check the unrestricted sprawl of large built-up areas
- to prevent neighbouring towns merging into one another
- to assist in safeguarding the countryside from encroachment
- to preserve the setting and special character of historic towns
- to assist in urban regeneration, by encouraging the recycling of derelict and other urban land

Section 9, 83. Local planning authorities with Green Belts in their area should establish Green Belt boundaries in their Local Plans which set the framework for Green Belt and settlement policy. Once established, Green Belt boundaries should only be altered in exceptional circumstances, through the preparation or review of the Local Plan. At that time, authorities should consider the Green Belt boundaries having regard to their intended permanence in the long term, so that they should be capable of enduring beyond the plan period.

May I draw your attention to the word PERMANENCE

I will not paste more information, no doubt you are familiar with this document (if not, why not?) and I do not believe you are within your rights to encroach this greenbelt land. You will be destroying wildlife and natural habitats.

To confirm, I absolutely oppose these plans and will continue to do so. Hatherley residents are prepared to fight these and future plans so please cease to submit them!

2 Grace Gardens  
Cheltenham  
Gloucestershire  
GL51 6QE

**Comments:** 11th January 2017

I strongly object to the planning application for yet another supermarket, nursery, offices and coffee outlet.

There has already been significant development in this area in the last 17 years and the impact on air pollution, noise level, congestion will have a huge impact on residents in the area, as well as eroding the green belt area surrounding west Cheltenham.

The traffic around the B&Q, Arle Court Roundabout and ASDA is already at peak levels most of the time. Many commuters use Up Hatherley as a rat run to avoid the A40 during peak times. Adding another large site to this area would increase congestion. Furthermore, crossing the road in this area is becoming increasingly hazardous.

Having another coffee outlet will just encourage more traffic to come off the motorway for a break especially when there are congestions on the motorway.

The approach to Regency Cheltenham has already been affected by the huge BMW development, this new proposal will create another ugly industrial park on an area that presently provides a rural landscape on the outskirts of a beautiful town.

Branch Cottage  
Branch Road  
The Reddings Cheltenham  
Gloucestershire  
GL51 6RH

**Comments:** 11th January 2017

I have watched all of the objections coming in thick and fast now, as I, like most others in the vicinity of north road west, Badgeworth Lane, were not informed of this planning application until 8th January by way of a flyer put through the door.

Instead of listing the many reasons to object, I would just like to endorse what has already been stated very well by the residents of Andalin, Sunny Brae, Turbyville, Elm Farm, 4 Roxton Drive, Tawny Lodge, Chosenhome Farm and lastly, 30 Barrington Avenue.

I have lived here all my life, 75 years, and the flooding that the BMW build has already caused was very apparent last summer, muddy water pouring down from the ridiculously risen ground into North Road West near the Community Centre. Never seen that before. The poor residents on the corner of North Road West/Badgeworth Road must really think the planners have lost the plot altogether.

9 Holst Grove  
Cheltenham  
GL51 6GA

**Comments:** 11th January 2017

My understanding was that the BMW site was granted on the basis that the rest of the site was an overflow car park for GCHQ. Further developing this site with office space and worse a

supermarket will have a huge impact on road traffic. The roundabout that leads to the golden valley roundabout is already a congestion point for local residents, even before the added volume of traffic to and from the BMW dealership opens. Now you want to increase that still further?

I also have concerns about the impact on air quality that all this extra traffic would have. No thank you. Aldi already have one site in Cheltenham and we don't need another.

**Comments:** 25th August 2017

My understanding was that the BMW site was granted on the basis that the rest of the site was an overflow car park for GCHQ. Further developing this site with office space and worse a supermarket will have a huge impact on road traffic. The roundabout that leads to the golden valley roundabout is already a congestion point for local residents, even before the added volume of traffic to and from the BMW dealership opens. Now you want to increase that still further? I also have concerns about the impact on air quality that all this extra traffic would have. No thank you. Aldi already have one site in Cheltenham and we don't need another.

**Comments:** 29th August 2017

When does NO mean NO?

Alex Chalk  
MP for Cheltenham  
2 Henrietta Street  
Cheltenham  
Gloucestershire  
GL50 4AA

**Comments:** 11th January 2017

I am writing to object to the planning application relating to the site off Grovefield Way (16/02208/FUL) dated 13 December 2016 on the following grounds:

- Contravention of NPPF's guidance regarding Green Belt status and preemption of Cheltenham Local Plan and formal adoption of Joint Core Strategy
- Resultant impact upon vibrancy and character of Cheltenham town centre
- Impact upon local transport infrastructure and general amenity of local area

These grounds are outlined in more detail below:

1) Contravention of NPPF's guidance regarding Green Belt status and preemption of Cheltenham Local Plan and formal adoption of Joint Core Strategy

The Government's position, outlined in the National Planning Policy Framework, which was established in the last Parliament, is explicit in stating that key protections like the Green Belt cannot be overridden by the presumption in favour of sustainable development, and that once established Green Belt boundaries should only be altered in exceptional circumstances.

Establishing those exceptional circumstances should only follow the most rigorous scrutiny. However, this proposed development is not 'plan led'. It precedes the adoption of the Cheltenham Local and the Joint Core Strategy, which together aim to shape the future development of our town. The proposal is therefore not able to be considered as part of its wider context. It would create a precedent for the kind of creeping, incoherent, urban sprawl which would damage the townscape and the surrounding area.

Equally no - or no sufficient - case has been made that this proposal would make an enduring contribution to the economic prosperity of our town. That marks it out (unfavourably) from other recent proposals.

Few people in Gloucester and Cheltenham want to see a Los Angeles-style sprawling conurbation. This would make that future more likely.

### 2) Resultant impact upon vibrancy and character of Cheltenham town centre

We must also consider the potential impact of additional out of town retail space upon the continued vibrancy and prosperity of our town centre. It is worth noting that one of the site's proposed occupants, Costa Coffee, already have two sites within the town centre, as well as an additional proposed site at 118-120 High Street (the former Natwest branch), the future of a number or all of which may be threatened by any decision to allow a further opening on Grovefield Way.

More generally, if Cheltenham Borough Council approve this application and include provision for retail and food outlets, then I believe it could set a dangerous and unwelcome precedent. The Government's NPPF is clear in prioritising the development of brownfield sites over greenfield sites and development in town centres over out of town retail schemes. This position was clearly set out in Parliament in 2012 by the then Planning Minister, Greg Clark MP, who when asked to clarify the definition of "sustainable development" for the purposes of the NPPF, said: "It's not sustainable to have a shopping centre outside the town centre..." and made clear that proposals contravening this principle should only be approved in exceptional circumstances.

### 3) Impact upon local transport infrastructure and general amenity of local area

I also recognise residents' opposition to this application on a number of other grounds, including the potential traffic and parking impact on Grovefield Way and adjoining roads. While I note the submission of traffic modelling as part of these proposals, I would point out that this modelling work was undertaken prior to the opening of the new BMW dealership adjacent to the site and while I recognise that the predicted traffic flows resulting from the latter development were taken into account as part of the modelling process, it is difficult to predict the impact of the BMW site upon the local infrastructure until the showroom is fully operational. Moreover, residents can rightly expect reassurances about the effect of noise and light pollution upon their homes, as well as any potential impact on air quality.

In conclusion, for the reasons set out above, I would urge Cheltenham Borough Council to reject this application.

Sycamore Lodge  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6RL

#### **Comments:** 10th January 2017

I am astounded that this application is even being contemplated given the green belt status of the land (and the dangerous precedent the proposed development would set) and the enormous pressure the local roads are already under. Traffic will be either be pushed onto minor roads (which are already too busy and in disrepair) or will simply join the already over-congested traffic by the B&Q and Golden Valley roundabouts. Have the developers actually been to this area during rush hour?!

I am surprised that there is actually any demand for any office buildings of any sort given the patchy occupancy rate of the office development by Asda, not to mention the vast array of out-of-town office developments already present within a 10-mile radius.

The BMW development is an eyesore as it is, and building work of the nature proposed will exacerbate this. It will destroy the character of the area, no doubt having a highly detrimental

impact on properties close by not to mention small businesses. I am also sceptical that there is actually demand for yet another supermarket in the locality given the choice already available in the immediate locality.

Please do not pass this application.

Pendle  
North Road East  
The Reddings Cheltenham  
Gloucestershire  
GL51 6RD

**Comments:** 10th January 2017

I object to the above planning application as I feel there will be inevitable traffic increases which will result in a new proposal for inappropriate traffic calming measures which will be forced on us - the residents. Such inappropriate traffic calming measures have been tried before and finally abandoned as they were never working.

Also there will be a phenomenal negative impact on the surrounding area. More light/sound pollution and high degree of fumes will occur. And of course inevitable and intolerable levels of traffic which will be created with the creation of the retail park.

10 Frampton Mews  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6UG

**Comments:** 10th January 2017

I object for the following reasons:

- There is already a lot of traffic on Grovefield Way, and these developments will generate much more and cause serious congestion, as well as additional pollution for local residences.
- There are already 2 supermarkets (Asda and Morrisons) nearby, so a 3rd one is totally unnecessary.
- The new BMW showroom is already an eyesore, and further development on this site will add to this.
- The A40 was previously shielded from local residential areas by trees on this site, and their removal has increased the noise from the road. Removing yet more trees will make this even worse.

45 Campion Park  
Up Hatherley  
Cheltenham  
Gloucestershire  
GL51 3WA

**Comments:** 10th January 2017

I feel the area does not need further development and will only serve the locality by providing increased traffic and road noise.

Although not a direct neighbour of the aforementioned site, I sympathise with the local residents due to their distance from the planned works, and the additional busyness at peak times would not benefit the local area environmentally.

7 Kemble Grove  
Cheltenham  
Gloucestershire  
GL51 6TX

**Comments:** 10th January 2017

As residents of The Reddings, very close to the proposed area for development (Under Cheltenham Planning Application 16/02208/FUL), we would like to highlight our major concerns regarding the rapid commercialisation of the area.

By stealth, The Reddings is losing much of its Green Belt areas and it is sad and concerning that the Council appear to be allowing irreversible destruction and setting a worrying precedent for other areas of our beautiful, green town.

The scale and speed of the rapid commercialisation of the Reddings, which has been a semi-rural area, seems to be far greater than necessary. Retail and office development in recent years, (including Asda, B&Q, Home Bargains, Pets at Home, the new BMW location and numerous office developments) will greatly increase traffic, noise and congestion. It will also impact air quality, access and road safety, particularly for pedestrians including the large population of school children walking to school.

In summary, if this development is allowed to go ahead it will impact the residents' open area enjoyment, road access, road safety, air quality and potentially property prices.

6 The Grange  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6RL

**Comments:** 12th January 2017

The proposals are entirely unwarranted; there is quite enough existing capacity in the area to more than cater for ALL usages envisaged within the proposed build, most of it under-used and even empty. The scheme represents nothing more than greed over reason and is a further example of stealth-leverage occasioned by the building of the hideous BMW complex dumped upon us on land once a vital part of the rural environment most of us who have lived in this area for some years moved here for in the first case. Doubtless NONE of those who stand to make a gain from the proposed commercial venture would wish for one second to live within a country mile of this morbid little eyesore once built. Shame on you, go and trample your own land, leave us alone.

1 Appleton Avenue  
Cheltenham  
Gloucestershire  
GL51 6TS

**Comments:** 11th January 2017

The amenities being proposed for the development are already present within the vicinity. So I do not see how it adds value, furthermore the potential increase in traffic (redirected from other local locations) and lack of parking would have a significant impact on local residents.

I have noticed parking is an issue with the Pure offices next to Asda (who incidentally are advertising office space so are not full to capacity). This has created spill over problems such as people double parking and obstructing adjacent roads on Grovefield way this would inevitably cause further traffic problems, will the council take sustained action to resolve these problems?

Removing the trees that provide the screening has an environmental and aesthetic impact to the area. And a children's nursery next to busy (polluted) roads, is that really appropriate?

I object primarily on the grounds that the value to the area is minimal but the impact is high.

1 Old Farm Drive  
Cheltenham  
Gloucestershire  
GL51 3ED

**Comments:** 10th January 2017

I am strongly against building on green belt land where the new services are either duplicates or not in demand in the area.

The area is already served well by two large supermarkets of ASDA and Morrisons. Furthermore, anyone wanting to shop at ALDI are able to within a 10 minute drive.

Nearby newly built office blocks are still yet to be occupied (next to ASDA) and office blocks within the centre of Cheltenham are also unoccupied. Therefore, it would suggest that there is insufficient demand for more office space in and around Cheltenham.

My family have recently been looking for nursery space for our child and easily found local nurseries offering spaces. This would suggest that there is not sufficient demand for another nursery in the local area - without impacting the current local nurseries.

I would also suggest that the large amount of parking space would be utilised by GCHQ workers as they have a history of parking in the streets and car parks due to the restrictions of parking on the GCHQ site. This wouldn't encourage an environmentally friendly lifestyle for those employees.

The traffic around the B&Q, Arle Court Roundabout and ASDA is already at peak levels most of the time. Many commuters use Up Hatherley as a rat run to avoid the A40 during peak times. Adding another large site to this area would increase congestion. Furthermore, as a frequent runner in the area, increasing the congestion of this area would increase risk at road crossing particularly around the B&Q roundabout when I often have to risk my life to cross the road.

25 Timperley Way  
Up Hatherley  
Cheltenham  
Gloucestershire  
GL51 3RH

**Comments:** 18th January 2017

Letter attached.

**Comments:** 19th September 2017

Letter attached.

76 Henley Road  
Cheltenham  
Gloucestershire  
GL51 0PD

**Comments:** 9th January 2017

There are already two large, well utilised supermarkets on this side of town therefore I see no need to build yet another one on such valuable land. Sadly as this greenbelt land has already been desecrated by the abominably monstrous BMW building currently under construction and the fact that you see it is a well placed site for employment land with excellent transport links to the A40 and M5, with close proximity to GCHQ why is it not being considered for your Cyber Innovation Centre ? This would save the destruction of valued greenbelt farming land at Springbank/Hayden.

16 Springfield Close  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6SE

**Comments:** 6th January 2017

I object to this proposal as it is clearly a retail park by stealth. The land is completely unsuitable for the proposal. Traffic surrounding the area is already too high, adding this unwanted development will increase traffic and pollution beyond already unacceptable levels. Those living close to the development will be significantly effected in an incredibly negative way.  
No one in the area wants this. No one.

9 Frampton Mews  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6UG

**Comments:** 10th January 2017

This is a further extension to an unnecessary retail development on green belt land. The BMW development already is a gross eyesore out of keeping with the residential area. The proposed further development will be further out of keeping with what should be a village area of Cheltenham and further increase the amount of traffic around The Reddings.

The council insisted that the Asda and B&Q developments would not cause serious traffic problems. However this was a false and hollow promise. Traffic at peak times is already dreadful and this will exacerbate the situation around Grovefield Way and the surrounding roads.

This development sets a dangerous precedent for further destruction of green belt and wildlife habitat around The Reddings, as well as not being plan led. It will lead to increase in traffic noise, as well as impacting local light levels and air quality.

We particularly object to the way that this application has been sneaked in over Christmas giving residents very little warning or time to register objections.

We already have two local supermarkets in the area. There is absolutely NO need for a further supermarket (or indeed coffee house) in the area. When planning was first proposed it was

supposedly going to be low level industrial units which would not impact the local community. Imagine our surprise at the towering height of the new BMW site, and now you wish to add to this further by three storey office blocks and retail! This proposal shows no consideration for the local community which could have benefitted from a school for example, or perhaps an amenity/park for young and old residents - in other words something that might benefit the local community. We are fed up of our green belt being eroded for monetary ends. When will it stop? When the whole of the Reddings is concreted over. This development is neither necessary, nor wanted and will bring no benefit to the local community, only further problems.

Amity  
78 Redgrove Park  
Cheltenham  
Gloucestershire  
GL51 6QZ

**Comments:** 10th January 2017

As previous comments there are already 2 large and several small supermarkets in the area.

Since the opening of Asda and hundreds of new homes in the area and more retail outlets at the B&Q site, the roads are saturated with traffic causing long delays at both morning and evening rush hours.

Along with this increased traffic at the weekends and both hatherley lane and Arle court roundabout cannot cope with the volume of traffic.

Having another retail park will cause intolerable further congestion and increased noise levels and litter.

Giving residents such a short timescale to respond is unfair and slowly the greenbelt area between housing developments and the A40 is being eroded.

7 Redgrove Park  
Cheltenham  
Gloucestershire  
GL51 6QY

**Comments:** 10th January 2017

Traffic congestion is already severe on the B&Q roundabout between 7.30 to 8.30 a.m. with traffic queueing form both Hatherley Lane and Grovefield Road onto the roundabout and struggling to get to the A40. This is also considerable though not as severe at the evening rush hour.

This is before the BMW/MINI opens. The proposed development will add to an already bad situation.

At the opposite end of North Road West there is at present an inadequate exit which has been badly damaged. The traffic coming out of both here and from Reddings Road further along is menaced by very fast traffic on the Churchdown/Badgeworth Lane.

III effects from traffic pollution, in particular diesel particulates, will increase in an already stressed location, in addition to negative effects on the Green Belt ambience.

9 Sandford Mill Road  
Cheltenham  
Gloucestershire  
GL53 7QH

**Comments:** 12th January 2017

The traffic flow is too fast already in the area. Many small accidents on the grovefield/ the reddings roundabout. Increase in traffic will increase this traffic pressure greatly. Do we need a 3rd supermarket and additional office space when there are many vacant offices on the Asda site locally? Idea not thought through. It's the traffic I oppose as it's ruining my local green belt area and my right to live a stress free non town life.

There are several brownfield within the town boundaries sites suitable for retail development. It's hard to believe we need to develop green belt land for the proposed purposes.

3 Ivy Terrace  
North Road East  
The Reddings Cheltenham  
Gloucestershire  
GL51 6RE

**Comments:** 13th January 2017

Myself and husband absolutely oppose this application which if goes ahead will have a definite adverse impact on the local environment including increased traffic congestion,pollution and wildlife.We were only made aware of this proposed development last week when leaflets were posted to our home from another local resident.Save the beautiful countryside that we have left and look at other brownfield sites or derelict buildings to develop.I have read reports of wildlife and traffic surveys which do not give accurate information in my opinion.Traffic is already congested especially during term time,and wildlife is numerous.

2 Appleton Avenue  
Cheltenham  
Gloucestershire  
GL51 6TS

**Comments:** 10th January 2017

Having objected to the original planning application it would appear that this is just a formal proces with a pre determined outcome. We do not need an additional supermarket, with the associated increase in traffic and local pollution. We do not need additional office space, the office space next to ASDA is still unoccupied. If a drive through COSTA and supermarket are approved will there be anything to stop a drive through fast food restaurant moving in. The proposed content and location of this site will act as a congregation point for young drivers and the adjacent road will become a race track.

The planning for the inappropriately sized BMW garage permitted some B1 planning approval, this is now being re applied for as D1, A1, and A3, I suspect this is the process used to quietly convert green belt land into what would not be permitted in an initial planning application, it will be interesting to see if the large office (O3) is subject to further amendments as its disproportional in size to the other offices.

16 Robert Burns Avenue  
Cheltenham  
Gloucestershire  
GL51 6NT

**Comments:** 11th January 2017

Can you please contact Benhall Residents association for input before this proposal goes any further.

13 Shurdington Road  
Brockworth  
Gloucester  
GL3 4PS

**Comments:** 11th January 2017

If you are going to build on this location, would it not be better to put it to more practical use? Leisure facilities would be far more beneficial to the local community and the youth of Cheltenham/Gloucester. Rowan Gymnastics club are in need of a bigger unit - I believe they have over 100 children on their waiting list! Southside football club currently operate in the area with no home ground or facilities for their youth teams. I'm sure there are many other clubs that would benefit from a facility to operate out of and get the local children more involved in physical activity.

The area is currently home to two supermarkets, coffee shops are a waste of space in my opinion and there are office spaces across the road that are empty! Please allow common sense to prevail!!

8 Springfield Close  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6SE

**Comments:** 10th January 2017

My wife and I strongly object to the planning application No: 16/02208/FUL.

There is simply no need for a third supermarket in this area as it is already well served by Asda and Morrisons. We certainly do not need a drive thru coffee outlet which will result in extra litter as found at KFC.

The increase in traffic is of significant concern, particularly around the entrance to the proposed development where there is already serious congestion at peak times.

This would inevitably lead to The Reddings being used as a cut-through to avoid the congestion.

The way this application is being pushed through leads us to believe a full-scale retail outlet will be the inevitable result (plans for office building is just a way in!)

It's about time the members of the Planning Committee actually took note of local residents' objection and have the courage to refuse planning permission.

26 Egdon Crescent  
Cheltenham  
GL51 6GF

**Comments:** 10th January 2017

I would like to object for the following reasons,

- Traffic on Grovefield way is already heavy.
- It will further eat into green belt land and be detrimental to wildlife.
- There are empty offices next to Asda, why do we need more ?
- It will affect businesses in the town by attracting people to out of town developments.

The Old Vicarage  
Badgeworth  
Cheltenham  
GL51 4UL

**Comments:** 10th January 2017

I would like to register my objection to the proposed development. This proposal is a further ingress into the valuable Green Belt that separates the Cheltenham-Gloucester proto-conurbation. It is entirely clear that the road infrastructure is incapable of supporting further traffic flow. The B&Q roundabout is a nightmare during rush hour as it is.

I am of the belief that Cheltenham already had an Aldi store, at least one but probably two Costa Coffees so I question the need for any more, particularly on an edge of town development - perhaps I misunderstood that councils are concerned to regenerate town centres; building on the urban fringe does not meet this objective.

8 Appleton Avenue  
Cheltenham  
Gloucestershire  
GL51 6TS

**Comments:** 26th January 2017

I would like to express my concern for the above mentioned planning application for the retail and office development off Grovefield Way.

In my opinion it will :-

1. cause further destruction of a green belt area , outside the normal area designated for building. - The BMW development is already overwhelming and has destroyed the ascetic looks for the Reddings area.
2. It will significantly increase traffic in the area of Grovefield Way and cause major disturbance in traffic flow at the T junction entrance to the development. At 8am in the morning, the traffic on Grovefield road backs all the way from the Park And ride/B&Q roundabout to Reddings road and I often have to use alternative routes.
3. We already have two supermarkets in the area, ASDA and MORRISONS and I cannot see the benefit of having another - The Springfields store and one stop local shops are already struggling.
4. This is a residential area and we have a number of restaurants eg. Harvester/KFC where coffee can be purchased (KFC offer a drive through coffee option).

5. There are nurseries at the top of Old Reddings road, another next to the Hatherley Public House, and another at Benhall's Primary school that I know of in the area, plus a toddlers group that meets in the Community centre, I dont see the need for an additional one and one where it will be busy.
6. Do we need more office space? The Pure office spaces by ASDA are not fully occupied - the film studios offerings are not fully taken up.
7. Will there be sufficient parking - We dont want parking spreading out into the residential areas.
8. Will the area be locked and secure at night to prevent people using the car park for unintended purposes at night?
9. Light Pollution - What will this extra development do to our already difficult lighting pollution in the area.

As the information reached us too late to respond in the correct way, may I prevail upon you to pass on these comments to the appropriate members of the planning committee.

20 Springfield Close  
The Reddings  
Cheltenham  
GL51 6SF

**Comments:** 31st January 2017

I am writing to say NO to the above planning applications, I strongly believe we should be looking after existing businesses around the area and not bringing more businesses to an area that is already over crowded.

There is a play group in the Reddings Community centre that may have to shut if a new nursery is opened.

If another supermarket is opened it will put pressure on existing supermarkets and they may have to make cut backs due to a fall in sales.

There is a local coffee shop in the Wardenhill area, surely it should be first in the queue to receive support and attention, also there are numerous supermarket coffee shops already around this area.

I live fairly close to the site in Springfield Close, I do NOT want to end up living in an industrial estate. It has already become a battle to get across the roundabout by B&Q, either end of the day, surely you must realise the roads will not be able to cope with additional traffic created from this, also where will the staff park? I expect local roads will become clogged as there will not be sufficient areas provided.

Also what annoys me the most is the people making these decisions probably do not live anywhere near this area, they will not be affected by this decision, its just a signature and watch the money roll in. The additional noise will negatively affect everyone around the area, are we supposed to keep our windows shut throughout the year.

I strongly feel we should be protecting our green belt for our future generations, Gloucestershire is visited every year for its beautiful countryside, we should protect this, stop filling up every possible space.

Remember the government's national planning policy framework, TOWN CENTRE FIRST.

PUT THE GREENBELT FIRST, NOT MONEY!

1 Shakespeare Cottages  
North Road West  
The Reddings  
Cheltenham  
GL51 6RE

**Comments:** 31st January 2017

Letter attached.

**Comments:** 13th September 2017

Letter attached.

6 Roxton Drive  
Hatherley  
Cheltenham  
Gloucestershire  
GL51 6SQ

**Comments:** 28th December 2016

I am currently the chair of the Reddings Community Playgroup committee which operates at the Reddings and District community centre. We are a charity and have served the community since the 1970's. Having a commercial Day Nursery more or less opposite our site will be detrimental to our survival as we are a committee led playgroup and a non profit making organisation. The whole development would also have an impact on the Playgroup as there will be an increase in noise and traffic to an area which is currently extremely quiet. The Playgroup is the main user of the community centre and if we were forced to close due to a reduction in numbers this would have a detrimental impact on the community centre which has also served the local community for a long time.

As a local resident I have been affected by the opening of Asda near by with noise pollution from lorries coming and going at all hours even though we were promised that this wouldn't happen and repeatedly complaining. An Aldi would have a similar affect on local residents in North Road West and those at the end of North Road East. The increase in traffic along Grovefield Way has been massive with the new houses further along the Road and Asda, further developments such as those proposed will exacerbate the situation further.

So in summary I object to this plan due to the following.

1. A new nursery will be detrimental to The Reddings Community Playgroup.
2. A nursery could be detrimental to The Reddings and District Community Centre
3. Increased traffic pollution and noise pollution.
4. Increase in traffic and road congestion.

341 Hatherley Road  
Cheltenham  
Gloucestershire  
GL51 6HT

**Comments:** 11th January 2017

There are many reasons to object to this application. These have been outlined in previous comments and in detail in the comments from Alex Chalke MP.

I wish to highlight again that this development is in the Greenbelt, will work against the success of our town centre, increase pollution and vehicle movements where road infrastructure is not suitable it will also encourage visitors to drive to shops.

Large-scale out of town development is unsuitable for Hatherley and The Reddings.

If there was any chance at all of creating iconic built form in this location as a gateway feature to the entrance of our town there may be an argument to make but the proposals are poor. The existing, poor quality design and finish of the Travel Lodge and KFC development and now the huge, sprawling BMW garage is a very large blot on the landscape rather than an attractive entrance to our town.

This proposal to remove more land from the Greenbelt was not mentioned in the Joint Core Strategy document and as far as I know no public consultation has been carried out.

Windermere  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6RL

**Comments:** 4th January 2017

I strongly object to the application for the following reasons:

2. There already three supermarkets nearby, Asda is a two minute walk from the proposed site, Morrison's is approximately 1.5 miles away, so to is Iceland in Coronation Square. The recently built Home Bargains (100 metres from the proposed site) sells many convenience products that you would find in a supermarket.
3. I do not understand how there is a need for commercial office space when much of the office space created at the Asda site remains unoccupied and a recent application for change of use from office space to residential development from owners Robert Hitchings was submitted and rejected by CBC.
4. Parking in this area is already very busy, due in part to the fact that many GCHQ workers choose to park in nearby streets than pay to park on the GCHQ site which do not have sufficient parking for its employees. The number of additional parking spaces created on the proposed site appears to be significantly lower than the number of additional jobs created (which in itself seems highly unlikely), suggesting that the parking issue in surrounding roads is likely to become considerably worse.
5. Best proposal for this land would be an extension to the park and ride and Pay and display carpark for GCHQ?
6. Traffic along Grovefield Way is already very heavy each morning and evening. My wife drives from our home on The Reddings (the stretch between Grovefield way and Badgeworth lane) she is frequently in a traffic jam to take her to the Nuffield Hospital from the roundabout on The Reddings to the roundabout next to B&Q. This is likely to become considerably worse once the new BMW showroom open later this year. Asda were supposed to contribute to traffic calming in the Reddings but it appears CBC have spent the money on alternative uses.
7. The Reddings (Badeworth lane to Grovefield way + The Reddings Road and Hatherley Lane have already become 'rat runs' every morning and evening, and traffic all along Hatherley

Road towards the town centre is significantly heavier than it used to be. This is likely to become even worse if the application is approved.

8. In addition, the volume of traffic queuing to get to the Golden Valley Roundabout and sites next to B&Q is often very busy, even at weekends, with queuing all along Grovefield Way.
9. It is very difficult to see how there can be a demand for a drive through Costa Coffee when there are plenty of shops nearby selling coffee. The Cafe at Asda already has a Costa Coffee. Coffee is available from KFC and the mobile unit at B&Q. Is this drive through proposing that people drink coffee whilst driving a motor vehicle?
10. Is there a need for a new nursery when there is already an excellent playgroup run at The Reddings Community Centre on North Road West and a Nursery in Old Reddings Road (Fox Cubs).

I am disappointed that notifications of the application were not sent to residents of the whole area of the proposed site, and that the consultation period was held across the Christmas period, at a time when local residents were more likely to be away from home. A further consultation period is clearly warranted.

I am also disappointed our local councillors have not sent out a news letter to inform the locals of this development> they were very active in 2016 when a local development adjacent to Brock Close was submitted on Green Belt land. Where are they Now I ask ?

There seems to be a complete and deliberate disregard for the opinion of local residents. It is difficult to see how any of the proposals could benefit the local community.

14 Northbank Close  
Hatherley  
Cheltenham  
Gloucestershire  
GL51 6UA

**Comments:** 28th January 2017

I object to this application on the grounds that we already have 2 large supermarkets in the immediate area. We have unused office space in the offices next to Asda supermarket and I consider that it will cause major traffic delays and parking issues for residents.

There are already parking issues in the immediate area that is caused by the gchq building and my understanding is that cotswold BMW may add to these issues.

Surely if building has to be done on greenbelt land, then affordable housing would be a much better option.

I would also query whether it will have a negative affect on house prices in the area.

There is enough congestion leading up to and from the B & Q roundabout. Should this application go ahead it will make it so much worse.

I very strongly object.

41 Springfield Close  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6SG

**Comments:** 9th January 2017

I strongly object to this proposal because it is in Greenbelt does this mean anything anymore? How long before we are connected to Churchdown and one large "city" of Cheltenham, Churchdown & Gloucester.

There is unused land for offices by Asda, so why do we need more office space.

There are enough supermarkets in the area and the existing

Aldi is only a few minutes drive away.

Why is a drivethru coffee shop needed? only to serve the unneeded facilities on the GREENBELT site.

The nursery is not needed, the local play and toddler groups at the Community centre are more than adequate for the area.

The hideous BMW complex is going to add to the traffic problems in the area, we do not need anymore. Traffic along Reddings Road drives far to fast and calming measures cannot be put in place because it is a bus route and the road is too narrow. The Golden Valley roundabout is already at saturation point. If the land must be used for anything surely a car park to enlarge the Park & Ride and for GCHQ employees to park instead of clogging up local small housing estate roads.

2 Holmer Crescent  
Up Hatherley  
Cheltenham  
Gloucestershire  
GL51 3LR

**Comments:** 10th January 2017

This application is not plan led as the draft Local Plan produced by the Borough Council upheld the site's Green Belt status. The application also precedes the application of the Joint Core Strategy, which aims to shape the future development of our town. As such, there a clear distinction between this site and others, where after detailed consideration the Government's Inspector has recommended release to facilitate the development of a transformational Cyber Park (for example). One of the key considerations during the JCS process was the need to allow sensitive development only to avoid turning Gloucester and Cheltenham into sprawling conurbation.

I fail to see how the plans for the Grovefield Way site contribute to Cheltenham's economic development as it would almost inevitably impact on the continued vibrancy and prosperity of the town centre. Approval of this application with provision for retail and food outlets would set a dangerous and unwelcome precedent.

Finally, Grovefield Way/Cold Pool Lane/Up Hatherley Way are designated as the A40/A46 feeder roads. They already carry a high volume of traffic which has been exacerbated by recent housing development in Cold Pool lane and the new ASDA store and office park in Hatherley. The potential traffic impact on the A40/A46 feeder and adjoining roads - and in particular the B&Q and

Arle Court roundabouts which already have substantial traffic jams at peak periods - is totally unacceptable.

Elm Farm, North Road West,  
The Reddings  
Cheltenham  
GL51 6RG

**Comments:** 11th January 2017

I object any agree with comments already made from nearby residents.

Please can you pass the word that PEOPLE CAN STILL MAKE COMMENTS until a decision is made. Don't stop!!

the date of the 11/01/2017 is just the statutory date they have to give. I think it might have mislead EVERYONE!

And I still object!

**Comments:** 12th September 2017

I stand by my earlier comments, and would like to reinforce my objection to the proposed development.

Since the opening of the BMW Showroom:

\* Light Pollution \* has become a reality and the 24 hour lighting has meant that my son's bedroom is now infiltrated with light from the development.

\* Increase in parking on grass verges/ pavements \* North Road West has a particular problem with this.

\*Water Drainage\* Continuous flow of water from the BMW site onto North Road West

\*Traffic Volume\* Increasing in volume/ speed and danger.

North Road West is not suitable for this amount and type of traffic.

Insufficient planting & screening from the development to shield our property boundary as had been previously promised.

It seems inconceivable that any further development would be approved until there is an agreement of JCS or Local Plan

Comment submitted date: Mon 09 Jan 2017

I vehemently oppose the proposed alterations for a variety of reasons. The original permission was granted to 'comply' with National & Local employment strategies. There is little evidence to support that significant long term employments gains will occur either from the BMW site or the new proposed Aldi, Costa & Happy Days Nursery.

BMW are amalgamating 3 existing businesses. New employment is likely to be low paid, part time 'housekeeping roles' as BMW's existing staff will be transferring to this new site. They will be travelling longer distances, and will be parking primarily on residential roads. The 'vacant' land at BMWs existing sites could be used for further retail use.

Aldi, Costa & Happy Days will be in direct competition with existing business & services. As a result established local businesses are likely to fail. This is likely to result in real- time loss of working hours available to the local population.

Because offices are to be built (so say) does not create additional employment apart from the initial constructing of the offices. See Pure Offices, and many other vacant offices around Cheltenham. working practise has dramatically changed in the last 5-10 years. Many more people have the flexibility to work from home, which is much more cost effective for businesses.

- This is a GREENBELT AREA, and should not be developed.
- The CAR PARKING is insufficient for the amount of people that will use the site. North Road West, and other nearby residential areas will become overflow parking areas, as has happened to Fiddlers Green and surrounding residential areas of the GCHQ 'doughnut' development. Cars are already parking up on the kerb/ paved area at the top of North Road West, this endangers lives as pushchair/wheelchair/mobility scooter users (particularly those using The Reddings Community Centre), and school children are having to dismount the pavement and go onto the highway.
- Badgeworth Road end of North Road West does not have a 30MPH road restriction, drivers speed along this end of the road, and rarely reduce to the legal 30MPH by the time they reach the community centre, endangering lives. Also the residents/ visitors to the 2 houses at the Badgeworth end of North Road West are finding it increasingly difficult to exit the properties safely, and 'near misses' (car crashes) are happening regularly. The road is in very poor condition for the traffic volume & speed.
- A Tree Preservation Order 2012 (13/007 15/TREEPO) is in force from CBC for Land on the South side of North Road West. The trees are frequently being damaged by the increase of HIGH SIDED LORRIES travelling a high speed along North Road West. This road is too narrow and in too poor condition to accommodate 2 lane traffic travelling safely and at such speeds. The overhanging branches are frequently damaged/ ripped off. We recommend North Road west becomes a dead end.
- We saw the bodies of 2 full grown deer that had been killed by vehicles travelling along North Road West during the summer of 2016. Although reported, the council were unable to remove the deer for over a week. Leading to swarms of flies from the decomposing animal.
- Under the Desk Survey of the Ecological Assessment, they state that they have been in contact with GCER( Gloucestershire Centre for Environmental Records ) The ecological assessment does not state what time of day they completed their survey (bat) or what trees were examined (dusk onwards being the optimum time for a survey). The GCER only collate records given to them from organisations and members of the public, and stated that they took onboard our concerns regarding the habitat quality of this developmental site. They also mention that it is also possible for developers to call in ecological consultants once sites have already been downgraded. The ancient perry trees and hedgerows (including central hedgerow) had already been ripped out of the 3 fields of the development site, and wooded area greatly thinned. These created food and shelter for wildlife, that no longer exists. We see lots of BAT ACTIVITY in our garden(directly joining the development) from dusk during the summer months. We cannot confirm whether they are roosting or foraging. The area that is being developed contains many of the criteria and thresholds from the Trigger List published by the BAT CONSERVATION TRUST. We would hope the CBC take note of our concerns and suggest a delay in further development and planning permissions until a complete and independent bat survey be completed.
- ALDI DEVELOPMENT- This area is well supported by 2 major supermarkets and smaller local shops (which will be at risk of failure if Aldi is built). Neither of the supermarkets run to full capacity with car parking spaces always available. It is also quite likely that it will be non locals that use Aldi increasing the traffic burden and resulting pollution, to the area. The council should ask for the customer records of usage, delivery quotas & times (to include refuse) for comparable sized Aldi stores to get a clearer idea of what impact building the Aldi store will have on existing inadequate traffic capacity ( includes emergency service access to highways)
- HAPPY DAYS NURSERY- there are already established local businesses that provide nursery provision. These businesses are likely to be effected by and the result in job losses is a possibility. The resulting air pollution from increased traffic would not make this a suitable environment for young children. There is no proposed time period given for the building of the office units (which the planners/ developers will argue could use the nursery). Aldi supermarket

workers, and Costa workers are likely to work full-time if child free. Generally if they have pre-school children they work part time and organise childcare with partners/ family as wages are insufficient to pay for nursery spaces. There will be an increase in traffic to the site from parents/ carers, food, stock delivery, refuse collection. More details are required. More details are required of times of operation, delivery & refuse collection times.

- COSTA COFFEE DRIVE-THRU - There is Costa & hot food already at Asda, coffee available & food available from BQ site. An onsite restaurant at Morrisons. A Drive-Thru KFC. An additional drive-thru will increase traffic volume and fuel emissions, light pollution and rubbish that will directly impact on the surrounding areas. More details are required of times of operation, delivery & refuse collection times.

- B1 OFFICE SPACE- At present there is no clear commitment to when this will be being built (if ever). Is this necessary, can the plans be re examined? The nature of office working has changed dramatically, particularly in the last 5 years. More people work from home, and/or share desks. Existing office provision (Pure/ Asda site) is not at capacity. The planned additional space has had permission by developers sought to be changed to housing. It is unlikely that offices on this site will ever be built, negating the need for additional supermarket, drive-thru and nursery. Cheltenham Film Studios also already provide space for local small business. If the developer can assure the council that B1 offices will be built, more accurate traffic data will be required to include times of operation & delivery times

- FLAGSHIP BMW SHOWROOM- (this will be the equivalent of the existing 3 local Cotswold showrooms/ body/ repairs sites).Insufficient evidence and data has been provided regarding the impact on traffic. Delivery lorries dropping off new cars, spares, collecting cars, customers dropping off and collecting cars will create traffic jams (as is already evident with other car dealerships throughout the area). Cotswold BMW should provide accurate records of traffic data including times of operation & delivery & refuse collection times from their existing premises to enable more accurate & realistic traffic planning.

- FLOODING- Before the BMW development there were personal assurances given that the site would provide adequate drainage. Unfortunately this has not happened. When the developers prepared the top end of the site for BMW all of the excess earth was dumped at the end of the field next to our property. This raised the ground level considerably (this can be easily viewed).The developers were emailed(June 2015) as we were concerned and we were verbally assured that an additional drainage ditch would be temporarily dug out as they were waiting for the land to dry out before plant could be operated. This has never happened. The earth is heavy clay (confirmed on the 2017 Tree Officer Report) , and has compacted over the duration so that there is little natural drainage from rainwater. 12th June 2016 during heavy rainfall brown water gushed at various points from the development field. There was minimal clear rainwater running from Grovefield Way- once past the area of the Reddings Community Centre there was a very high volume of brown water coming off the BMW development field at various points. The volume of water increased so greatly with additional rainfall over the next 48 hours that a lorry overturned and the whole of North Road west was closed. Repairs to road signs and the corner ditch of North Road West is yet to be undertaken. We suggest that the developers have miscalculated the drainage requirements of this site, and are at risk of endangering lives & properties as a result.

IN ADDITION TO POINTS RAISED ABOVE- Further development of this site will directly negatively impact and have cost implications (financial & physical)to- Health Care Providers, Local & County Council, residents (including ourselves) and local wildlife by:

- INCAPACITY for INCREASED TRAFFIC- increases risk of traffic related accidents, stress, increasing burden on emergency services.

- NOISE & LIGHT POLLUTION ( inc. using energy saving LED blue light reduces melatonin production so reduces the ability to sleep by up to 25%) impacts mental health, physical performance, driving performance. Disrupting wildlife behaviour

- FUEL POLLUTION- research links with Alzheimer's, Cancer, Respiratory Disease
- INCREASE IN LITTER/FLY TIPPING- encourages vermin, disease
- ADDITIONAL FAST FOOD/ PREPARED FOOD SALES- Obesity, Diabetes, Heart Disease, Fatty Liver Disease, Cancer
- REDUCED PRIVACY- Large buildings will overlook property and private space. This makes residents more vulnerable with a reduction in security.
- VISUAL IMPACT- destroyed

Quote from the Tree Officer report Jan 2017

'It was noted that the soil within the site is very heavy clay. Such clay soil can become desiccated and shrink through tree root action which can lead to building subsidence. As such tree planting species selection needs to be carefully made and suitable foundation depths and designs made so that and such future nuisance will be avoided.'

They also state urgent care of existing trees need undertaking even if planning permission not gained as they are being damaged by the increased soil/ clay level around their trunks.

Please CBC/ MP/ Councillors support your residents and voters!

31 Hatherley Lane  
Cheltenham  
Gloucestershire  
GL51 6PN

**Comments:** 9th January 2017

I am a resident close to this proposed application. Having lived in this area for almost 5 years I have already seen an increase in traffic and congestion due to the Asda site. This new proposal will increase the traffic considerably and Hatherley Lane will become a 'rat run' to feed this site. Given the number of schools in this area (Benhall and Lakeside) this would cause a significant risk to the safety of our children. It would also cause local residents further difficulty in getting in and out of their properties to get to their own place of work.

In addition, this would reduce our green belt by some way, and with more and more houses being built in this area, this would be detrimental to the area.

8 Trumpeter Road  
Badgeworth  
Cheltenham  
GL51 6GT

**Comments:** 11th January 2017

The affect of this new development area (the new BMW site) on local roads is very clear to see with much increased traffic and delays accessing & exiting both major roundabouts adjacent to the area.

Developing further, with yet more retail space, is just going to compound this problem - and the BMW site isn't even open as yet.

All the questions/objections raised to date are also very valid in respect of the 'need' for additional shops etc. very close to existing major outlets.

The housing estates close to the development area have many young families resident - it is only a matter of time before there is a fatality on the Cold Pool Lane/Grovefield Road 'rat run'. Already, even before the BMW site opening, the considerable increase in traffic makes access to this road difficult and often dangerous at times - on foot, bicycle or powered vehicle.

Avonleigh  
Branch Road  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6RP

**Comments:** 10th January 2017

We object to the proposed development as it is designated as Green Belt in the Cheltenham Borough Local Plan.

There will be a further increase in traffic, exacerbating the existing problem of peak time congestion and associated noise and air pollution. The current infrastructure has not been designed to support this type and size of development.

This plan does not appear to support the intention of the original application of B1 development. The Planning Inspectorate commented about a previous application that the land could only be used for office development. The need for more offices should be weighed against the empty land space adjacent to the Asda supermarket.

In our opinion, there is no need for another supermarket, drive-thru outlet or office accommodation.

This development would also lead to a loss of habitat for a wide range of wildlife

**Comments:** 11th September 2017

I wish to reiterate my objection to the revised plans. We object to the proposed development as it is designated as Green Belt in the Cheltenham Borough Local Plan.

There will be a further increase in traffic, exacerbating the existing problem of peak time congestion and associated noise and air pollution. The current infrastructure has not been designed to support this type and size of development.

This plan does not appear to support the intention of the original application of B1 development. The Planning Inspectorate commented about a previous application that the land could only be used for office development. The need for more offices should be weighed against the empty land space adjacent to the Asda supermarket.

In our opinion, there is no need for another supermarket, drive-thru outlet or office accommodation.

This development would also lead to a loss of habitat for a wide range of wildlife.

The development makes no improvement to the footpath access under the A40/M5 intersection. An ideal opportunity wasted.

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17 Chalford Avenue  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6UF

**Comments:** 10th January 2017

I strongly object to the proposed plans. The monstrosity building of BMW has already effected my home, increased light shining in my garden, shuddering of my home as building work has lasted over a year, increased traffic so badly that it feels like I'm sitting in the middle of the road when sitting in my garden. This has GOT to stop - this is supposed to be GREEN BELT!!!

- 1) Reduction in Green Belt: The area of the proposed development is a green belt area. Over the last 15-20 years there has been a steady and gradual reduction in the green belt as commercial properties have been built (e.g. Asda, B&Q, KFC, Park & Ride, BMW, etc). This needs to stop now to preserve the remaining green belt areas. Please take a stand now, for tomorrow and the future.
- 2) Increase in traffic congestion: Grovefield way is unsuitable for the existing volume of traffic at peak times and it is only going to get worse with the opening of the new BMW site. Should the proposed development go ahead then the traffic congestion will become chronic, badly affecting the local residents and the flow of traffic through the area ... bearing in-mind that Grovefield Way is meant to be a bypass road.
- 3) Increase in Pollution; There will be an increase in noise and car fumes due to increase traffic in the area and traffic being stationary in queues
- 4) Lack of notification: There is a very short notice period and little or no consultation
- 5) Unfounded Requirements; The need for an additional superstore, nursery and coffee shop are unfounded as they are already met by existing businesses in the area (e.g. Asda Superstore on Hatherley Lane).
- 6) Car Parking: The proposal only allows for 346 additional car parking spaces. This seems low and may result in visitors/employees of the new site to park in nearby roads because of insufficient parking and to avoid queues in entering and exiting the site. This would cause problems for local residents - parking, driving and walking on pavements partially blocked by cars.

91 Redgrove Park  
Cheltenham  
GL51 6QZ

**Comments:** 10th January 2017

Traffic at peak times on Grovefield Way is already very bad because of Asda & B&Q as well as office workers using the P&R. At times we are trapped in Redgrove Park and at others cannot return home because of the sheer volume of commuter traffic along Hatherley Road, Gloucester Road and Grovefield Way. This application, if approved, will cause us even more inconvenience in our daily lives. The impact on residents near the development will be overwhelming and cause even more distress. We already have unoccupied office space next to Asda so even more is obviously not needed.

3 Rissington Close  
Cheltenham  
Gloucestershire  
GL51 6LW

**Comments:** 10th January 2017

I strongly object to the proposed planning application. This is a green belt area which has already had an increase in noise and ultimately traffic due to the building of the BMW garage. Adding an additional supermarket to this area will be highly disruptive and cause a further increase in noise, traffic and pollution.

The Reddings community centre, based opposite the proposed development, is used by many in the area and especially attractive to parents with young children due to its quiet setting, on a quiet road, and lovely outdoor space. Allowing this build to go ahead will greatly change the setting and risk having a detrimental effect on the community centre itself. Additional road traffic and pollution can only have a negative impact.

Traffic around this area is already bad especially around peak times and by adapting the road to suit the needs of this new development risks diverting more traffic down this road and past the community centre.

This is a family area, with a quiet housing estate opposite, and a supermarket on their doorstep, Asda. There is no value in changing the location of Aldi, which already exists in Cheltenham and is easily accessible. Risking putting current community areas at risk and discouraging people from using the community centre will not only have an impact on the centre but the surrounding community.

I therefore must once again object to the planning application.

White Lodge  
Hatherley Lane  
Cheltenham  
Gloucestershire  
GL51 6SH

**Comments:** 4th January 2017

I agree with all the other comments that have been aired.

I would like to stress that the amount of traffic passing and stopping outside my door every day is already horrendous and that is without the BMW garage being open. All the vibration from them is not good for the house. The pollution is to be seen on a weekly basis on my windows. We already have a keep clear sign outside the house and find it difficult at times to exit/enter the property. Also articulated lorries mount the kerb onto the grassed area, (even though there are bollards on the grass ), very close to our boundary fence, as they do not have enough room on the road to turn left on the Golden Valley

44 Grace Gardens  
Cheltenham  
Gloucestershire  
GL51 6QE

**Comments:** 6th January 2017

I object to the planning application on the following:

A) erosion of the greenbelt

B) extant planning permission is for B1 employment development only. Including A1 Aldi development is outside of this.

C) insufficient car parking for the B1 offices which will result in illegal parking on pavements, parking in residential areas etc.

D) increased congestion on the roads. In particular I have concerns about vehicles waiting to turn right into the proposed development blocking the flow of other vehicles

E) focus should be on developing Cheltenham Town Centre

Thank you for taking time to consider my objections

4 Roxton Drive  
Hatherley  
Cheltenham  
Gloucestershire  
GL51 6SQ

**Comments:** 4th January 2017

I hope that the author of the below passage will not be offended by me 'copying and pasting' their words; however, they are far more eloquent than I am. I agree fully with their comments and would like to reiterate them.

I would like to add that I find it very interesting that the application was made just before Christmas when people are too busy to take notice or pass on the information about this application. I would point out that there seems to be a flurry of objections now people are becoming aware of it after this busy period.

On the same theme, of what feels like deception, I note the office blocks are one of the last constructions. As people have previously stated the Pure Offices are not to capacity and the other offices blocks, which had approved planning, have not been built clearly due to a lack of requirement. I would suggest that this is a tactic to keep pushing the limit of the application and when Phase 4 comes about that unsurprisingly there is an amendment and these 'offices blocks' and their genuine use by the developers become apparent.

Objection

- This application is entirely unsuitable for the area and completely without merit. It is a development of a retail park by stealth.

History of site

- The site is in the greenbelt. This "constraint" is noted on the planning website.
- The applicant at Section 14 of the application form describes the existing use as "open ground". This is factually incorrect. It remains as greenbelt, as your "constraint" notes..
- A proposal by a previous landowner to construct offices on the site was vigorously defended by Cheltenham Borough Council, appealed by the owner and defended by Cheltenham Borough Council before permission was granted by the planning inspector (a quango that no longer exists).
- The inspector, at appeal, said that a B1 application should be permitted, because it creates employment opportunity in relation to B1 offices.
- Historically, Grovefield Way ring road was designed as a clearway to direct traffic away from the existing urban areas, and ease travel from the A40 towards Hatherley and Shurdington. It was explicit that there were to be no entrances directly onto Grovefield

Way, with the exception of adjoining roads. North Road was divided into North Road East and North Road West by Grovefield Way. Deeds of properties on North Road East confirm that the road has been permanently blocked onto Grovefield Way and that no right to reinstate access onto Grovefield Way will ever exist.

- The foregoing conditions for the creation of Grovefield Way were ignored when permission was granted for the B1 site and subsequently, for the BMW site.
- The BMW site allowed the removal of much of the visual and acoustic screening in the form of removal of trees and hedgerows.

## The Proposal

### Building locations

- Historic development along Grovefield Way was limited to two storey height, and set back from Grovefield Way. This current application, locates the proposed Costa Coffee closer to the highway than any building on the site as approved in 2014. This is inappropriate. The boundary along North Road West now has considerably fewer trees than in the previous approved plans for the site. This must mean inappropriate removal of the existing hedgerow/compromise of the existing hedgerow, contrary to BS5837:2012 which gives presumption in favour of existing trees and planting, and will require a greater level of pre-planning than has been submitted.
- The Aldi store is placed closer to North Road West than the previous proposals approved in 2014 in respect of the B1 development. The proposals are therefore inappropriate and inconsistent with previous approvals granted.
- Traffic
- The traffic planning study is inaccurate and misrepresentative. The traffic study has been carried out before the BMW site is operating and is not representative of current traffic conditions, nor those that will operate when BMW starts to trade from the site. Since around October 2016, the traffic along Grovefield Way, approaching the B&Q roundabout, is now frequently backed-up past North Road West from 07:30 to 09:00 hours and from 15:00 to 19:00 hours, most days. Traffic entering the BMW/proposed retail site via the A40 will need to turn right onto the site via a wholly inadequate sized filter/waiting lane. Vehicles leaving the proposed retail park will also need to turn right or left out of the retail park onto Grovefield Way and will cause traffic tail backs further along Grovefield Way at North Road west, or The Reddings.
- The current permission granted for BMW/Offices will concentrate traffic generally into "peak flow" hours as the traffic report sets out, i.e., the majority of BMW garage users will be leaving their cars early morning and collecting them in the evening. There will be casual visitors throughout the day, possibly peaking at weekends. Office traffic use will largely be concentrated into rush hour morning for arrival and rush hour evening for departure.
- The retail park model proposed will have constant traffic arriving throughout all times of the day, peak and non-peak. Noise levels will therefore change from those associated with finite periods of the day to general background droning throughout the day.
- The volume of traffic turning right onto the site will easily exceed the capacity of the refuge and will therefore stop traffic in one direction along Grovefield Way as traffic waits to enter the refuge. This will very quickly lock the road traffic island on B&Q and, within a matter of minutes, will lock the Golden Valley roundabout due to traffic that wishes to turn right to access either Travelodge, Harvester, KFC, the film studios, Manor by the Lake, Asda, Winfield Hospital, Pure Offices, Pets at Home, Home Bargains, B&Q, Park and Ride, BMW, Costa Coffee, Happy Days Nursery, Aldi, or simply to attempt to return to their house, or visit someone living in the area and they will be unable to leave the Golden Valley Roundabout due to congestion and traffic backlog caused by the retail development. This already happens frequently. The prospect of very regular prolonged gridlock will rise very significantly (at the "gateway to Cheltenham") if this development is allowed to become a retail development as proposed.
- The increased traffic use will raise the cost of maintaining the roads along Grovefield Way. The road will require more regular repair at an increased cost and the disruption to traffic whilst the repair work is carried out will again exacerbate gridlock. All of the foregoing is easily foreseeable.

- With this proposal, traffic around the BMW and proposed retail park is likely to reach heavy congestion levels at all times of the day, but exacerbated by the presence of Aldi at holiday times such as Christmas where the area already suffers pronounced uplifts in traffic numbers due to the presence of Asda, estate roads will be used much more frequently by traffic, raising the prospect of safety issues and further road maintenance requirements. This is contrary to health and safety and good planning. The congestion will also prejudice access for emergency vehicles
- When the Asda development was first proposed, ill-conceived and wholly inappropriate highways schemes for "traffic calming" on adjoining residential roads were resoundingly rejected by residents and councillors as being unworkable and the whole proposal was dropped as being impractical. Allowing additional foreseeable traffic problems associated with retail usage will create problems in the residential areas where it has already been shown that "traffic calming" is simply not practical in this area.
- If the traffic congestion on Grovefield Way begins to back-up to the roundabout onto The Reddings, the prospect of significant gridlock in the area becomes very real, as cars will be unable to leave homes at Leyson Road, North Road East, Old Reddings Road, Reddings Road, Hatherley Lane, etc. The problem is foreseeable. The traffic report carried out is entirely partisan, inaccurate and should be rejected.

### Pollution and disruption/disadvantage to the residents of the area

- Environmental air pollution will rise as there will be greater number of vehicles visiting the area. Short duration journeys to Aldi are foreseeable and were not foreseen when permission for B1 units was granted.
- Very short duration visits to Costa Coffee will occur because, it is branded as a "drive through" and engines will not even be stopped for during the visit.
- The applicant includes analysis of noise pollution, but the report is partisan and inaccurate. The applicant concentrates on the potential noise that may be made by one visiting lorry. Assumptions are made that only one lorry will visit at a time, when it is entirely possible that many lorries will be visiting at the same time, given the usage. The analysis measures current peak decibel levels, but fails to account for the fact that these are "one off" peak levels for one vehicle travelling along Grovefield Way at a particular time of day. With so many more vehicles using the retail park, stacked on the congested roads, starting and stopping in the car parks, slamming doors, and similar, there will be a constant drone of traffic which the visiting lorries will add to. As the applicant's report points out, noises measured on a logarithmic scale and a 3 decibel increase in noise amounts to a doubling of the actual noise. This issue was considered in detail in the Asda application, and Asda constructed acoustic screens and enclosures. There is no such proposal within this application, and the removal of further trees and hedges can only exacerbate the problem.
- Despite the applicant's fanciful details regarding visits to the park by cycle: there is an application for a Costa Coffee "drive through"; the BMW site is solely concerned with cars; people will need to take their shopping back from Aldi in the same way that they do from Asda (by car). The provision of parking on the site is wholly inadequate. Until phases 3 and 4 (offices) are built, there may be adequate parking on the phase 3 and 4 areas are hard-paved, but this is a short term solution. The pressure on parking in the local area is already significant due to the Park and Ride and GCHQ parking as well as overspill parking from others, and this retail development will not improve that.
- It can easily be confirmed by neighbours of an existing day nursery in The Reddings, that the vast majority of parents visiting the property to drop off and collect their children, do so by car en route to/from work. The playgroup has more pedestrian visitors as it serves the local community, but cars are still used. The location of "Happy Days" in this park is not intended to serve the local community, it is intended for commuters and possibly the staff employed on the site.
- There are fanciful numbers for employment quoted. BMW already has 100 staff that they are re-locating - so no new employment. Aldi cannot possibly have more than 20 persons working on the site as full time equivalents, Costa will have no more than 10 full-time equivalent employees and Happy Days Nursery equivalent number of employees also

cannot possibly exceed 25. That totals 155 and 100 of those jobs already exist. The balance of the 850 or so must come from the B1 offices and those are more likely to be relocations than start-ups.

- Enough time has elapsed to make it very clear that the Planning Inspectorate was wrong in its analysis that B1 employment use was appropriate on the site. The development of "Pure" offices adjacent to Asda has resulted in only one office block being constructed of the 4 proposed and that has still not achieved full occupancy. Currently, rentals "from £89" on a "one month rolling contract" are being offered in an attempt to raise occupancy. The owners of the B1 "Pure Office" site recently applied for a change of use to residential, further indicating that there is no requirement in the area for B1 offices. It is therefore disingenuous for this application to continue to show that phases 3 and 4 are likely to comprise B1 offices. The applicant knows full well that when a further retail opportunity presents itself, a further planning application will be made for additional Class A1, A3 or D1 usage, on the basis of the precedence set by this application or by the implicit approval that would be given in granting so many different classes of use on the site, such that a further class of use could be introduced. This is entirely inappropriate development for the area and entirely inappropriate usage of the greenbelt and, is entirely contrary to the proposals for the now-defunct JCS plan. If planning permission is granted for this application, it must be a condition that the offices are built before the retail units and that they must remain as B1 offices in perpetuity.
- The opening hours for the proposed site are out-of-keeping with those granted for the Asda site, even after they were amended in 2014 (application 10/00252/FUL). It is proposed that A3 usage on the site will commence 30 minute earlier than that granted to Asda, for the drive-through Costa Coffee. Sunday and Bank Holiday opening times are also 05:30 to 23:00 hours, not 10:00 to 16:00 as granted for the Asda store, or 08:00 to 20:00 hours for the petrol filling station. This is entirely inconsistent with the previous planning decisions, and the objections that have been raised by neighbours, particularly as the proximity of this proposed retail development to domestic dwellings is more intrusive.
- The traffic noise report suggests that night time noise considerations commence at 23:00 hours. There are many properties close to this retail park where there will be young children who will be going to bed earlier than 23:00 hours. In the summer, bedroom windows will be open. If they cannot be opened because of the noise of the proposed retail park, then the windows will need to remain closed and electrical/mechanical cooling means will need to be relied upon by householders, thereby raising carbon emissions, entirely contrary to global accords. This is foreseeable, and the application should be rejected.
- The application makes no mention of light pollution. With the operating hours, there will need to be a good degree of onsite lighting, which will intrude into nearby residencies. In addition, visiting cars and headlights will track across residential properties as they enter and leave the site and drive around it. This is foreseeable, and the application should be rejected.
- Asda has a café. Historic applications for food outlets on the "B&Q site" were rejected as it was deemed inappropriate for the area, and this is why there is the food van parked in their car park. We are at a loss to understand why this is different on the proposed retail site, which is, after all, just across the road. In its application, BMW made much of the café facilities that it would incorporate. There is no obvious need for a food outlet such as Costa Coffee to serve existing residents or businesses. As such it must be basing its business model on becoming a "service station by stealth", with traffic leaving the motorway at junction 11. Given the recent construction of motorway services around Junction 11A, this would seem wholly inappropriate.

### Summary

- The site remains as greenbelt and only appropriate development can be undertaken within the greenbelt. Although apparently erroneous, the Planning Inspectorate decided that B1 development was appropriate for the greenbelt site. That does not set a precedent for any

development on the site. Much was spoken about the "gateway to Cheltenham" and the need to create an impressive gateway. This proposal does not achieve that in any sense.

- Within ½ mile of the site, all of the products/services offered by the proposed retail units and offices are available, and there seems to be no justification for granting replication of these services.
- The reports submitted in support of the application are entirely partisan and can best be described as "fanciful". It is common sense that usage of this type will radically alter the way in which Grovefield Way is used, will radically increase noise, light and carbon monoxide and other exhaust emission pollution. The application should be rejected and that rejection should be maintained on appeal, in perpetuity.
- We also believe that the applicant should provide an explanation of how 1000 jobs will be created, as this too sounds fanciful.
- Given the proposed usage and visitors required for the proposal to be viable we doubt that 346 parking spaces will suffice such a large number of staff and visitors.
- It is the duty of the planners not to let this become a retail development by stealth and to maintain and uphold the previous decisions and permissions granted on this site and to other residents and businesses in the area. The council and our elected counsellors, must protect the day-to-day interests of residents against the vested interests of large corporations, with no interest in the impact their activities will have on the local community. This proposal offers nothing for the community, nor does it enhance Cheltenham, nor the business community.
- If the application as a whole can be justified, the applicant must be made to undertake the building of all of the offices in advance of the retail units.
- The JCS included this site as B1 employment land, the inspectorate saw it as B1 usage land, the approvals granted after CBC resisted it were for B1 land. There appears to be no joined-up, forward-thinking in our area and this needs to stop, before it is too late.

40 Reddings Road  
Cheltenham  
Gloucestershire  
GL51 6UE

**Comments:** 10th January 2017

We don't need any more retail units in this area, what we do need is unspoiled countryside. Please don't build any more here. Thank you.

March Winds  
North Noad East  
Cheltenham  
GL51 6RE

**Comments:** 10th January 2017

We strongly object to the planning application for yet another supermarket, nursery, offices and coffee outlet.

The destruction of green belt land particularly in that location is unacceptable. That bit of land does much to shelter residents from the A40. The impact the pollution, noise level, congestion will have on the residents is huge, not to mention the way it will look. The attraction of this area has always been that it has a rural feel to it which is slowly being eroded away and for what purpose? To build a supermarket when there is already Asda within walking distance of it does not make sense, we do not need another one. To build more offices when there are already offices by Asda that are standing empty also does not make sense. The community is well served already. The increase in traffic will be significant and will bring about worrying air and noise pollution to an established residential area. What a shame that the character of this area is under threat. I have always thought that Cheltenham's character was one of its main attractions.

2 Holmer Crescent  
Up Hatherley  
Cheltenham  
Gloucestershire  
GL51 3LR

**Comments:** 10th January 2017

I object to this planning application for offices, food retail, nursery, Aldi supermarket on land at north road west & Grovefield way Cheltenham Glos., as this large development would cause more traffic jams and pollution and parking problems if the site car parks are full. I have seen an increase in traffic and traffic jams since B&Q (which is opposite this proposed site) and ASDA have been built.

I have lived in Up Hatherley for 24 years in July and have seen the landscape and green belt area change out of recognition. also, we do not want another supermarket as I buy more and more online - which is the way forward.

I also think that these outlets could encourage crime into this area which is unacceptable.

I also think that the rubbish from supermarkets and coffee shops will cost CBC more money and then my BC tax will increase which is also unacceptable.

I do not think the plans for the Grovefield Way site make any contribution to Cheltenham's future economic development. it will also take away from shopping/coffee shops in the town centre, which is struggling at the moment with empty shops. If Cheltenham Borough Council approve this application and include provision for retail and food outlets, then I believe it could be a dangerous mistake - with no going back.

if this planning application is approved I will have no faith in the system.

6 Appleton Avenue  
Cheltenham  
Gloucestershire  
GL51 6TS

**Comments:** 10th January 2017

Since moving to my property just under 12 years ago, we have witnessed B&Q, Asda, a lot of new housing properties and now this proposal. The traffic is now horrendous. It used to be such a lovely, quiet area and it really concerns me with this extra, rather large, proposal.

Please find somewhere else.

3 Loweswater Road  
Cheltenham  
Gloucestershire  
GL51 3AZ

**Comments:** 9th January 2017

As I understand the application: In 2006 an application was made to Cheltenham Borough Council on this land which was rejected as the land falls within greenbelt.

The owners took the rejection in 2007 to appeal and won, the inspector came out in favour of the owner saying the land was suitable for B1 use offices.

It now appears that the Inspector was wrong in making this decision as there has been NO offices built on this land, so the demand was not there.

Since this time we have seen the loss of office space in Cheltenham to residential and Care homes, this space was mostly of Regency buildings that were converted to office space originally, for example Thirlestaine Hall, Lansdown road, Bayhill road etc.

Although there has been a loss of green belt the site has B1 use and can provide new A1 quality office space for the future, if we allow the site to be used for other uses then where will future offices be built, on more greenbelt?.

Looking at the proposed change of use, Day Nursery, would we want children playing in the fall out exhaust of the A40, next to a car park of proposed supermarket and offices.

Supermarket, the area is well served by Asda, Morrisons, cooperative, spar shops and other independent traders.

Coffee shop, Asda, Morrisons have coffee shops and there are other independent traders.

None of the above seem like a good trade off to an area which has B1 use (offices) and is located adjacent to a park and ride site.

In conclusion the planning inspector took the view that the greenbelt could be sacrificed for B1 offices, we must uphold the rights won at appeal and only offices should be built.

6 Grace Gardens  
Cheltenham  
Gloucestershire  
GL51 6QE

**Comments:** 9th January 2017

Comments: We would like to object to this planning proposal.

We have lived here for 16 years and have seen the building of B and Q, Asda, The Travelodge and Kentucky fried chicken, Home bargains, Pets at home, Summerfield care home and now the BMW monstrosity. We certainly don't need another supermarket, coffee shop and nursery. Especially more office space that will remain empty. The lovely place that we lived in has become an out of town shopping area.

Our house values are diminishing as the green belt is being eroded. The roads are becoming busy and congested and Arle court roundabout cannot cope at the moment and BMW isn't even open, let alone what it will become like.

**Comments:** 14th September 2017

I would like to reiterate my previous statement. I still object to the planning of an extra supermarket and drive in coffee shop and nursery. I live in Grace Gardens and I cannot get out onto the Hatherley road without difficulty now there is so much traffic associated with Asda, B and Q and the now the BMW garage.

Carobs  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6RL

**Comments:** 9th January 2017

We object to the proposed planning application on the following grounds:

- 1) we are already well served with supermarkets and Asda is only metres away from this proposal. Also current thinking is for local express shops and not large supermarkets
- 2) more office space is to be built by the side of Asda and there is office space available in Cheltenham which is still vacant
- 3) coffee shops abound and are in nearly every store. Again there is coffee available at Asda, Harvester, KFC and Jury's Inn
- 4) We are not in a position to comment on nursery provision but note that some nurseries have vacancies at present

**Comments:** 9th September 2017

All our original objections still stand and we wish to point out that in the last week planning consent has been given for yet another supermarket and coffee shop on the old BMW site in Tewkesbury Road. This area of the town is more than adequately served with the above. Yet again the planners seem determined to develop regardless of the detriment to the locality. We understand that this maybe referred to the Planning committee but recent experience with decisions made by the planning committee have been totally ignored.

1 Egdon Crescent  
Cheltenham  
GL51 6GF

**Comments:** 10th January 2017

This is just crazy for the surrounding areas housing and traffic. The traffic in the mornings accessing the golden valley round about is hard enough without adding to it.

2 Appleton Avenue  
Cheltenham  
Gloucestershire  
GL51 6TS

**Comments:** 9th January 2017

I would like to lodge an objection to the application. Being a local resident I find it offensive the council can sell off green belt land for profit.

We chose to live in The Reddings as it is semi-rural close to fields and wildlife. We DO NOT need any more supermarkets or office space. The ASDA development already has significant office space available and part of the site is still not complete. We are close to ASDA, Home Bargains and Morrisons; why does the council think another is needed?

The Cotswold Mini BMW garage was a shock and quite frankly an eye saw for the local area. Plus the local traffic has increased since the new housing was built, we cannot understand how the council believes the roads would sustain further traffic for the new development.

Lynwood  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6RL

**Comments:** 11th January 2017

I am very concerned about this application and have the following points in objection to it.

This land was originally Green Belt, and woefully the council have allowed to be developed. I wish very much that this had not happened, but as it has been, it is vital that any development should be sympathetic to the local environment.

The application is massively 'over-developing' the site. I agree with many other comments that there is no need for another supermarket and a drive through facility - we've got them already. The council should be encouraging retail to use the town centre and the new developments that are happening there. This type of facility would increase traffic, noise and light pollution to unacceptable levels.

Regarding the office buildings and childcare, this too will cause additional traffic on Grovefield Way which is already terribly congested at peak times. So much traffic now uses this road to gain access to the A40 that the access to Arle Court roundabout really needs adjusting. Possibly traffic light controls should be installed for this entry (at present the traffic lights are only on the A40 itself) or some way of creating a flow lane so that traffic can get directly onto the A40 and to the motorway. Maybe it would be practical to have access to the site directly via the A40.

The parking suggested for the development does not seem nearly enough. Although there are bus routes along the A40, this is only going to help people to get to work if they can easily get to a bus stop at the other end. Otherwise they will come by car, and if they can't park on-site, they will park on surrounding roads. This is amply evidenced by the parking around GCHQ, which doesn't have enough parking for their staff. So more parking would have to be allowed for. This will create further congestion on surrounding roads and loss of amenity for the residents.

It's dreadful to see the high building of the BMW development from our house where once we saw rural landscape. This has changed the rural aspect of the area and any further development will make it worse.

The noise from the A40 has significantly increased since the trees were 'thinned' along the side of the A40. Some visual and audio screening is vital, both to baffle the noise of the A40 and to screen the development itself. The A40 should be laid with surfacing that minimises vehicle noise.

I'm appalled to see plans that more hedgerow would be removed. Hedgerow supports our wildlife and is shrinking at an alarming rate. The BMW development has already removed far more hedgerow than the plans seemed to show. We need to protect hedgerow and the associated wildlife.

Thank you for reading these comments, and I hope you will take these into consideration.

**Comments:** 13th September 2017

I should like to confirm that my previous comments still stand, and that I am fully in support of the comments which the Reddings Residents' Association have submitted on our behalf.

I am very concerned about this application and have the following points in objection to it.

This land was originally Green Belt, and woefully the council have allowed to be developed. I wish very much that this had not happened, but as it has been, it is vital that any development should be sympathetic to the local environment.

The application is massively 'over-developing' the site. I agree with many other comments that there is no need for another supermarket and a drive through facility - we've got them already. The council should be encouraging retail to use the town centre and the new developments that are happening there. This type of facility would increase traffic, noise and light pollution to unacceptable levels.

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It's dreadful to see the high building of the BMW development from our house where once we saw rural landscape. This has changed the rural aspect of the area and any further development will make it worse. I was appalled to see how widely different the current BMW building is from what that originally envisaged by the Inspector when the site was approved for B1 development. The buildings are described as being 'glimpsed' through natural planting, but in fact the BMW building is visible from our house in the Reddings, which is several fields away. Surely it is not too late for this to be improved by more planting, which will improve visual, noise and light disturbance. This will also help to maintain conservation and the wildlife on the site.

The noise from the A40 has significantly increased since the trees were 'thinned' along the side of the A40. Some visual and audio screening is vital, both to baffle the noise of the A40 and to screen the development itself. The A40 should be laid with surfacing that minimises vehicle noise.

I'm appalled to see plans that more hedgerow would be removed. Hedgerow supports our wildlife and is shrinking at an alarming rate. The BMW development has already removed far more hedgerow than the plans seemed to show. We need to protect hedgerow and the associated wildlife.

Flooding is already a problem with the current BMW development. Water is seeping through the tarmac on the road surface on North Road West. This is extremely worrying, and should be fully investigated before any further development is allowed.

I am sure you have had a great many comments to read, so thank you for reading these, and I hope you will take them into consideration.

**Comments:** 15th May 2017

Letter attached.

Fernleigh  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6RY

**Comments:** 13th February 2017

I object to the proposal on the following grounds:

Destruction of a greenfield site: The hedgerows and fields along North Road West are habitat to birds, rabbits and other wildlife.

Increased traffic flow: Our road, The Reddings, already suffers from being used as a rat-run. If this proposal goes through, The Reddings and other nearby roads, such as Badgeworth Lane, Hatherley Lane and other approach roads will see drastically increased traffic which the existing infrastructure will be unable to handle. The Reddings is a narrow road and a bus lane. Bottlenecks are already common place and will be made far worse. These are residential areas with families and the elderly. Increases in traffic will compromise road safety. Speeding along our road is already a problem.

It is an unnecessary proposal: There is existing planning approved for offices adjacent the Asda site and these have remained undeveloped. Why build more offices when the ones already approved can't be shifted?

Asda provides the supermarket for the area and has a cafe. There is another supermarket at Morrisons around a mile away. Another supermarket is totally unnecessary.

Parking: The proposed parking is inadequate. My concern is the roads nearby, such as North Road East, will become parking spots for those working in the offices who wish to avoid peak time congestion or who can't find a space on site. This will be intolerable for local residents.

Quality of life: Those living on North Road East will have their quality of life significantly and irrevocably diminished from having this inappropriate development in front of their homes. From litter to traffic noise, congestion to road safety concerns, this will be a disaster for local residents.

This sets a dangerous precedence for developing the greenbelt: Why must every available spot of green space in and around Cheltenham be fair game for greedy developers. When will the Council make a stand? If this goes ahead, other fields nearby will be ploughed up and lost forever.

I object.

**Comments:** 8th September 2017

Once again we see a totally inappropriate application to build unnecessary and unwanted development on the Green Belt.

I object on the following grounds:

Congestion: The road network to the proposed site is already congested. Arle Court roundabout is above capacity and Grovefield Way is often backed up nearly to the Reddings roundabout. Hatherley Lane is equally congested.

We moved to the Reddings in 2014 and the traffic flow along the Reddings is now vastly more than it was 3 years ago. Ditto Hatherley Lane and Grovefield Way. This proposal will make it far worse as it will be a 'rat run' for the new development.

The Reddings is a major bus route, it has old people and young children, people speed down it and major accidents are not uncommon (we had one three weeks ago). This development will cause major issues for road safety.

The traffic surveys the Council are currently using are woefully out of date (pre-BMW) and not only this, the data was collected in a non-neutral month and therefore a twisting of the reality.

Parking issues will also present; the BMW site has insufficient parking and since it has opened, many more cars are now lining the roads around the Reddings, causing blockages and additional hazard. It took 5 mins to get off our drive the other morning. The proposed parking on this application is also inadequate and will increase the problem.

Unnecessary: Asda and Morrisons are near by. There is a KFC providing drive through coffee. Cheltenham already has an Aldi.

The mealy mouth twisted truths regarding businesses wanting retail facilities on their park are nonsense - the site is already served by KFC, Asda, Harvester, etc. all within 5 mins walk.

This site was put aside for business use and building in the Greenbelt is allocated under 'special circumstances'. At no point is retail ever a 'special circumstance'.

Visual amenity: We are all to aware of the eye-sore that BMW has become. Even some Councillors who voted for it now acknowledge it was a mistake and should not have been permitted. The 'stealth' approach by the developers means we ended up with something along way from the original proposal and Compliance have failed to intervene. The reality is developers have deep pockets and our council is weak. We will end up with something even worse than the proposed plan and the council will be unable (or unwilling) to stop it. These developers must not be given a foothold or we will end up with more ugly, large structures and overdevelopment of the land.

This proposal is nothing like the 2007 original plan. With BMW, there will be nearly 50% retail proposed for the site. When the offices remain empty (as the ones on the nearby Asda site are), and the short-sighted JCS plan to remove this site from the greenbelt is approved, the office space will be redeveloped as retail. This is clearly the developer's main plan.

This will be, essentially, massive over-development of a greenfield site, in a residential area.

Not needed, not wanted.

Loss of Greenbelt: The fields provide a natural habitat for animals, birds and plants. They act as a natural buffer for urban sprawl and were put in place for a reason. At no point should they be eroded to make room for retail parks.

Noise and antisocial behaviour: We are very aware that a drive through Costa will mean antisocial behaviour and undesirables using the carpark, such as it is, as a hang-out - especially late in the evening/night. This will mean excessive noise, music, car revving and other disturbances for local residents. It will see increased speeding along local approach roads and road safety hazard.

Light pollution: Already a massive issue from the BMW atrocity. This will make it worse.

Flooding: Developers can make up nonsense about aquifers all they like, but the reality is that flooding will increase as a result of this proposal.

Access: There will be huge movements of traffic entering/leaving the site, especially at peak time. Cars will have to swing out across traffic and into traffic to leave the development. This is a major road safety concern.

I implore the Council to reject this development proposal.

15A Wade Court  
Cheltenham  
Gloucestershire  
GL51 6NL

**Comments:** 10th January 2017

I object most strongly to the proposed planning application for the development as it has been cleverly slipped in over a holiday period, eating into the time to respond and also by renaming the proposed site.

Planners seem to put the cart before the horse as they have not given sufficient time to look at the infra structure needed to sustain this type of development. I have seen this mob handed approach in several towns and villages both here and abroad

I would ask that there is a public meeting before this plan is done and dusted so you can hear the grass roots feelings. We have enough coffee shops, supermarkets and the other office buildings in the area. Some office are still empty after many many months without the need to build more

Listen to the grass roots, not the personnel in ivory towers.

**Comments:** 29th August 2017

Comments: We have quite enough building around this area and all this will do is turn the green and pleasant land into a concrete jungle just for the benefit of money in the developer's pockets.

I object to this application

11 Kemble Grove  
Cheltenham  
Gloucestershire  
GL51 6TX

**Comments:** 10th January 2017

I object to this planning application for many reasons.

We moved to The Reddings twenty years ago from Swindon Village where we had lived for many years. Our lives had become blighted by the decisions taken by the planning department. When we first moved to Swindon Village we were on the edge of the countryside (greenbelt). Gradually industry and retail surrounded us, industrial units at the end of our garden, Sainsburys, Gallagher retail park, petrol stations and car dealerships including BMW. The BMW dealership had deliveries made during all hours of the night causing a great noise nuisance to local residents. The single carriageway road became a dual carriageway and the once quiet residential area became a nightmare for residents. It seems that The Reddings is heading the same way.

The area is already very well served by supermarkets. One more will mean less business for the existing shops including the Aldi just a couple of miles away.

There are empty offices and spare building capacity next to Asda so more office space seems unnecessary.

Why would a drive through coffee shop be a good idea. Surely driving while drinking coffee is not a good idea! Any driver wanting a coffee has plenty of choice in the area already including the Harvester, KFC, Asda, Morrisons, the Farm Shop etc.

Childcare provision is well served in this area and there is no need for further facilities.

This development will result in more pollution and noise in a residential area and more traffic on roads already grid locked at busy times. When the BWM dealership has vehicles delivered will the car transporters drive onto the BMW site to unload or will they stop on Grovefield Way and cause chaos to motorists as happens in Manor Road (Swindon Village) where the police are often called to deal with traffic chaos caused at the Renault dealership?

What about parking? Local roads are already badly affected by GCHQ workers using residential streets (and pavements) as a car park and it seems that nothing can be done about that.

There is also the issue of more green belt land being taken. It is supposedly government policy to protect green belt but it appears that this does not count when big business is involved. This government came to power saying that local decisions would be devolved to local people, it seems that once again this is just talk and actually means nothing.

We have a stake in our community and we need to be supported by our council, not sold down the river.

1 Redgrove Park  
Cheltenham  
Gloucestershire  
GL51 6QY

**Comments:** 10th January 2017

Please not another Supermarket .Can it be possible that this area requires an additional food retail outlet ? Have the planning authorities actually spent any time monitoring the traffic in this area. It is already impossible to gain access to the A40 between the hours of 7.30 and 9.00 and 4.30 and 6.00 and we have not experienced the impact of the new BMW motor rad outlet.

I do understand this area has been designated for retail development, but please develop good access to and from the proposed sites.

The nature of the development regarding what offices or outlets are proposed I will not comment on but please consider the impact on the residents who already live here.

8 Old Reddings Close  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6SD

**Comments:** 10th January 2017

I must object to even more development in The Reddings, there having been too much already to what was a pure green belt site, with the unsightly garage, the Park & Ride, ASDA superstore, B&Q superstore, and drive through Kentucky Chicken outlet.

There is already traffic congestion at peak times, currently necessitating Park & Ride buses diverting through Hatherley. With such new developments, the traffic will increase further.

With a large supermarket and fast food outlet very close and as yet unused office development land next to ASDA, further such development is totally unwarranted and adding to the detriment of the local community.

C/o Reddings Residents Association

**Comments:** 14th March 2017

Further to Paul's correspondence with you regarding meetings between us and the proposed public meeting (please note the change of email address - which is also on the header of the report); we attach a copy of a detailed report that the Reddings Residents' Association have commissioned. It is entitled:

"A Planning History of the Development Land at Grovefield Way & North Road West.

An Independent Assessment of the History, Decisions and Consequences

A Case for Refusal of Application ref: 16/02208/FUL and for preserving the Greenbelt Status of the Site"

For the avoidance of doubt, The Reddings Residents' Association object to the application for all the reasons that are set out in the attached report.

- o The application is inappropriate, incomplete and contrary to NPPF and must be refused.
- o The greenbelt status must be maintained on the site.
- o Retail cannot be permitted on the site.
- o A detailed traffic study is required after BMW has started to trade from Grovefield Way and must be an integral part of the traffic management review for the Golden Valley roundabout.
- o A neighbourhood plan for future development in The Reddings and District area must be incorporated into the JCS.

The attached copy is relatively low resolution to keep the file size to below 4Mb. We will deliver a hard copy with a CD-Rom copy of a higher resolution version which you may wish to use to enlarge some of the smaller detail drawings in the report.

We would be pleased if you would record our objection on the public comments and place a copy of the attached report on the documents section of the website.

Copies of our report will also be widely distributed to the local Councillors, MP, residents and businesses, neighbouring Residents Associations, Parish Councillors and other interested parties.

Many thanks and we look forward to discussing the matter further in due course.

8 Grace Gardens  
Cheltenham  
Gloucestershire  
GL51 6QE

**Comments:** 10th January 2017

I wish to object to the above planning application for the following reasons:

The site is part of the Green Belt.

Previously the Council vigorously defended the Green Belt status but I understand that, at appeal, the Inspectorate granted only BI (offices) planning permission. There is not planning

permission for classes D1, A1 and A3. Nor should the site be granted this status. If the offices were built, as per the permission already in place, this would result in heavy traffic twice a day. If permission were given for a supermarket, a drive-through coffee outlet and a day nursery this would result in heavy traffic throughout the day and evening. This is a fact. This has been proved by the opening of Asda. The applicant has requested site access from 5.30 am to 11 pm with Aldi being open until 10 pm Monday - Saturday and until 6 pm on Sundays. People mainly use cars to do their shopping. Fact. Supermarket car parks are always busy and horrendous at Holiday times. The applicant has submitted reports to say that there is currently no real traffic problem. Perhaps the applicant should have visited the area at peak times when traffic is queuing from North Road West down to the B & Q roundabout and then on to the A40. Similarly, this occurs from Asda down to the B & Q roundabout. I can only assume they chose to visit the site at a time to suit their planning application. The BMW site hasn't opened yet. The vast majority of people visiting this site will be in cars. At the moment it is difficult for people trying to get to work during rush hour periods and they have to allow extra time to get on and off the A40. The Aldi supermarket and drive-through coffee outlet will only exacerbate the situation.

Although money was provided for traffic calming measures in the area when Asda was built the Highways Department found them to be inappropriate and abandoned the idea. The same would apply to the new site.

The planning application is only for 364 parking spaces. This is not enough and visitors/employees will be forced to park in nearby roads because of insufficient spaces and to avoid queues. The whole of the local area suffers from businesses being allowed to operate without sufficient parking. GCHQ and other workers park their cars in the Park and Ride, thus depriving genuine visitors wishing to use the facility to get in and out of the town centre, a purpose for which it was designed. In addition, workers use the parking spaces of other offices/venues off Hatherley Lane because they do not have enough space at their own place of work. When all that is used up they spill out onto the roads and into residential areas, making it difficult for local people to drive down the relatively narrow roads. This will prove to be the same for the site in question.

There is not a community need for another supermarket or a coffee drive-through. There are 2 very large supermarkets, Asda and Morrisons, as well as similar but smaller outlets, in close proximity to the site. Another supermarket will only result in a drop in sales in the other supermarkets, with a loss of revenue and ultimately a loss of jobs. This will not help the local economic situation. The impact on local businesses is likely to be very great indeed.

The site is next to and opposite residential housing. As already stated, the applicants have requested site access from 5.30 am to 11 pm with Aldi being open until 10 pm Monday to Saturday and until 6 pm on Sundays. Residents will suffer from light pollution, sound pollution and fumes as a constant stream of traffic visits Aldi and the coffee drive-through. Not many people get up at 5.30 am in the morning and most children, and a large number of adults, do not stay up to 11 pm. The quality of residents' lives will be adversely affected by the noise and disturbance.

The proposed development will have a detrimental impact on the character and appearance of the area. It will change the nature of the area. Little employment will be created for the size of the site. The plans show buildings being very close to the boundary and the hedgerow being removed. This will all but remove screening of lighting and noise for local residents.

One should be very concerned about the timing of the application - over a busy Christmas/New Year period. One should also be very cynical that the application shows the offices are scheduled to be built in later phases of the proposed development - after the supermarket, coffee drive-through and nursery are built. Is this because, once they are built, a precedent will have been set to allow classes D1, A1 and A3 buildings on the site. As have been proven with the Pure Office development next to Asda, which has only been half built, there is not a need for more office space in the area. I feel it is unlikely that the applicant ever wants to really build office space on

the site - the only thing that has ever been granted permission. In future, I am sure, the applicants will return to the Planning Department seeking permission for even more retail outlets on the site. This will result in a full-scale retail outlet in an area that just cannot cope with the existing volume of traffic let alone the extra heavy traffic this will create.

44 Robert Burns Avenue  
Cheltenham  
Gloucestershire  
GL51 6NT

**Comments:** 10th January 2017

Why have the Benhall residents association not been informed of this application? As a resident I object and will inform our Chairman, we already have Morrisons and Asda on our doorstep and do not see any need for other supermarkets and the loss of more greenbelt land.

Cheltenham Conservatives  
Unit 1143 Regent Court  
Gloucester Business Park  
GL3 4AD

**Comments:** 2nd August 2017

Petition attached.

9 Frampton Mews  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6UG

**Comments:** 3rd May 2017

The BMW development is already starting to cause water overflow and local flooding problems. The proposed development will exacerbate this particularly as it now plans a hard landscaping only design. This will cause run-off of rainwater into the surrounding area, rather than being soaking away. The local infrastructure has already been identified as not being sufficient for this proposal.

**Comments:** 3rd May 2017

An existing B1 building application exists prior to the current proposal. The low-level B1 development is far more in keeping with the Reddings area, in particular the soft landscaping which will not only provide screening for the local residents, but will also provide habitat for wildlife and be in keeping with the Greenbelt designation of the area. The area must not lose its Green Belt designation otherwise it will lead to unrestricted development which will have a serious impact upon the local wildlife and environment.

**Comments:** 3rd May 2017

Despite all of the promises that were made by the council regarding no serious impact upon the local traffic flows when Asda and the B&Q developments went ahead, the Reddings area suffers considerably from increased traffic with serious congestion problems at the B&Q roundabout during the evening and morning rush hours. This is exacerbated now by the number of cars using the Reddings as a 'cut through' presumably to avoid traffic on the A40, and will be added to by BMW. The proposed development will add even further to the already horrendous congestion in the area, together with the increase in traffic noise, pollution, and a greater risk of traffic accidents. Furthermore the infrastructure is going to be under more strain - the roads leading to the proposed development are insufficient for greater traffic numbers. We already have serious

problems with potholes in the area which can and will get worse. There is also the additional problem of parking. This is insufficient in the proposed development and will likely result in workers using the surrounding roads for parking. This will cause serious annoyance and inconvenience to local residents.

**Comments:** 14th September 2017

Comments: The Hybrid application does not address any of the concerns that I have already expressed on the website, and I continue to object on the same grounds, namely:

1. It is a further extension to an unnecessary retail development on green belt land. The greenbelt boundary must not be amended and the greenbelt status must not be lifted from this site
2. There is no landscaping to make the sight in keeping with what should be a village area of Cheltenham
3. An increased serious flood risk and increased surface water levels - we are already seeing that from the BMW site
4. An increase the amount of traffic around The Reddings exacerbating existing gridlock problems on Grovefield Way and surrounding roads
5. An increase in traffic noise, as well as additional light pollution and further reducing air quality
6. There is no need for a further supermarket in the area, we have two already.
7. There is no need for a further Costa - there are already 12 Costa Coffee outlets in Cheltenham
8. There is no need for further children's nurseries as we already have several in the area
9. A B1 development plan for this area already exists. Furthermore the existing plan addresses the above concerns.
10. There are no exceptional circumstances to permit this proposed A and D class development within the greenbelt.

14 Greenmeadows Park  
Bamfurlong Lane  
Staverton  
Cheltenham  
Gloucestershire  
GL51 6SN

**Comments:** 14th April 2017

Its absolutely ridiculous to allow this site in Grovefield Way to be developed any further.

The BMW site is an eyesore on a green field area and a supermarket, drive thru and a coffee shop would make it even worse.

Cheltenham already has plenty of supermarkets and a surplus of coffee shops.

Green Field sites should not be used for these unwanted and unwarranted eyesores.

Does anybody ever consider the house owners in Grovefield Way?

Does anybody consider the wildlife?

This application should be turned down immediately.

**Comments:** 2nd September 2017

I am writing to lodge an objection to the application.

The BMW site is already a blot on the green landscape and should never have been approved.

The site was and still is designated Green Belt (as noted in Planning website - Constraint).

Previous applications for this site 12/01086/FUL- Original B1 proposal, 14/00656/FUL BMW proposal and 15/01848/FUL- Attenuation Pond, all state Green Belt Status.

The original application for this site was for B1 development approved only after appeal with the acknowledgement that it was an unsuitable development for a Green Belt location.

At no time has the boundary line defining the Green Belt been amended so the status remains as such and the designation as noted on the planning website as green Belt is correct.

PPS6 states that: A sequential approach should be applied in selecting appropriate sites for allocation within the centres where identified need is to be met. All options in the centre (including, where necessary, the extension of the centre) should be thoroughly assessed before less central sites are considered for development for main town centre uses. PPS6, Paragraph 2.43

PPS6 states that: Local planning authorities should adopt policies that recognise this role and support development which enhances the vitality and viability of market towns and other rural service centres. Local planning authorities should be aware of the extent of the rural population which is dependent on a particular centre or facility, such as a village shop, and seek to protect existing facilities and promote new ones accordingly.

PPS6, Paragraph 2.61 And: In assessing sites, local planning authorities should consider the impact of the proposal on the vitality and viability of existing centres within the catchment area of the proposed development.

PPS6, Paragraph 3.21

PPS6 states that: In selecting appropriate sites for allocation, local authorities should have regard to: i) whether the site is or will be accessible and well served by a choice of means of transport, especially public transport, walking and cycling, as well as by car; and ii) the impact on car use, traffic and congestion.

PPS6, Paragraph 2.49 And: Developments should be accessible by a choice of means of transport, including public transport, walking, cycling and the car (taking full account of customers' likely travel patterns).

PPS6, Paragraph 3.25 And: In assessing new developments, local planning authorities should consider: -whether the proposal would have an impact on the overall distance travelled by car; and -the effect on local traffic levels and congestion, after public transport and traffic management measures have been secured.

PPS6, Paragraph 3.27.

A supermarket which has not been planned for in the local authority development plan cannot proceed unless the applicant demonstrates that the community needs the development.

PPS6 states that: Need must be demonstrated for any application for a main town centre use which would be in an edge-of-centre or out-of-centre location and which is not in accordance with an up-to-date development plan document strategy.

PPS6, Paragraph 3.9

There is not a need for another supermarket or anything else like a coffee shop or drive through in this area.

This new application must not be allowed to continue the desecration of the green belt and the local character of this area.

On Behalf Of ASDA

**Comments:** 22nd May 2017

Letter attached.

**Comments:** 4th September 2017

Letter attached.

**Comments:** 9th November 2017

Letter attached.

1 Redgrove Cottages  
Hatherley Lane  
Cheltenham  
Gloucestershire  
GL51 6SH

**Comments:** 27th August 2017

We have more than enough local amenities within very close proximity of each other in this area, what with the increased traffic which is already a problem when crossing Hatherley Lane to get to the amenities. One day someone is going to get seriously hurt, which I guess has not been looked into, even though a crossing was promised when Asda was erected. The new BMW/Mini showroom is an eye sore to the area, and again crossing another very busy road to collect vehicles is hazardous. The whole area around the amenities has become a speed track.

Leave the area alone and don't block in North Road West residents like you have Redgrove Cottages.

We DO NOT need these additional amenities.

25 Century Court  
Montpellier Grove  
Cheltenham  
Gloucestershire  
GL50 2XR

**Comments:** 4th September 2017

I wish to support the comments made by the owners of Shakespeare Cottages submitted about the original application.

I am very concerned about the revised application for the following reasons:

1. over development of a greenfield site. it does not seem to me that there is sufficient demonstration of need for more employment which is one of the "very special circumstances" in which green field development is permissible. Office space that has been built as part of the ASDA development is still empty - why therefore build yet more?

2. Over supply of retail provision - is there a need for another Aldi store when the existing one on the Tewkesbury Road has been considerably extended? Is yet another supermarket needed when there is already a Morrisons and Asda in the area?

3. The proposed development will generate yet more noise, pollution and congestion in an area which has seen a very considerable increase in all three since the development of B and Q, Asda, KFC and other retail development. My mother moved into Wade Court on Hatherley Lane in 2001 and has seen a huge rise in traffic, particularly since Asda opened. Despite assurances that traffic calming and management measures would be put in place, none have been implemented and the situation will worsen with the proposed development. My mother has had asthma for a number of years but this has recently developed into COPD and she is certain that the increased pollution caused by the traffic has exacerbated this. In addition, it seems to me that the roads and infrastructure in the area are simply up to job of supporting the size and nature of the proposed development

4 Parking - there is already a big problem with parking along Hatherley Lane. The very limited restrictions that have been introduced in the last year or so were the result of a long campaign by local residents and have really only tinkered at the edges of the problem. This will worsen with the arrival of yet more retail outlets and office space as it seems that there is never enough parking provided for any new development and the overflow simply displaces into the surrounding neighbourhood. In addition, the proposed development will put even more pressure on the Park and Ride car park which is already used regularly by employees of the BMW site, GCHQ and other businesses along the Hatherley lane. These employees simply regard the Park and Ride as a free car park and this severely limits its use for bona fide park and riders. The proposed development is bound to generate more misuse of the car park.

The proposed development is clearly in contravention of Local Plan Policy CP3 which seeks to promote sustainable environments. It will harm the setting of Cheltenham and the landscape and will not enhance the built environment or promote biodiversity. I submit that the proposed hybrid planning application should be rejected

Fosseway  
North Road East  
The Reddings Cheltenham  
Gloucestershire  
GL51 6RE

**Comments:** 1st September 2017

I would like to submit my family's objections to the revised plans for application 16/02208/FUL. I make no apologies for echoing many of the points already submitted by my fellow residents in the Reddings and our collection voice of the Residents association. My specific comments are as follows:

**Greenbelt**

The National Planning Policy Framework, is explicit in stating that Green Belt boundaries should only be altered in exceptional circumstances. This proposal is not an exceptional circumstance with absolutely no evidence of a need for a further supermarket (there is already an ASDA within half a mile with a coffee shop), coffee shop (ASDA and KFC within half a mile) or nursery.

**Urban Sprawl**

Allowing this proposal will create a huge area of urban sprawl around an already unsightly BMW building. It is inappropriate to the immediate area and is damaging to the appearance of the approach to Cheltenham town. The congestion in the local roads around this proposed development is also to be noted together with the air pollution and traffic noise that is already a serious problem.

## Need for Development

This proposal would not make any contribution to the economic prosperity of our town. There is no evidence that this type of development is actually wanted or needed by local or Cheltenham residents generally, who's feelings have been repeatedly ignored. And if there is a counter argument that development is required then use the brown field sites adjacent to ASDA or the vacant sites on the Tewkesbury road where the original BMW/Mini showrooms were located. That's why we have green belt legislation.

## Design

The buildings are too high and too big for the rural setting and will be an eyesore for miles around. The place will look like any other approach to any other town in the country. They should make allowance for the loss of wildlife habitat by having green roofs and wildlife friendly outside space that can be enjoyed by all and not just consider the transient population wanting their fix of coffee or cheap food.

## Content

Another supermarket is not required. Another Costa Coffee is not wanted. Empty office blocks, already abound in and around Cheltenham should not be built and left. Why not make it into a wildlife rich/friendly open space that residents and visitors could enjoy? Make it a different experience to all other towns and cities in this country to attract visitors to the town. The green pound is seen to be increasing in value....

## Car Parking

The BMW development has already initiated an unresolved car parking issue where BMW employees park in the local roads of the Reddings . This is because inadequate consideration was given during the planning consent of this development. I fear that the same will occur if this further development of the greenbelt is approved. The so what is the development is changing the character of this semi rural location, creating litter, noise, and will impact the value and saleability of the homes in the Reddings community.

## Traffic

Traffic surveys carried out in school holidays should not be believed. The figures represent only 2 hours of any day. The Reddings, Badgeworth Lane, Cold Pool Lane, Hatherley Road - are already being used as a rat run and are not suitable to support the inevitable increase of traffic. Congestion is very evident 7 days a week and not just during peak times. This needs to be re-evaluated and not dismissed as an issue.

## Litter

Residents already have to clear up huge amounts of rubbish thrown out of cars ruining the appearance of residential roads and the surrounding area and impacting on the wildlife already struggling in the area.

## Wildlife

The impact of overnight security lighting on local wildlife will impact the numbers of nocturnal species in the area including moths, bats and owls.

The removal of any hedging and trees is not acceptable - they provide an established wildlife habitat in this green belt land.

Please refer to the wildlife report submitted by one of The Redddings Residents showing that at least 461 individual species rely on the habitat in this grid reference for their survival.

## Light and Noise Pollution

This has still not been seen to have been addressed by the developers. The extra 24/7 lighting and activity required at such a development for security purposes will impact on local residents and wildlife. This is a semi rural location chosen by local residents for that reason and will negatively impact our lives. No consideration or respect has been shown to those living locally, in these revised plans.

Finally, I must express my concerns about further erosion of the greenbelt. There are significant amounts of unoccupied office space in Cheltenham more suited to development. I love Cheltenham's fields and green spaces that wildlife and myself have chosen to call their home. The proposed development is entirely unnecessary and does not warrant the loss of our precious natural environment.

I hope that the Council will see sense, listen to local residents and reject the current revised application.

19 Alma Road  
Cheltenham  
Gloucestershire  
GL51 3LU

**Comments:** 3rd July 2017  
Letter attached.

**Comments:** 5th September 2017  
Letter attached.

Sunny Brae  
Badgeworth Road  
Cheltenham  
Gloucestershire  
GL51 6SJ

**Comments:** 4th September 2017  
I strongly object to this proposal.

Not only is this greenbelt land this was an orchard. I drove down North Road on my way to work one day and each of the fifty or more trees had been turned into a pile of sawdust. A week or so later the saw dust was cleared. A week or so after that, the original outline planning permission application was registered. It stated that the if granted the number of trees to be destroyed was 0.

As commented by so many others there is clearly no need for another supermarket or another drive through in the area. It is clearly not wanted or needed by the local community. The area is already very congested with traffic at peak times and this is going to add greatly to the problem.

It is encouraging that the council has required the developers to improve their plans to some extent. I am very much against this plan being approved at all, however if it is, it seems that there are still major improvements which could be made.

My two biggest concerns are:

1- The destruction of the existing perimeter hedges and trees. It seems to me that the chopping down of the trees along the A40 and the hedgerow along Grovefield way was a huge mistake and has had a massive impact on the biodiversity of the area and the visual aspects for residents and visitors. The further destruction of this should be avoided at all costs.

2 - The light pollution and huge energy consumption to keep the buildings lit up at night.  
As responsible citizens we are asked to reduce our energy consumption by washing at 30 degrees, turning heating down, turning off unused lights etc. It's very disheartening and upsetting to look out of your window and see the massive BMW building blazing light and wasting huge

amounts of electricity. A modern development such as this should include plans to manage sustainability.

3 Shakespeare Cottage  
North Road West  
The Reddings Cheltenham  
Gloucestershire  
GL51 6RF

**Comments:** 12th September 2017

Original objection from this household stands. Simply not suitable nor necessary for this area.

3 Oakbrook Drive  
Cheltenham  
Gloucestershire  
GL51 6SB

**Comments:** 18th September 2017

I principally object to the supermarket component of this proposal but also have concerns about the transport impact of the remainder of the development.

There is already another large supermarket just yards away from the proposed site that provides perfectly adequate service for the local community. There is also already a second supermarket a couple of minutes drive further down the road. I fail to see the logic in positioning multiple supermarkets so close together. The area is already well served for supermarkets. Even if it is judged another is required, would it not make more sense to put it in a more under-served part of town?

Another supermarket is unlikely to generate particularly well paid jobs or bring any real prosperity to the area. The jobs will all be part time and low paid. So it is difficult to understand what benefit this part of the development brings.

At least in this respect the general office space may have more hope of bringing better paid jobs as a trade-off to the additional nuisance to the community depending on exactly what employer takes it up. There is some evidence that a shortage of appropriate modern office space in Cheltenham is driving away employers. There are empty offices, but not ones of a style or location that large employers necessarily want to rent. So this part of the proposal seems to provide some service assuming it is what employers want and can actually be filled. However Pure Offices, in fairly well the same location (behind the Nuffield hospital), have had difficulties renting their second site for some years which makes you wonder if the right kind of accommodation is being approved in the right locations.

Assuming the site is commercially viable, the key problem I see though is the obvious generation of substantial car traffic that will be heading to/from the A40. It only takes a brief walk past the B&Q and Golden Valley pairing of roundabouts at peak times to see the scale of the problem before this development even exists. It is common to see gridlock traffic in all directions. The application is perhaps intended for 1500 employees? So each of those with a car on that junction twice per day is not going to help, never mind the traffic generated by the rest of the development. The developer does not seem to have been required to make any provision at all for this. This seems an oversight, especially given the back of the site has direct access to the A40. The neighbouring Arle Court Park and Ride has an existing access to the A40 (for bus use only).

Cheltenham council have a consistently demonstrated habit of allowing inadequate parking provision for successive developments. There seems to be no improvement here. The parking

space that appears to be allocated to the office blocks on this site falls significantly short of the minimum. Under-provisioning car parking does not encourage employees to take the bus or other transport - that much is certain and has been aptly demonstrated by other sites. The "services" employees are expected to take as a car substitute are at best impractical and more typically fictional. I cannot see any way in which the car parking requirement has been correctly analysed for this site. The only outcome is going to be nuisance for local residents with cars parked all over the place and nuisance for drivers being required to take inconvenient spaces to get to work. This is no help to anyone.

I can also understand other residents concern about architecture and shielding of view from those living on the edge of residential areas. This does not seem to have been well executed at the BMW site.

48 Springfield Close  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6SF

**Comments:** 7th September 2017

I have lived in the immediate vicinity of the area where the development is proposed for just a few months which I consider gives my view a degree of objectivity. My opinion is that the area is more than well served with the amenities suggested. I have no experience of nursery requirement but would consider this not the ideal location. Traffic is already critical at certain times of the day and pollution is bound to be increased by further development.

Andalin  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6RY

**Comments:** 12th September 2017

I strongly object to this application on the grounds that an Aldi, Costa Coffee and other service/retail outlets are not appropriate on greenbelt and the area is already served by a supermarket that sells coffee. The area also has plenty of nursery's. This application is not wanted, as was evident when I attended a packed hall in April where the residents had organised a community meeting to discuss the proposal. The residents were incensed by this proposal and not one person was in favour of it, even our MP who attended spoke out to say how stupid it was and the fact "Cheltenham needed another Costa Coffee like it needed a hole in the head!".

Traffic is already appalling down Grovefield Way and the parking problems that have been caused by the BMW have really angered neighbours and the Police has had to be involved. Why on earth won't the Council do what is right for once and turn down this application for inappropriate development in the greenbelt since an Aldi and Costa Coffee in a town that is saturated with supermarkets and coffee outlets is not exceptional circumstances.

Lynwood  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6RL

**Comments:** 13th September 2017

My previous comments still apply and I am in agreement with the objection submitted on our behalf by the Reddings Residents Association.

Badgers Mount  
Branch Road  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6RP

**Comments:** 13th September 2017  
Greenbelt

This is a greenbelt site.

Whilst the draft JCS includes the possible proposal (PMM054) to remove the site from the greenbelt, an appeal has been made to the inspector presenting new evidence which was not placed before her when the draft proposal was prepared. Until the inspector's findings are published, we do not believe that there are any valid grounds to permit consideration of this application other than as though it were within the greenbelt and will remain in the greenbelt.

The 2007 inspector's report identified exceptional circumstances for B class development on this prestigious greenbelt site. The proposal was for low-key development which could only be glimpsed through the surrounding native trees and hedges. There was no retail element within it. The applicant did not make any case for a need for A class or other classes of development as being essential for the B class in the application or in the subsequent appeal.

The proposed development will cause significant harm to the greenbelt. The proposal to remove greenbelt status from the site once developed, combined with the misguided proposal for extensions to the Principal Urban Areas (PUA) which make incursions into the remaining greenbelt, will cause further harm and give rise to further grounds for developer appeal and increased costs to Cheltenham Borough Council. Already, the association has been contacted by Newland Homes seeking to develop housing on the new "defensible" greenbelt boundary on the opposite side of North Road West, adjacent to the community centre. This is in spite of Cheltenham Borough Council having already made its strategic allocations for housing, and SALA having assessed the site as being undeliverable and unsustainable.

In short, the ramifications of lifting greenbelt on the site are already starting. The greenbelt boundary must not be amended and the greenbelt status must not be lifted from this site, in perpetuity.

There are no exceptional circumstances whatsoever to permit further retail development of any class on this site, nor are there any exceptional circumstances or requirements for childcare on this site. The reasons have already been set out in considerable detail, and by many objectors. Simply, however, the contention is that a supermarket, childcare facility and drive-through coffee shop are all available within maximum 5 minutes' walk/0.5km away within the existing facilities at: Asda, Springfield Provisions, Home Bargains, KFC drive-through and restaurant, Harvester, and the catering van in the B&Q car park.

The area has a good deal of existing childcare at The Reddings Playgroup, nurseries and childminders. Many have raised individual objection. Asda have also raised objection.

Presently, there are already 12 Costa Coffee outlets in Cheltenham (see Gloucestershire Echo and Daily Mail articles):

These include:

- Waterstones
- The Promenade
- Tesco, Colletts Drive
- Gallagher retail park
- Costa Express/Tesco express, Westall Green
- Tesco Express, Queens Road
- Costa Express Shell, 353-356 Gloucester Road
- Costa Express, Esso, Sixways
- Costa Express, Shell, Princess Elizabeth Way
- BP Tewkesbury Road
- GCHQ "donut"
- GCHQ "cube"

In addition, permission has just been granted for a Lidl and Starbucks coffee shop on the site of the former BMW showroom on Tewkesbury Road. Similar applications for coffee shop and supermarket developments are being made by the same developer on the other former BMW sites. A pattern is clearly emerging. The principal shareholder in the Hinton Group and Cotswold Motor Group are the same person. The Hinton Group website also makes it clear that their speciality is in these types of development. We find the statements offered in support of this development by Hinton Group and their professional advisors to be somewhat partisan. They are not objective and many are unreliable as we have set out. Other objectors have made the same observations.

There are no exceptional circumstances to permit this proposed A and D class development within the greenbelt. The developer has extant outline planning permission for B1 office development which he could and should progress with.

#### Flood risk assessment and surface water management

- The Grovefield Way site (pre-BMW development) formed an historic "soakaway" for runoff from Grovefield Way, and also received excess rainwater piped onto the site from the A40.
- Since the BMW development, local flooding is occurring regularly and many of the objectors refer to this.
- The revised water management plan does include additional storage. However, the discharge rates to the brook are unchanged and do not take account of the discharge that is already being directed there by BMW. There are no calculations to show that the ditch can support a total discharge from this development (which we note is similar to the discharge rate of 2 fire hoses working at full pressure).
- The landscaping drawings provided by the applicant illustrate the problems with the site levels, and entry of excess water from Grovefield Way is clearly foreseeable. Indeed, in a letter to one resident, Andrew Hulcoop, Managing Director of the Cotswold Motor Group, described the amount of water running off the highway as being the reason that the drainage on the BMW site was inundated and flooded neighbour properties in July 2016. However, the assessment submitted does not include this water in its calculations and proposals. Parts 2-7 of the revised flood risk assessment are simply resubmission of the 2013 report. The 2013 report was compiled before BMW had been constructed, before the Cotswold Group had noted what the residents and original objectors to the BMW proposal advised them of regarding the inadequacies of the drainage report and design, yet it is still being submitted when it is shown to be wholly irrelevant and unreliable.
- Of principle concern is the absence of any obvious allowance for the site to be able to deal with the excess storm runoff from the A40 and Grovefield Way. It seems to us that either Severn Trent Water/Gloucestershire Highways need to improve the drainage to Grovefield Way to stop it flooding the Grovefield site or, that the Grovefield site designs need to accommodate it. The application should not progress until this matter has been dealt with.
- It is within the NPPF principles that development should not pass on flooding to a neighbouring site. The neighbouring properties did not flood before the BMW

development. The neighbours are now more likely to flood with the proposed development and are flooding. The proposals are therefore contrary to the NPPF requirements. Further, runoff from the site during the construction phase is entirely foreseeable and the developer must construct robust storm water drainage for the whole of the planned development on the entire site before any development work is commenced.

- We note Severn Trent's response that there is no record of public sewer flooding in the area. This is simply incorrect. Blackwater floods to Turbeville have been occurring regularly since the BMW development. Many residents have written complaining that because the drainage is generally combined foul and storm water (due to the age of the surrounding residential development), even during moderate rainstorm, the manholes in North Road West regularly lift and local flooding occurs.
- It is not clear from the drawings submitted whether the developer intends to discharge foul water to the Grovefield Way sewer, combined with the BMW sewer or, to discharge to other public sewers. In this connection, it is noted that drainage to the offices 2, 3 and 4 will need to flow uphill, or, be pumped in order to discharge to Grovefield Way. It also seems very likely that it would need to be pumped to discharge out to North Road West. The viability of the proposals is therefore questioned.
- The Association does not believe that there is adequate capacity in the existing sewer system. If this is not assessed before permission is granted, any upgrade work will be a ratepayer's expense. A section 106 payment is required to cover the cost of upgrading if a pre-permission assessment is not carried out.

### Wildlife

- TRRA have submitted copies of a revised wildlife survey obtained for the area and specifically, the Grovefield site. Much of the data is derived from GNER's own records. GNER have not updated their submission.
- Whilst the current proposals do provide some grasses and wild flower areas, much additional work could be conditioned to replace the habitats lost including, for example, bird boxes, bat boxes and mammal boxes. Deer have once again returned to the site following the BMW development. There are no proposals to accommodate this type of wildlife.

### Landscaping

- It is acknowledged that the landscaping has been improved. However, the landscaping is still entirely subservient to the development. This was not the hierarchy of scheme presented to the inspector in 2007. Neither does the current proposal constitute low-key development, being 3 storey throughout, rather than the 2 storey that was originally applied for and approved in 2014. All of the proposed buildings are considered to be too high and too dominant for a residential area and are unsympathetic to the greenbelt.
- Many trees are shown, although most are not native species. Further, the trees are shown at 8-10m heights, but there is no detail regarding the height of trees at the time of planting. It is noted that BMW generally chose to plant small trees and that many have subsequently died.
- Many of the species are slow-growing. If this scheme is approved, it must be a condition that the trees are planted at close to full height, or the landscaping scheme presented is clearly disingenuous.

### Architecture

- The dominant colour is referred to as RAL9010. All other colours have descriptive names. RAL9010 is gloss white and we remain at a total loss to know how this can be considered as sympathetic to the greenbelt or the local area in accordance with the 2007 inspector's appeal decision.
- All of the buildings are too high. We see no justification for the additional half-storey height on the Costa store.

- The glazing on all of the proposed buildings will simply increase light pollution to local residents of Grovefield Way and North Road West.
- More tree screening is required along the boundary with Grovefield Way to mitigate the light pollution from the development, as was the inspector's intention in 2007. Also, to mitigate the light and noise pollution which will be generated both by this development and by the previous BMW development and the developer's actions in removing many of the original trees and hedges to expose the building and thereby remove the natural noise filter that was previously present with the trees along the A40 boundary.
- The developer continues to congratulate themselves that the proposed architecture mimics that of the much-despised BMW building. There are well over 300 objections from residents and the vast majority of them deride the entirely inappropriate, overbearing, unimaginative architecture that the planners have already allowed to be constructed on this important greenbelt site.
- The developer's design and access statement makes many statements applauding themselves from the redesign of the site, using phrases like "presence and dominance" of the buildings and a "strong narrative" on the site. The mind-set of the developer is clear and it is entirely contrary to a development that is in keeping with the greenbelt and the exceptional circumstances, and award/intentions of the inspector set out in 2007.
- Light pollution to neighbouring buildings and road users will be further exacerbated by sun reflecting off the abundance of glazing and white render contained within the architecture. This has not been assessed.
- Unlike the retail offerings, the office buildings are not now clad in brilliant white and use more muted tones. The architectural logic for using brilliant white on the retail units at the front of the site is therefore not understood and must be rejected.
- If the developer truly believes their own statements that these retail and childcare offerings are required for the occupants of the B1 site, then there is no reason why they cannot be located behind the hideous BMW building, adjacent to the A40 where they will not offend local residents or those using Grovefield Way.
- Section 106 charges for discharging the council's statutory obligations to control the litter that will inevitably rise from the Costa store, in particular, will be a necessity if this were to be approved.

### Transparency of design

- This is a matter of grave concern to the Association and many of the consultees.
- The hideous BMW building was permitted without the planners being able to discern the size and scale. The developers have once again submitted drawings which do not clearly indicate the heights and dimensions of the buildings and their locations.
- The closest idea of scale is on the landscape drawings where there is a vertical levels scale and some ground levels are indicated. However, this also indicates that a number of people shown on the site are in the region of 2.2m tall!
- Many local residents have experience of submitting planning applications, both personally and professionally, and are aware of the lengths that planning officers will go, to ensure that drawings are to scale, clearly dimensioned and that levels are clearly indicated, so that the relationship to surrounding buildings, architecture and landscaping can be properly understood. The drawings within this submission meet none of those requirements and other consultees, including the architect's panel have made similar comments. The application must be returned to the developer insisting that, because the ground levels vary so extensively across the site, drawings must be submitted clearly dimensioned and clearly indicating floor levels, roof levels, plant room levels.
- It is inconceivable to us that the plans for a development of this magnitude are being allowed to be submitted un-dimensioned, and that the application is being validated. This tactic was used by the developer on the BMW submission and we now have to live with the consequences of that omission. It is not an unreasonable request. Former councillor and planning committee member Jackie Fletcher was quoted in the Gloucestershire Echo saying "we did not realise it was going to be that big". This cannot be allowed to happen again.

- We see no obvious indication of how the developer intends to meet their carbon reduction obligations, but assume solar panels and the like are to be utilised. These have an architectural element to them and should be clearly indicated. Currently, they are not. This is not acceptable.
- Much of the architecture is glazed and there is no indication of how light pollution to surrounding domestic properties will be mitigated. Further, the glazing generates heat losses in winter and solar gains in summer which require additional carbon uses to heat and cool respectively. The developer's intentions are not understood and must be clarified.

### Parking

- The applicant's intentions here are not understood. There is no clear statement with regard to the number of parking spaces provided, nor the means by which parking will be controlled.
- The travel plan for BMW has not been implemented and excess local parking requirement is now taking up spaces at the park and ride and in local streets where dangerous and inconsiderate parking is a daily occurrence, as are police enforcement notices. Residents and councillors are in discussion with BMW, but little is being resolved. The matter has been referred to CBC's planning enforcement officer for action.
- The objection raised by the transport consultants TPS makes similar observations.
- How is the parking controlled between the various car parks of the various buildings to ensure that the NPPF criteria is enforced?
- Much greater detail on the design and access statement setting out the logic, the requirement and the provision is required before the application can be considered as valid.
- The developer being allowed to provide inadequate parking spaces and then just expecting neighbours and the park and ride to take the extra cars is not acceptable.
- Undertaking to construct one B1 office
- We have read this many times and can find neither reassurance nor value in the wording.
- The undertaking simply says that 12 months following the occupation of the first of the non-office offerings, the developer will build a shell, and only the shell, of one of the B1 offices, which he will not fit-out. Further, that he will complete the car parking to office 1 and small portions of the access roads extending towards office 2. The office 2 development simply falls back to the usual date for commencement within 3-5 years and there is no undertaking with respect to the "phase 2".
- Shell construction of the B1 office will still allow the developer to convert it to future retail use and indeed, the architecture almost seems to cry out for this.
- The only undertaking that can possibly be of any merit, would be an undertaking from the developer to develop the site for B class development throughout, in accordance with the permissions already granted and following the intentions of the 2007 appeal. There are no exceptional circumstances for development within the greenbelt for retail, A1, A2, A3 or D1 use. Indeed, as we have set out, the majority of exceptional circumstances which permitted the B class development are no longer present. The only exceptional circumstance remaining from the 2007 appeal is the creation of B class employment on a site of significant size. It is questionable whether this need still exists, given Cheltenham Borough Council's focus on the West Cheltenham sites, albeit that they are presently not deliverable for B1 employment or, the cyber park. The council's previous 8 page report on the earlier proposals seems to suggest that this critical employment site in 2007 is not now that important to the employment requirements for Cheltenham. These questions have yet to receive a clear reply.
- A clear message to the developer and all other prospective developers has to be given that retail on the site and in the greenbelt will never be permitted, now, or at any time in the future.

## Employment land

- It is disingenuous of the developer to say that only 12% of the site is being used for retail. Looking at the masterplan drawing submitted by the applicant, there is well over 50% retail, when the BMW site is included. Further, until/if the B1 units are built, there will be 100% retail on the site.
- There were 12 offices proposed in the 2007/2009 proposals. This has now been reduced to 4 offices. The retail element, including the nursery and BMW will account for well over 50% of the site and between them, create less than 100 full time jobs, even if the four offices are built and used for their B1 purpose.
- The square metre areas for the non-retail vary in the current submission to that within the prior application. It seems that the developer has increased the area from 13,026m<sup>2</sup> to 13,068m<sup>2</sup>.
- The number of full time employment jobs that the developer claims are simply not possible. In variance to the previous applications where B1 floor area per employee was calculated at 18.3m<sup>2</sup> (design standard), the applicant has now reduced this to 13.6 m<sup>2</sup> per employee. This is not valid. Recalculating at 18.3 m<sup>2</sup> per B1 office employee means that the whole site, including BMW and retail will now generate less than 800 full time jobs, where the previous applications were to create 1200 full time, high-skilled, well-paid quality jobs. What has happened to Cheltenham Borough Council's ambitions in this regard?
- It should be remembered also that the planning committee was led to believe that Cotswold Motor Group required a new flagship store that would be creating new jobs. In reality however, we now know that it was just that it was convenient for them to build the store to house existing staff members from garages and showrooms elsewhere. They merely wanted a new building. We therefore urge caution when considering the developer's projections for numbers of staff.
- The application, calculations and reports are simply unreliable and no credence can be placed upon them.

## Transport plans and reports

- The transport plan submitted is out-of-date and is simply a re-presentation of that submitted for the BMW development.
- There has been much local development since the 2013 report, which is not taken into account. Further, the travel plan and projections of the report in support of BMW have proven not to be true. No reliance can be placed upon the report submitted.
- Proposed traffic management on the site appears chaotic at best. There is potential for queueing traffic from the drive-through Costa to interfere with traffic flow into and out of the site and onto Grovefield Way.
- The current proposal is very different in nature to that previously proposed in 2007 and 2014. By its very nature, a drive-through coffee shop will clearly encourage traffic into the area. Similarly, discount supermarket and trips to drop-off and collect children from the nursery will be car-orientated, and the proposal will encourage travel into the area for non linked-up trips, contrary to the NPPF requirements. As set out above, all of the proposed D1, A1 and A3 class proposals are already readily available from multiple outlets, within 5 minutes' walk of the proposed offices. A B class development would produce markedly less traffic, as it would consist, in the main, of heavier traffic twice per day for office workers. By contrast, as well as heavier traffic at the beginning and end of the day, retail would produce a constant flow of traffic throughout the day. Also, retail produces increased traffic at the weekends; something that would not happen with B class. The difference in nature of traffic flows is therefore very different for these contrasting class uses. The developer's report does not address this.
- No account is taken within the transport plan of the significant traffic evidence and strategy for the local area. This will include a vertical extension of the park and ride to create 1000 parking spaces, doubling the existing capacity adjacent to the proposed site. If housing development at West Cheltenham progresses ahead of the junction 10 work (which seems entirely probable) Gloucestershire Highway's calculations clearly show that Arle

Court roundabout will then be operating at 187% of capacity. This will have a profound effect upon Grovefield Way and Hatherley Lane, the proposed site and the whole south west of Cheltenham and beyond. TRRA have also yet to ascertain what is going to happen to the cars that would normally park in the park and ride whilst the works are ongoing. The implications for The Reddings for this work are very significant. Some coherent "joined up thinking" is required. The developer should do this. If permission is granted, Cheltenham Borough Council, Gloucestershire Highways and the residents of Cheltenham and tax payers will "fund" a make-do solution to a problem created by this developer for his own pecuniary gain.

- Public transport to Cheltenham West and between Churchdown developments in Gloucester are to be serviced by an increased 97/98 bus service as a part of the JCS proposals. This will also be profoundly affected by congestion on Grovefield Way, resulting from the traffic movements into and out of the proposed site on Grovefield Way, in particular, right turns into and out of the site. The junction with Badgeworth Road/Badgeworth Lane is also to be improved with Shurdington Road to allow greater traffic flows. This will increase traffic along The Reddings, Grovefield Way and Hatherley Lane. In addition, the bus route 99 which serves staff and patients of both Cheltenham General and Gloucester Royal hospitals now stops at the park and ride which will inevitably encourage more traffic into the area and will increase the requirement for parking in the park and ride. None of the above is modelled. The developer must be made to do so.
- The Residents' Association spoke with the GCC Strategic Planning Team with regard to the JCS traffic evidence. We were advised that the data (updated to 2013) only has a shelf life of 6-7 years. Also, that further local traffic surveys would be required before a strategy for an area could be developed.
- We were told by GCC that Grovefield Way has not been modelled on a localised basis. Instead, the team simply applied the area rule where all traffic movements are averaged over a significant geographical area. GCC tell us that the distribution of traffic over The Reddings could be wildly different and that their strategic model probably does not reflect reality.
- Within the JCS enquiry, the JCS team rejected developer evidence for the Fiddington site as being too simplistic on the arguments for swapping B1 and residential uses to retail use. However, the same simplistic traffic model is being applied to this proposed site by the developer, and neither Highways nor Cheltenham Borough Council have raised any issue to date. We need to know why not.
- It is well known that retail will generate many more PM trips than will B1 usage. This is a particular problem for the adjoining Arle Court roundabout, which has significant PM capacity issues.
- The applicant's transport statement reports that data was collected between 6 and 12 July 2016 and on Saturday 9 July. However, this is not a representative "neutral" month as set out in the Department of Transport's TAG Unit N.12 "Data sources and surveys" criteria. The transport statement report does not include consideration of servicing arrangements, or schedules, nor to undertake deliveries outside of normal opening hours although with the opening hours extending between 05:30 to 23:00, seven days per week, this would clearly be unpalatable in a largely residential area. Again, this is a reason to return the application, or to reject it.
- We are concerned at the Aldi service area in particular, where lorries pull into the supermarket car park, close to the day care car park and day care facility, then reverse into the service bay and exit past the childcare facility. The risk of conflicts with users and, in particular, children at the entrance to the nursery is significant and there are major safety implications. Rejection is required.
- We note that the TPS report submitted on behalf of Asda raises similar concerns regarding the relevance of the traffic data gathered in a non-neutral month, conflicts between customer, staff and delivery vehicle movements, provision of parking and management of same, the gross underestimate of likely trip generation and the highway impact.

- We believe that the traffic data submitted is entirely inadequate and also needs to account for the developments with the JCS Strategic Team proposal, the park and ride extension and other development in the area that has taken place since 2013.
- It is astonishing that developers are not being asked to produce up-to-date traffic data and are instead allowed to provide four year old data, from a survey undertaken prior to significant local development, on a Saturday and, during a traditionally quiet traffic period. This is at best lazy and at worst, an attempt to disguise the impact retail traffic would have on the area, and leave the problem for others to solve.

### Opening times

- The proposal to open between 05:30 to 23:00 hours, seven days per week, and 365 days of the year, is entirely inappropriate, does not reflect any of the previous planning decisions and enforcements made upon other nearby similar businesses, and is entirely incompatible with a largely residential area and the greenbelt. It cannot be permitted.
- Summary
- Having studied the history of the site from the first application, through the inspector's award, the current outline permission for B1 offices, the BMW fiasco and the current proposal, we can find no merit whatsoever in the proposal as set out. However, we continue to find a multitude of reasons why the application conflicts with local policy, greenbelt policy and NPPF policies, amongst others.
- The developer has gone against the clear indications of the inspector at the 2007 appeal in many ways. This behaviour would not be tolerated from domestic owners and a great many residents feel it unfair that different rules seem to be being applied. The residents of The Reddings are looking to Cheltenham Borough to fairly apply all of the planning regulations, the emerging JCS and local plans, properly assess the local development and erosion of the greenbelt and defend the main aim and ambitions of the area, which is to create well-paid, quality employment, and not to throw precious sites away and exacerbate the existing challenges.

The application must be refused.

20 Appleton Avenue  
Cheltenham  
Gloucestershire  
GL51 6TS

### Comments: 13th September 2017

The Hybrid application changes nothing to ease the concerns of the community. There is simply no call for another supermarket, more commercial office space or a nursery in the area. The infrastructure is already groaning at the seams with the BMW garage, and on any given morning you can witness 15 - 20 individuals parking in the already over crowded 'Park and Ride' and walking into BMW. They are not utilising the local transport service, but are certainly using the local transport 'Parking' facility. (As do GCHQ patrons!). Traffic congestion has escalated both in the mornings and evenings as feared and anticipated and would only get worse. This application is still as unacceptable as it was, even before it was amended. It is NOT NECESSARY, it is NOT NEEDED and it is NOT WANTED.

8 Shakespeare Cottage  
North Road West  
The Reddings Cheltenham  
Gloucestershire  
GL51 6RF

**Comments:** 18th September 2017

I would like it noted that my previous objection still stands. The new plans do not address any of my previous concerns.

Hamilton  
The Reddings  
Cheltenham  
GL51 6RY

**Comments:** 12th September 2017

My previous objection remains in its entirety - the updated plans have done nothing to address my concerns.

Olympus House  
Olympus Park  
Gloucester  
GL2 4NF

**Comments:** 12th September 2017

I am acting for neighbouring land and property owners who have genuine concerns around the potential increased risk associated with the inevitable surface water run-off during periods of sustained rainfall as a result of the proposed new development.

The principal property where there is greatest cause for concern is the Butterfly Garden on Bamfurlong Lane. The registered Charity is a centre for all ages that deal with disablement of any kind. The centre has been running for over 15 years from the same site and has experienced increased levels of flooding across the property in recent years since the increased development in this area has forced more and more water down the neighbouring stream.

Having examined the detailed flooding studies that have been carried out and how they propose to deal with the vast amount of water that a development of this size will produce during periods of intense rainfall, we are fearful that the measures that are proposed will simply not be sufficient and will result in catastrophic flooding of the stream and the Butterfly Garden site during periods of sustained rainfall.

We therefore strongly urge the local planning authority to take into consideration the types of property that could be affected 'down stream' of the development and at the very least agree to meet with us so that we can discuss the very real and genuine concerns we have.

Woodways  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6RL

**Comments:** 18th September 2017

Letter attached.

25 Leyson Road  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6RX

**Comments:** 6th September 2017

We object to the increase in traffic this will cause. The erosion of our green belt. The noise and light pollution when approaching this area. The unnecessary increase in the number of supermarkets in this area

Fayrecroft  
North Road East  
The Reddings Cheltenham  
Gloucestershire  
GL51 6RE

**Comments:** 10th September 2017

I have been reviewing the lighting arrangements in the revised plans for the site.

The principal lights are rated at 10488 lumens.

By contrast a 60 watt bulb is rated around 700 to 750 lumens.

However lumens are only part of the picture when the area that the light needs to cover is taken into account. This is then measured in the units of lux. The average lux measurement of the site ranges from 26 to 54 lux. The maximum lux is 84 lux for the Aldi Delivery Bay.

As a way of looking at this I have read that a family lit room is about 50 lux and an office hallway is around 80 lux.

I consider this to be a potential source of light pollution that could be inflicted on residents. Already there have been previous comments about neighbours opposite BMW having to buy black out curtains in order to sleep at night.

Why should this be inflicted on residents by a development that is neither needed or wanted? ( I see no commercial need for the additional developments).

What arrangements will be made to ensure light is only directed downwards and not onto adjacent residential properties?

Also we seem to have an inherent contradiction with the existing BMW lighting.

BMW are promoting a lower emissions incentive scheme by offering a £2,000 discount, on top of a fair price, for an existing vehicle traded in for any BMW/ Mini where CO2 emissions are lower than 130g/km.

BMW have also made great play about the new all electric Mini that will be built at their UK Cowley works.

For a company that is ostensibly promoting its green credentials how can it justify using energy to light up its site here at night?

I can appreciate that there are security concerns, but having worked in an industry where security was absolutely paramount, I know there are other preventative measures that are very effective while remaining very discrete.

Is the BMW lighting more about promoting their image and their cars to sell, even at night, than the possibility of theft? Surely all the BMW vehicles have their own alarms?

(If BMW were committed to promoting their green aspirations perhaps they should also consider a car sharing scheme for their employees. This would reduce the need for using the Reddings as an over spill car park.)

It is very noticeable in North Road East that the street lights are much dimmer than the BMW site lights. This is because the local authority replaced the older lamps with more energy efficient lights, while also reducing light pollution at the same time.

We do not want more light pollution. The further proposed development could make it worse.

Green belt should remain green belt.

**Comments:** 13th September 2017

"When we mean to build,  
We first survey the plot, then draw the model;  
And when we see the figure of the house,  
Then must we rate the cost of the erection;  
Which if we find outweighs ability,  
What do we then but draw anew the model  
In fewer offices, or at last desist  
To build at all."

(King Henry IV part 2 act 1, sc. 3)

Shakespeare

Fayrecroft  
North Road East  
The Reddings Cheltenham  
Gloucestershire  
GL51 6RE

**Comments:** 18th November 2017

I have been reviewing the revised plans for the Grovefield Site but have no reason to change my view that this development is neither needed or wanted.

The inclusion of any further planting proposals , even with colour photographs and accurate latin names, does not hide the elephant in the room - namely that the project appears to be built on traffic and economic studies which are rose tinted in favour of the developer.

Certain questions still need to be asked:

- a) Do we really need another supermarket when the existing Cheltenham Aldi has been expanded and there is to be a new Lidl built on the former BMW site? The immediate Asda and Morrisons stores do not appear to be running at full capacity.
- b) I understand that the coffee outlet will become the 15th Costa Coffee in Cheltenham. Is this really needed or is it just a case of over expansion for its own sake? (Remember Tesco had to close some of its stores in the country following its too ambitious building programme.)
- c) Will the creation of new offices help employment issues in Hesters Way and Coronation Square?
- d) I understand that the Arle Court roundabout has already reached 132% capacity and if the West Cheltenham development proceeds this could increase to 187%. Will a gridlocked road system, with its increased levels of pollution and driver frustration, really enhance the gateway

to Cheltenham? (Also has the building of BMW led to any increase in traffic reduction solutions such as car sharing, cycling walking or using public transport, as indicated in their July 2014 Travel Plan?)

- e) Why has the exterior lighting increased? As an example the maximum Aldi Car park lighting seen an increase of 66% from 75 to 125 lux.

I feel that this development represents a pro forma model of an out of town business centre that has been moulded to fit the land available, rather than a thoughtful response to local needs and demands.

Greenbelt should remain greenbelt.

2 Lypiatt Terrace  
Cheltenham  
Gloucestershire  
GL50 2SX

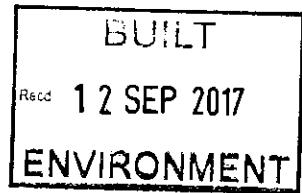
**Comments:** 13th September 2017

Letter attached.

Ms E Pickernell  
Cheltenham Borough Council  
Municipal Offices  
The Promenade  
Cheltenham GL50 9SA

18b Wade Court  
Hatherley Lane  
Cheltenham  
GL51 6NL

5<sup>th</sup> Sept 2017



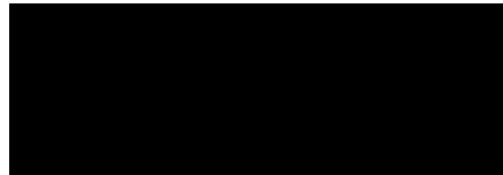
Dear Ms Pickernell

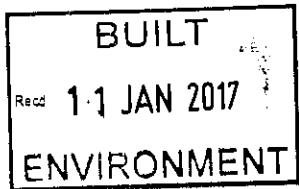
**Planning reference 16/02208/FUL**

I wish to object to the above hybrid planning application for the following reasons:

1. Development of a greenfield site. It does not seem to me that there is sufficient demonstration of need for more employment which is one of the "very special circumstances" in which green field development is ever permissible. Office space that has been built as part of the ASDA development is still empty - why therefore build yet more? Is another nursery needed when there is at least one other in the immediate vicinity? And how much demand is there for a drive through coffee shop which is probably also going to generate more litter, of which there is already a vast amount all along the A40 leading into Cheltenham.
2. Over supply of retail provision - is there a need for another Aldi store when the existing one on the Tewkesbury Road has been considerably extended? Is yet another supermarket needed when there is already a Morrisons and Asda in the area?
3. The proposed development will generate yet more noise, pollution and congestion in an area which has seen a very considerable increase in all three since the development of B and Q, Asda, KFC and other retail development. I moved into Wade Court on Hatherley Lane in 2001 and have seen a huge rise in traffic, particularly since Asda opened. Despite assurances that traffic calming and management measures would be put in place, none have been implemented and the situation will worsen with the proposed development. I have had asthma for a number of years but last year this had developed into Chronic Obstructive Pulmonary Disease and I'm certain that the increased pollution caused by the traffic has exacerbated this. In addition, it seems to me that the roads and infrastructure in the area are simply not up to job of supporting the size and nature of the proposed development. The impact on existing housing and residents in terms of access and quality of life will be detrimental, the risk and impact of flooding will increase and the effect on wildlife and biodiversity will be negative.
4. Parking - there is already a big problem with parking along Hatherley Lane which made manoeuvring out of Wade Court difficult and dangerous. The very limited restrictions that have been introduced in the last year or so were the result of a long campaign by local residents and have really only tinkered at the edges of the problem. This will worsen with the arrival of yet more retail outlets and office space as it seems that there is never enough parking provided for any new development and the overflow simply displaces into the surrounding neighbourhood. In addition, the proposed development will put even more pressure on the Park and Ride car park which is already used regularly by employees of the BMW site (I understand that, incomprehensibly, their employees are not allowed to park on the site), GCHQ and other businesses along the Hatherley Lane. These employees regard the Park and Ride as a free car park and this severely limits its use for bona fide park and riders like me. The proposed development is bound to generate more misuse of the car park.
5. The proposed development is clearly in contravention of Local Plan Policy CP3 which seeks to promote sustainable environments. It will harm the setting of Cheltenham and the landscape and will not enhance the built environment or promote biodiversity. I submit that the proposed hybrid planning application is refused.

Yours sincerely





**Whitecote  
Branch Road  
The Reddings  
Cheltenham  
GL51 6RP**

Tel: [REDACTED]

10<sup>th</sup> January, 2017

Planning Department.  
Cheltenham Borough Council.

Dear Sirs,

Planning Application 16/02208/FUL  
Proposed development North Road West etc.

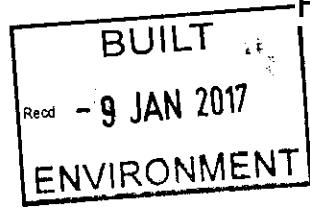
I refer to the above Planning Application.

We are apposed to it on the following grounds.

1. It is further erosion of the Green Belt and it is unnecessary providing unwanted and unrequired development.
2. It does not fit in with the already agreed Joint Core Strategy

Please note our objections

Yours Faithfull [REDACTED]



14, Barrington Ave,  
Page 443e Readings,

Cheltenham,

Glos

GL51 6TY

6.1.17

Planning Application 16/02208/FUL

I wish to object to the above planning application on the following grounds:-

- 1) The tree available to object for local residents has been too short with no information sent to houses backing on to Grovefield Way. The tree some residents were informed was also over the Christmas New Year holiday.
- 2) Building on green belt for retail outlets is not an acceptable use of farm land.
- 3) The increase in traffic and noise to local residents would be intolerable in a housing area.
- 4) Traffic jams, which already exist along Grovefield Way and around the Arle roundabout will increase until Aldi open until 10pm at night, 6 days a week.

- 5) Air pollution in a residential area, with a high proportion of children will increase health problems.
- 6) Another supermarket is superfluous to needs as Asda and Morrisons are already here and local shops would be affected.
- 7) Local employment is not an issue with adequate employment opportunities with GCHQ, retail outlets, KFC, hotels, hospital and engineering all within walking distance.
- 8) There are still unoccupied offices on the Asda site
- a) The building of more retail will cause overdevelopment and change the neighbourhood.
- b) There will be an increase in traffic and parking in the roads surrounding Grovefield Way.
- c) There will be an increase in light pollution and removal of trees and hedgerows, which has already occurred around the BMW site, makes the area unsightly and removes the habitat for local wildlife.

I hope the planning committee will  
consider the above points from a local  
resident.

Yours sincerely,

A large black rectangular redaction box covering the signature area.

# The Reddings & District Community Association

The Community Centre, North Road West, The Reddings, Cheltenham. Glos. GL51 6RF  
(Charity Registration No. 266092)

Cheltenham Borough Council  
Built Environment  
Municipal Offices  
Promenade  
Cheltenham  
GL51 OTP

FAO Mrs Emma Pickernell, Planning Officer  
via. [dcomments@cheltenham.gov.uk](mailto:dcomments@cheltenham.gov.uk)

8<sup>th</sup> January 2017

Dear Sirs **Aldi Development - Grovefield Way Ref. 16/02208/FUL**

I am writing on behalf of the Reddings & District Community Association who is the governing body for the Reddings & District Community Centre, to lodge an objection to the application.

The Community Association is Unique in that it is a totally self-funded Charity run entirely by volunteer Trustees who give up their time for the benefit of the local community. We have a statutory governing obligation to provide a meeting place for local residents and activity groups to pursue various activities with the expectation that these groups own activities will benefit and improve the local community.

Formed in 1969 the Community Association has been located on the same site since 1973 and was rebuilt in 2000 to a design considered appropriate for a green belt location after considerable involvement and consultation with the local authority.

The new Community Centre was funded by the developers of local housing estates from a Community Facilities Payment, negotiated with the developers by Cheltenham Borough Council, and the Community Association itself. In this respect the Trustees are the custodians of the Community Centre and of the ongoing interests of the residents of the Reddings and the surrounding district towards the continuing success of the Centre.

In relation to the application, we object most strongly to the timing and advertising of this application having been implemented over a long holiday period, eating into the time given to respond, when more time could have been given over to evaluate, research, consult and prepare a response in what has been an unreasonably short period given, it being such an important local matter.

For the record the Community Association did not receive the Residents Notice until the 4<sup>th</sup> January. The public notice nearest the centre was again wrapped around a lamp post in the hedgerow with no way of telling that this was not the previous notice.

Following the same issues on the previous BMW and Original B1 application we had hoped that for future applications relating to this site, procedures would be sympathetic to these inconsiderate practices and due consideration given.

Because of the delay in our response caused by the above we have had an opportunity to view the overwhelming number of letters of objection prior to completing our own evaluation. We fully support the points raised in all the objections where independently local residents have picked up on the complete futility of providing yet more Supermarket & Office space when the area is already well provided as well as the equally important aspects of traffic congestion and noise pollution.

Apart from the points adequately made elsewhere there are others particular to the Community Centre that we need to convey, so that in making a decision, the Planners are fully aware of the potential consequences to the community centre and local amenity. These are summarised below:-

1. There is mention in the planning statement of a Happy Days Day Care Centre which, other than drawing plans and elevations of the building itself, we can find no meaningful information or background detail explaining its target market or analysis of existing local provision. We can also find no statement to confirm that this business has made a commitment to this development (as is recorded for Aldi & Costa) which suggests it could be purely speculative open to any other use once built, or viewed cynically, an attempt to convey local sustainable provisioning with the proposal.

Consequently we have had to make a worst case assumption wherein this business would be created.

In the following we attempt to evaluate the effect of this worst case scenario on the Reddings Playgroup and consequently the Community Centre itself.

- 1.1 The size of the Happy Days unit is physically larger than the whole of the Community Centre with a potential to care for up to 73 children (age range unknown).

- 1.2 The Reddings Playgroup is on the periphery of its catchment area but maintains its importance to the community due to its good Ofsted educational rating and where it dovetails with other local providers. Together the sector is well catered for and further provision is unnecessary.

- 1.3 In the scenario where Happy Days were to be built, to all intense and purposes, next door to an existing identical facility, the situation could arise wherein the Reddings Playgroup is unable to maintain its level of patronage or recruit staff and consequently become unviable.

- 1.4 The consequence of this scenario for the Community Centre itself is also very significant.

Reddings Playgroup (themselves a non profit-making charity) are a significant user of the centre and play a major role in maintaining the “local connection to the centre” and apart from the loss that this would bring to the social aspect of the centre and area, the Community Association would need to find an alternative, but similar, activity to fulfil our Charity Obligations which because of competition from Happy Days could be a permanently unresolvable situation.

This would present us with attracting an alternative usage to fulfil the charity obligation at the same level of occupancy, and commercially, to maintain income.

Therefore if in diversifying our activity base we were faced with only being able to attract non charitable business's we could find ourselves not being able to meet our Charity obligations.

- 1.5 Furthermore and potentially the most important possibility is, that, if the Community Centre were to become nothing more than another commercially concentrated centre, the volunteer basis of its success would most likely evaporate as it would not fulfil the sense of community upon which it has been founded and maintained and the financial model currently adopted would need to change to cover the running costs.

As those familiar with running centres such as these will know, there are few measures available to keep running costs down and as this centre currently benefits from its core of volunteers it has very low administration costs and any changes to the existing balance can only lead to raised charges across the board.

2. On the remaining aspects of the application we would raise the following comments:-

- 2.1 Assurances were given on the previous application for this site (B1) that, despite desecration of the boundary hedge when preparing the development site, the intention was to reinforce the planting to provide a dense barrier to North Road West to maintain the existing rural nature of the area.

We have seen no apparent action to address this matter and although there is reference to some planting having taken place in the reports, from observation, there is little evidence to support it has, or will, improve the hedgerow.

The application site layout virtually destroys this natural barrier, where constructions, especially the Aldi store, are so close to the site boundary that they tower over it and will overpower and dominate the street scene especially effecting those residencies at the Grovefield Way end of North Road West who will be looking onto the dominant rear elevation of the Aldi building.

The Landscape proposals refer to the hedgerow being Type G with a retention value of C.

Although we can find no information as to the intended action for Type G with this value, we note that elsewhere, planting with a value of C is recommended for removal.

## Page 448

In the Outline Master Plan the vegetation on this boundary is due to be retained with the exception of that behind Aldi. There appears to be confusion whether this landscaping is good enough to be retained or whether it is to be removed. Further clarification is required.

The attached photo (1.) shows the sparse nature of the existing hedgerow through which BMW is clearly visible.

2.2 We are concerned that the ground levels created during the original site preparation and /or changes to the natural watercourse on the site may have contributed to heavy water run-off into North Road West and Badgeworth Lane. This seems to be exacerbated since BMW was built. It is important therefore that the levels as they now exist, created by redistribution and spreading of excavated material, should not be adopted as the natural levels for any ongoing development.

In this respect we suggest that a further drainage study is carried out to determine if this is the cause for the heavy run-off with the intention of adopting any findings that recommend remedial works before any other considerations are made.

2.3 We have also noted that there appears to have been recent works to raise the level of, presumably, surface water drainage manholes on the application site, located near to the North West Road boundary.

The most westerly manhole is now approx. 1.2m, to its cover, above North Road West.

These manholes were presumably constructed at an earlier date in relation to former proposed layouts but the height at which they stand suggests a further raising of the ground level along this boundary.

If the level is graded out from this point the height of the proposed offices would presumably be raised as well again make them an even more dominant feature visible from Badgeworth Lane across farmland.

The submitted Landscape Master Plan is unclear on this.

2.4 We have also noted that the new metal fencing to the Grovefield Way BMW, does not appear, in certain locations, to run on the line of the timber boundary fencing, defining the highway land, that it replaced.

This is particularly obvious where the new fencing meets with the untouched Park & Ride fencing where a 2.0m step (approx.) has been created reducing the highway verge and limiting the possibility of GCC introducing any softening landscape treatment measures between the green belt and commercial boundaries more palatable.

We are concerned that this does not happen on the North Road West boundary of the development with removal or reduction of the road verge that currently exists. Although there remains a defining timber fence at the Grovefield Way junction, we suggest a line for the boundary for the whole length be established with GCC Highways and defined now irrespective of any future use for this site.

2.5 We are also concerned that parking in North Road West will manifest itself either by implementation of any ill-conceived on-site parking restrictions/incentives imposed on staff as seen at GCHQ where many staff park in the adjacent residential roads or by staff preference as appears to be the case in Hatherley Lane by Asda, where yellow lines have had to be laid down.

Together with the expected increased usage of North Road West as a shoppers preferred route to Aldi and a BMW test drive circuit, we are concerned that North Road West will become a narrowed dangerous short cut. In any event the condition of this road is such that it is in urgent need of resurfacing.

2.6 In the Retail & Planning Statement, page 48, prepared by DPP planning, reference is made to the Local supermarket market share.

This includes reference to a local district named Glancaster which despite analogy to likely local districts, could not be converted to a meaningful existing district. This surely brings into question the validity of the table in which it occurs and the information emanating from it.

2.7 The site is still designated Green Belt (as noted in Planning website - Constraint).

Previous applications for this site 12/01086/FUL- Original B1 proposal, 14/00656/FUL BMW proposal, and 15/01848/FUL- Attenuation Pond, all state Green Belt Status.

The original application for this site was for B1 development approved only after appeal with the acknowledgement that it was an unsuitable development for a Green Belt location.

At no time has the boundary line defining the Green Belt been amended so the status remains as such and the designation as noted on the planning website as green Belt is correct.

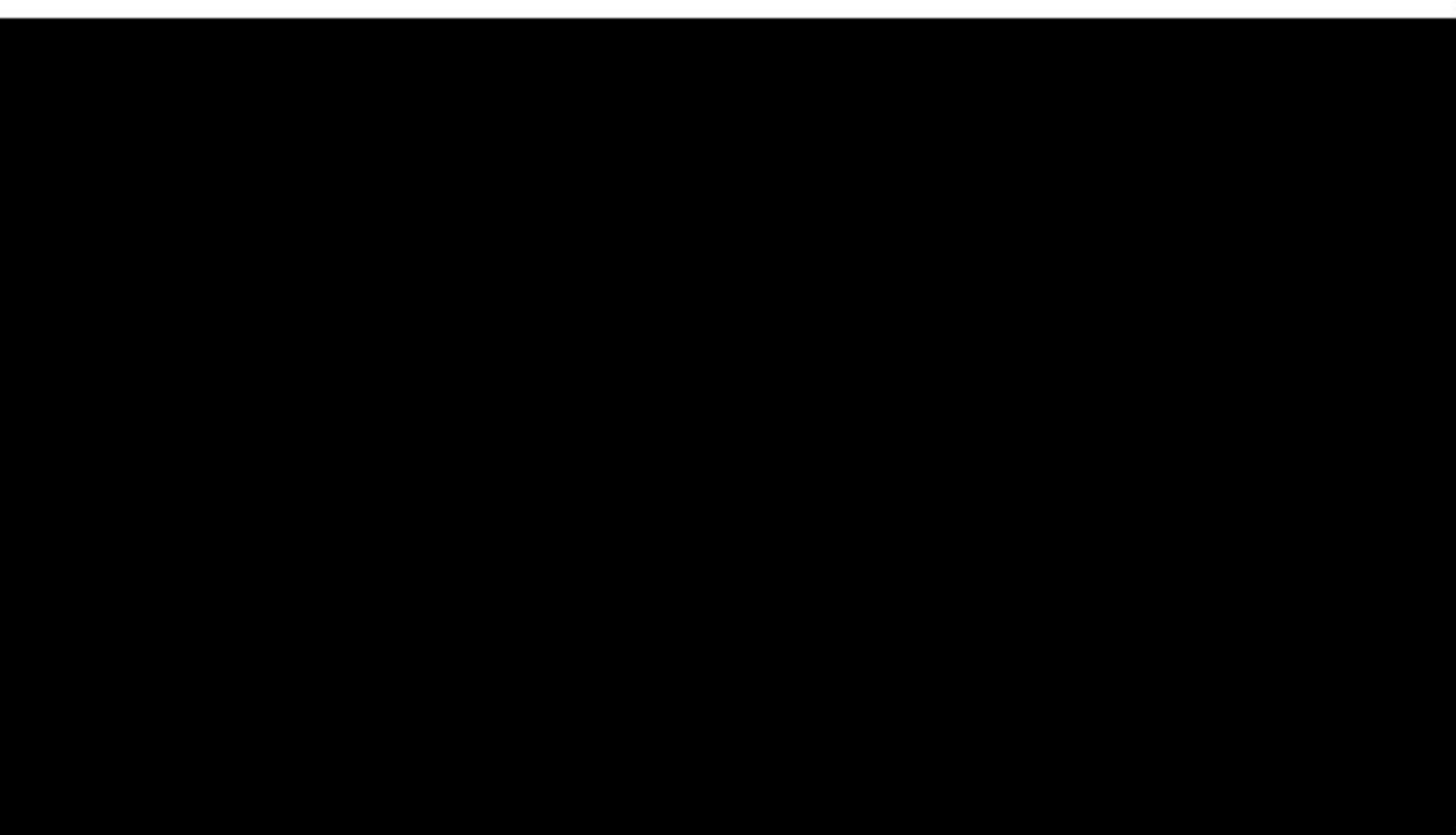
Page 449

2.8 It is obvious, from the photos attached (2, 3, 4 & 5), that the BMW development has pushed the boundaries of what is acceptable in a green belt location and shows the impact that this has on the green belt amenity being visible across farmland from as far afield as near the junction of Reddings Road with Badgeworth Lane. This new application must not be allowed to continue the desecration of the green belt and the local character we all seek, and have sought previously, to preserve and Planners must acknowledge this.

2.9 We are concerned that with the presence of another Supermarket the potential increase in traffic, which will iron out any peaks and troughs in commuter vehicular movements to a constant persistent level, will be detrimental to the area and of the attraction of the Community Centre as a desirable venue in a rural setting. It is essential, in our view, that any decision on determination of the application should be deferred until BMW becomes fully staffed and operational at which time more meaningful traffic flow assessments can be made.

We are of the opinion that it is essential that this application is considered by the Full Planning Committee being such an important issue to the community and are hopeful this is the route it will take.

Yours Sincerely



P.V.Barnes  
Hon. Secretary  
On behalf of The Reddings & District Community Association



1

Photo 1 - View from Community Centre Entrance



Photo 2 - View from Badgeworth Lane near Junction with North Road West



Photo 3 - View from Badgeworth Lane near Junction with The Reddings Road



Photo 4 - View on Grovefield Way near junction with The Reddings Road



Photo 5 - View on Grovefield Way midway to North road West

# The Reddings & District Community Association

The Community Centre, North Road West, The Reddings, Cheltenham. Glos. GL51 6RF  
(Charity Registration No. 266092)

Cheltenham Borough Council  
Built Environment  
Municipal Offices  
Promenade  
Cheltenham  
GL51 OTP

FAO Mrs Emma Pickernell, Planning Officer  
via. [dccomments@cheltenham.gov.uk](mailto:dccomments@cheltenham.gov.uk)

13<sup>th</sup> September 2017

Dear Sirs Aldi Development - Grovefield Way Ref. 16/02208/FUL – Revised Scheme

The Reddings & District Community Association lodged an objection to the original application, (our letter dated 8<sup>th</sup> January), and this letter is to register our objection to the latest revised proposals.

In a direct comparison of the original and revised schemes, as far we can find, none of the concerns that we raised previously have been addressed and in this respect we refer to and restate our original objections.

We, along with other local residents, are already experiencing some of the predicted detrimental effects from the BMW development which with this new proposal can, we predict, only become worse as more traffic descends into the area servicing and en-route to the additional retail outlets.

Despite an approved traffic management scheme for the BMW site to discourage employee's car journeys, we are seeing more cars than ever along North Road West (many speeding) and BMW employee's cars parked blocking the road and pathways.

Also despite recent rectification of the blocked drains we have yet to see the detection of the source of the constant running water near the junction of North Road West and Grovefield Way seemingly emanating from the proposed development site.

Other representations to this application have reviewed the transport analysis for this proposal against current policy directives and it is clear that there is a conflict between car parking provisions for what businesses needs (for employees and operational purposes) and what policy directives are dictating should be provided.

Clearly the policy on car parking provision does not work or we would not be plagued with on street parking and on this basis we are concerned that even more employee's cars from any additional development will park in North Road West (and elsewhere locally) and will also increase the traffic flow beyond the safe capability of this road.

We therefore strongly oppose this application not the least on the grounds of traffic impact.

Yours Sincerely



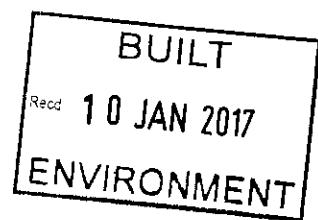
Hon. Secretary - On behalf of The Reddings & District Community Association

14 Appleton Avenue, The Reddings, Cheltenham, Gloucestershire, GL51 6TS

Tel: [REDACTED]

9 January 2017

The Planning Officer  
Cheltenham Borough Council  
Municipal Offices  
Promenade  
Cheltenham  
GL50 9SA



Dear Sirs

Re: Planning Application 16/02208/FUL

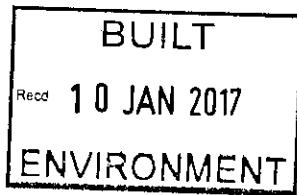
I have recently been made aware of a Planning Application concerning the area between North Road West and the new BMW Site off Grovefield Way.

As you can see from my address, I am local to the area and already witness on a daily basis the increased traffic congestion that has been caused over recent years. This relates to the Park & Ride Site, enlarged B & Q Store plus other retail outlets on this site, also the Asda Supermarket and Petrol Station. We have yet to experience what will happen when the BMW site is actually opened! The roundabout by the Park and Ride site is extremely difficult to navigate, especially at rush hour peak travel times. It takes on the nature of free for all, which is dangerous. Also, Grovefield Way is extremely busy with queues forming most days.

Therefore, I would like to voice my objection and horror to this proposed application on the grounds that the surrounding road structure cannot cope with any further increased volume of traffic and pollution that this project would bring, not forgetting the destruction of yet more Green Belt Land.

Yours faithfully

[REDACTED]



Innisfree,  
The Reddings,  
Cheltenham,  
Glos.  
GL51 6RT

8<sup>th</sup> January 2017

Dear Sir,

**Ref No: 16/02208/FUL**

We are writing in regard to the Planning Application to develop the area between North Road West and the new BMW site off Grovefield Way.

We are strongly against any type of development on this site as we feel it will cause significant destruction of the Green Belt and wildlife habitats. We also feel that this type of development will have a major impact on the area for the following reasons.

1. There is already traffic congestion at the B & Q and Golden Valley roundabouts and this development will worsen the congestion considerably.
2. Considerable increase in noise pollution.
3. Considerable increase in pollution due to the increase in traffic.

Yours faithfully,

[REDACTED]  
[REDACTED]

Recd 10 JAN 2017

ENVIRONMENT

Wolvercote  
Old Reddings Road  
Cheltenham  
GL51 6SA

Planning Officer  
Cheltenham Borough Council  
Municipal offices  
Promenade  
Cheltenham  
GL50 9SA

9.1.17

Dear Sir/Madam

I am writing to voice my objection to the planning proposal 16/02208/FUL.

I have the following objections:

1. Another supermarket is superfluous. We already have a perfectly good ASDA within a stone's throw of the site, and also Morrisons is just a short drive away.
2. There is a Spar shop on Carnarvon Road and Springfield Provisions on The Reddings. These smaller shops will suffer if large shops are built too near them.
3. There is already space for new office blocks which have not been built at the PURE site near ASDA. There is already parking there and plenty of space for office blocks but they have not been built yet.
4. The land off Grovefield Way by the BMW site is Green Belt and therefore building on it will cause significant destruction of wildlife habitats.
5. A supermarket, Costa Coffee, nursery and 4 office buildings will cause a great deal of extra traffic leading to air pollution and noise pollution. The resultant increase in traffic will lead to the need for traffic calming measures and some of the roads nearby such as Hatherley Lane, The Reddings and Reddings Road are too narrow for such measures which have already been proposed in the past and rejected.
6. There is already significant traffic congestion at busy times of day at the B&Q roundabout and more retail and office development will make this much worse.
7. The plans show that the proposed position of the buildings is very close to the boundaries, and also that hedgerows will be removed, both of which will have a significant negative impact on the residential dwellings nearby.

I strongly object to this proposal and ask you to consider the local residents, the wildlife, and the other shops nearby before you go ahead with these damaging plans.

Yours sincerely

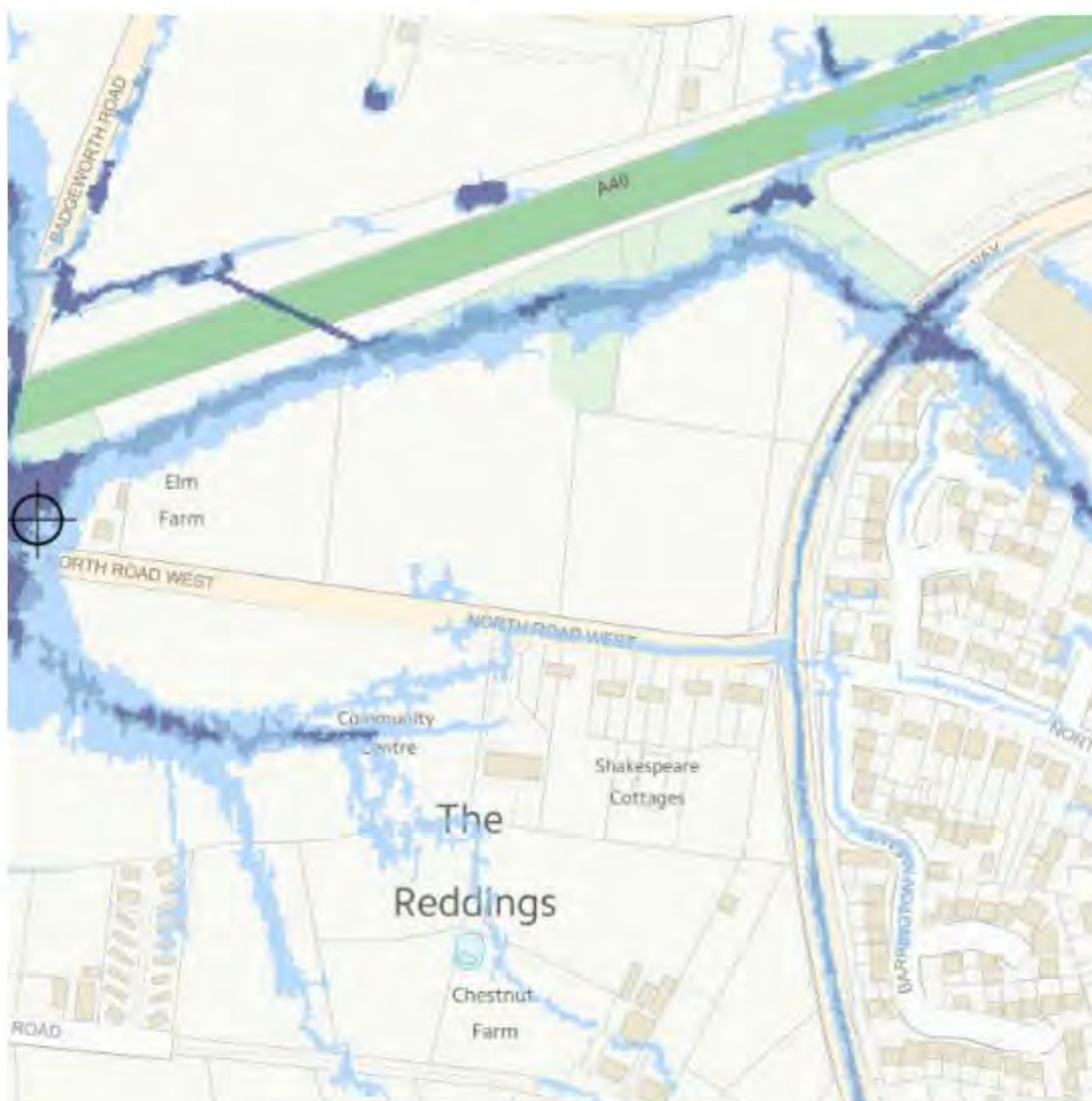


## Objection to :16/02208/ful stage 2 & 3

we are opposed to this development and any future development of this land, we have some major reservations as to the suitability of the existing infrastructure being capable of coping with the extra foul waste and the extra hard surface run off.

Let us firstly look at the historical facts based on EA mapping. The land in question used to take the majority of the rainwater from surrounding developments and surface run off from Grovefield way in the North East corner of the site and a small amount from its south boundary just about half way down north road west.

Now this worked well for many years with the exception of 2007



Drawing 178-36 Rev Q

### 5.2 Risk of pluvial flooding to the proposed development

The EA Surface Water Flood Map shows a very small area along the southern boundary line to be at low risk of surface water flooding. This small area is shown to flood to a depth of less than 300mm during the 1000-year event, it is thought that this is the result of a local low spot which will be removed during the Phase 2 developments proposed earthworks remodeling.

May I bring this to your attention that this low spot is what is left of the relief ditch for when the 1250mm pipe under the A40 reaches its maximum capacity of flow during heavy bouts of rainfall the remnants of this ditch and other rainwater pipes can be seen in the ditch that runs alongside of Badgeworth lane towards the rear of my property at the bottom of north road west. I would suggest that any remodeling of this ditch would exaggerate the already problematic rainfall run off.

5.3 [Risk of groundwater flooding to the proposed development](#) No historic groundwater flooding was found to be recorded and ground water is expected to be 5m below the existing ground level. Based on this information it is considered that the risk of flooding from this source is low.

The information found within this report identified that although the development site itself was not subject to flooding historically and is not predicted to suffer flooding in the future, consideration will need to be made towards both Hatherley Brook and the Reddings, two areas which have historically suffered flooding

See attached letter from BMW to [REDACTED]

[REDACTED]  
Kearnscroft  
Bamfurlong Lane  
Staverton  
Cheltenham  
GL51 6SL

18<sup>th</sup> August 2016

**Flooding**

Dear [REDACTED]

Thank you for your recent letter.

I'm really sorry to hear and see about the recent flooding to your property and can understand your concern about future insurance. In answer to your question "I'd like to know what you're going to do about it" we are building the new facility totally in accordance with the planning regulations, part of which was to spend a huge amount of money on managing the rainwater on our site.

As part of our planning conditions and at considerable cost, we have had to build a four hundred thousand gallon attenuation pond. This pond is a holding facility for the rainwater that comes off our new site and is designed to retain the water and slowly release this into the normal storm drainage system. Unfortunately, many previous planning conditions didn't require such a facility and instead of some of the larger local developments holding their rain water, it is immediately discharged into the foul drains.

Last month we suffered unprecedented levels of rainfall in a very short period of time. I was on site during one of the heavier downpours and have never seen anything like it before. I was pinned in my car for well over half an hour just yards away from the offices while the rain lashed down. As soon as the rain let up we became traffic controllers, as Grovefield Way was flooded and unpassable.

The water was coming out of the drains in a fountain type effect as gallons of water was being pushed down the storm drains. All of this activity was happening in an area that sits well above our site in terms of elevation and would suspect that much of this was coming off the Park & Ride, the adjacent housing estate and the B&Q site. If these areas had the same attenuation ponds that we have installed then the drains would have been able to cope.

The water that flooded Grovefield Way got onto our site drained through our land and ultimately ended up in our attenuation pond. I'm certain that if it wasn't for the works that we've carried out then the flooding would have been far worst and am confident in saying that our attenuation pond was holding far more water that day than could possibly have come off our site.

# Cotswold Group



Subject

Date

Page 2

We have a whole suite of photo's available for anyone to view which show the flooding and the state of the brook above our site which caused water to overflow on to our site. We also have pictures of the attenuation pond at the peak of the bad weather.

I sincerely hope for you and for us, that the unprecedeted levels of rainfall that we have recently suffered don't return any day soon.

Yours sincerely

[Redacted]  
Managing Director

As stated in this letter historically this site has and does FLOOD.

On the day in question not all the water ended up in their attenuation pond it ended up inside my house 300mm of muddy surface run off from the Grovefield way site running through my house and they say the drainage is better. I Challenge this as categorically incorrect as 3 times now since the site has been developed the bottom of north road west has flooded with water from off this site, we have

professional witnesses, video and photo evidence. **Should this development be permitted to go ahead then this will get worse and I fear that my home will become their new balancing pond.** This is not a 1 in 100 year event this is 3 times in 7 months.

Also see photos taken on 4<sup>th</sup> January 2017 at 13:00hrs



these photos show pools of water still sitting on top of the ground after 4 days of no rain so the ground water is obviously not 5m below ground as stated, which leads us onto the British Geological Survey Data 'UK Hydrogeology Map' shows the potential for the ground to hold water. The area surrounding the development in Cheltenham is over the Lias group of bedrock material where the ground essentially has no groundwater. As shown on the map some local intrusions of Limestone provide localized aquifers with low yielding capacity. An assessment of the site's infiltration properties is required to identify the

site specific hydrological properties and storage capabilities. Although the map information provided in Figures 1a and 1b shows the ground to have little or no infiltration properties.

A 'Site Investigation Report' carried out by Structural Soils Ltd in July 2008, covering the Phase 1 development provided information on three infiltration tests carried out across random locations on site. The results showed no measurable infiltration for the duration of the tests, which were carried out in accordance with BRE365 (see Appendix B containing previous TPA Phase 1 and highway FRA Data) therefore, we conclude that the use of soakaways would not be practical to use within this development site.

**so the information listed in the 2 previous paragraphs is taken from the developers own documents which clearly states beyond all doubt that this land cannot and will not take any more water, these tests were all done whilst there was long grass, a very large amount of hedgerows and a large amount of mature trees all of which did hold thousands of litres of water, Now the ground is nothing more than baron shaved scrub on which water just sits and does not soak away.**

Assuming that the figures quoted for the discharge of water into an already at maximum capacity drainage system are correct 10.2l/s for phase 1 and 8.4 l/s for phase 2 this equates to 1,116 l/m which equals 66,960 l/h assuming l/s means liters per second this in terms that normal people can understand and to put this into perspective, that is over 66 tonnes of water per hour. this is based on 1000 litres of water equals 1m<sup>3</sup> which equals 1 tonne.

Where is all this water going, well if it stays in the designated ditches then its all heading straight at Dundry nurseries and on to, according to the EA surface water run off map to a bottle neck culvert running under the M5 or will it get through this culvert and flood the trading estate off old Gloucester road, who knows only time will tell if this development goes ahead.

**If the water does not do what the developers predict then this will happen no wait a minute, it already does not do what they predicted. So this does happen to my home at the bottom of north road west.**



All these photos were taken on June the 16<sup>th</sup> 2016





Re planning application  
16/02208/FUL

BU Page 467  
Recd 11 JAN 2017  
ENVIRONMENT

28 Barrington Avenue  
The Reddings  
Cheltenham  
GL51 6TY  
9 January 2017

Dear Sir,

I write concerning the planning application concerning the area beside BMW in Grovefield Way.

I am horrified to think that even more development could occur. The current traffic increase is already a problem. I would like to voice the following concerns.

① Since the arrival of Asda the traffic in the area has increased and made negotiating the big roundabout chaotic at times. When BMW begin trading it will be even worse so there should be no thought of further development that will bring even more traffic.

② I do feel, with the huge BMW operation, it is vital to preserve a buffer between the housing and the Golden Valley By Pass. Noise and pollution should be considered.

③ Loss of green space and natural habitats.

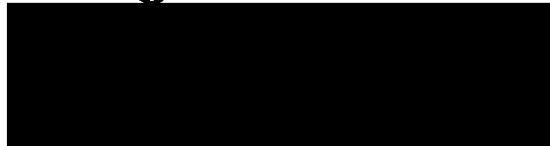
Since the hedgerows have been tipped out, there has been a noticeable drop in small birds, mammals and butterflies. Certain butterflies such as the Brimstone have been absent. There was absolutely no reason for so much hedgerow to be removed by BMW contractors.

④ The impact on residents in North Road West would be devastating. This road is a narrow, country lane and such density of development would be horrendous.

Do we really need an Aldi, a Costa coffee outlet

and more office space on this side of Cheltenham?  
I don't think so. Some <sup>Page 468</sup> open space for people is  
vital.

Yours sincerely,



The Poplar

The Reddings,

CHELTENHAM, Glos

GL51 6RL

Dear Sirs,

16/02/2018/FUL

Horsefieldways North Rd. West

On the grounds mentioned below, we would like to object to both the current & future plans for the above site.

\* The draft Local Plan upheld the site's Green Belt status & precees the application of the Joint Core Strategy shaping the future development of our town. It will set a dangerous & unwelcome precedent if this application approved.

\* Traffic congestion is already reaching crisis point leading to the Motorway & Cheltenham. Pollution, noise & air quality to nearby homes (& the whole of The Reddings), will be seriously affected by massive increase in vehicles.

\* The area with natural habitat should be retained & protected.

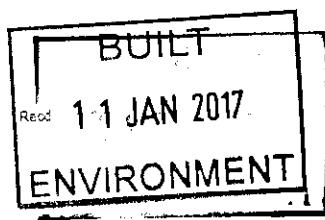
\* This is a flood plain area as is much of The Reddings, i.e. Current 'Hayloft' development.

\* What will happen to surface water?

Yours faithfully,

The Poplar

The Poplar



19 Leyton Road,  
Le Reddings

GL51 0 AU  
January 10 2017

The Planning Officer  
Cheltenham Borough Council

Dear Sir or Madam,

PLANNING APPLICATION FOR  
ALDI SUPERMARKET, ETC., GROVE FIELD  
WAY:

AIR POLLUTION IS ALREADY  
RAMPART IN THE REDDINGS. WHEN  
THERE IS LITTLE OR NO BREEZE  
YOU CAN SMELL THE PETROL VAPOUR IN  
MY GARDEN.

ALL GREEN FIELDS SHOULD BE  
PRESERVED AS THERE ARE NO LARGE PARKS  
IN THE TOWN'S SUBURBS.

AGREEING THIS APPLICATION WILL  
HASTEN THE DAY THE TOWN COMES TO A  
HALT THROUGH TRAFFIC CONGESTION.

Recd

11 JAN 2017

ENVIRONMENT

Cheltenham Borough Council  
Built Environment  
Municipal Offices  
Promenade  
Cheltenham  
GL51 0TP

Keanscroft  
Bamfurlong Lane  
Nr Cheltenham  
GL51 6SL

FAO Mrs Emma Pickernell, Planning Officer  
via. [dccomments@cheltenham.gov.uk](mailto:dccomments@cheltenham.gov.uk)

8<sup>th</sup> January 2017

Dear Sirs Aldi Development - Grovefield Way Ref. 16/02208/FUL

I am writing to register an objection the proposal to develop the land for a Supermarket and offices as shown on the development plans.

Although I live approximately half a mile from the development site I have experience problems with flooding since the BMW facility has been constructed not present before this date.

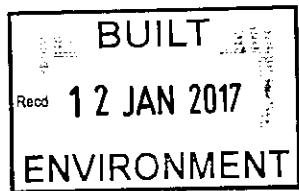
It is important that before any decisions are made regarding this application a full land drainage study is carried out and any findings implemented beforehand.

I have noted on the development plans that the construction and form of the onsite attenuation pond differs between drawings. In one, the existing watercourse is diverted around the pond in the other it runs into the new pond. I am wondering if in the case of the latter the pond is incapable of receiving all ground water and watercourse flows and is creating this problem downstream.

Yours sincerely

[REDACTED]





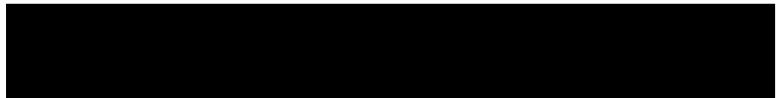
Page 473  
10 Oakbrook Drive  
The Reddings  
Cheltenham  
GL51 6SB

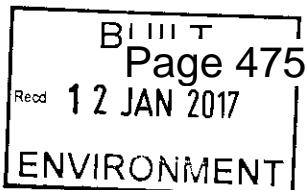
application 16/02208/FUL

Dear Sir

Concerning the above planning application surely we have enough super stores already with Morrisons at one end of Grovefield Way and Asda B&Q and Park & Ride at the other end. Originally Grovefield Way was built to reduce traffic congestion, surely by granting further expansion you will increase congestion and pollution.

I would like you to see the congestion at the roundabout outside B & Q at most times of the day but especially at peak times and tell me that a further retail development 100 yds up the road is going to improve this situation it will be grid locked with local residents, buses and people trying to get to and from work channelled into an already full to capacity road system.





32 SPRINGFIELD close  
THE READINGS  
CHELTENHAM  
GL51 6SF

9-1-2017

REF PLANNING APPLICATION  
1B/022081 FUL.

DEAR SIR MADAM

I NISH TO OBJECT TO THE  
ABOVE PLANNING APPLICATION.

MY CONCERN'S ARE INCREASED  
TRAFFIC - PUBLIC HEALTH DAMAGE  
FROM FUMES, TRAFFIC SEVEN DAYS  
A WEEK - CONGESTION, CAR PARKING  
PROBLEMS.

LOCAL BUSINESSES WILL SUFFER  
AFFECTING LOCAL EMPLOYMENT

THANK YOU

Page 476  
BUILT  
Recd 12 JAN 2017  
ENVIRONMENT

89 Redgrove Park  
Hatherley Lane  
CHELTENHAM  
GL51 6QZ  
Ref: 16/02208/FUL

The Planning Officer,  
Cheltenham Borough Council  
Municipal Offices  
Promenade  
CHELTENHAM  
GL50 9SA

10/1/2017

Dear Sir

**The Planning Officer**

It has come to my attention, very late in the day, that there is an application to develop the area between North Road West and the new BMW site off Grovefield Way. I understand that the proposed development is to be an Aldi Supermarket, a Drive-Through Costa Coffee Outlet, Offices and a Children's Nursery.

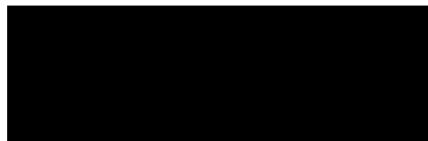
Firstly, I am annoyed that I have only been notified about a development that will directly affect me, just one day before objections close. This is obviously a ploy to limit the number of objections by the premise of sheer ignorance. My husband is away with work at present, so isn't even available to launch an objection.

We hardly need another supermarket so close to Asda. Since Asda has arrived traffic in my area has almost doubled. We also have a Morrison's within easy distance and some of the smaller shops have failed to thrive as a result e.g. the shop in Benhall has been both a Co-Operative and a One-Stop shop within just a couple of years or so and both have subsequently closed. Surely the need for another supermarket is on the other side of town.

We also have no need of more office space. To my knowledge, there are still offices that have not been rented out at the Film Studios. Why do we need more vacant spaces? As regards a further Drive-through, do we not already have a KFC within the same area which serves coffee? Local cafes in the near vicinity will also suffer a loss of trade as a result. The only justified building might be the Children's Nursery. But as this is a Green Belt area, a small nursery might not damage much of the Green Belt or the Wildlife Habitats, or alternatively could be built on the BMW site itself which seems extremely large for just a garage.

Please address these concerns. When I moved to Redgrove Park nearly twenty years ago, it was a semi-rural area. Now it is becoming built up with traffic congestion and noise. It is not what I desired when I moved, to say nothing of more damage to beautiful Green Belt areas.

Yours faithfully

A large black rectangular redaction box covering the signature.A smaller black rectangular redaction box located below the first one.

## **Objections to Supermarket & Nursery off Grovefield Way**

(CBC: 16/02208/FUL !???)

### **1 'Hybrid' application not acceptable**

#### 1.1

This application is incorrectly described as 'Full', but the key office (B1) element is all Outline. Any application for the remainder of this Green Belt site should not be "Hybrid", but Full only; and should not be partly vague and Outline.

Hybrid is at worst a trick, to secure Retail use and retain the option to further erode the Office element later, e.g. for Residential.

Any so-called "hybrid" (i.e. Full/Outline) scheme for the remainder of this site will be unreliable, because the supermarket would happen but probably never the offices.

An office permission nearby, adjacent to Asda, recently sought to convert to Housing arguing "no Office demand". However this situation may now change with the emerging 'Cyber Industries' development at nearby Hayden, adjoining GCHQ. That cornerstone JCS development should be allowed to proceed to JCS Adoption first.

### **2 'Gateway' site in Green Belt needs to await JCS outcome and its integration with Hayden Allocation**

#### 2.1

JCS document EXAM-114, proposing the "Removal of Grovefield Way Site from the Green Belt" is not yet confirmed as a 'Main Modification', and if/when so, that Green Belt removal then needs to await its due JCS Consultation in early 2017.

Until then, the required 'very special circumstances' for general development in the Gloucestershire Green Belt have not been established.

#### 2.2

As regards acceptable land uses for this site, it is most inconsistent with the JCS Evidence for this applicant's agent to be claiming that 80% of employment growth is non-B-Class, whilst the (two-year-long) JCS Examination is finalising major hectarages of B-Class land as the primary provision appropriate to Cheltenham (and B-Class land is relatively more employment-dense).

The final JCS outcome on Employment land allocations should be awaited.

#### 2.3

Any decision on the remainder of this site needs to await the revised JCS transport modelling evidence for these key linked corridors (A40, M5, A46-South), especially in the light of the recent emergence of a further Strategic Allocation (1100 houses plus 45 ha of Employment land) at Hayden (West Cheltenham).

The latest JCS Transport evidence is under 'Transport' at:

<http://www.gct-jcs.org/New-Evidence-Base-and-Associated-Documents/New-Evidence-Base.aspx>,

where the document '**Emerging JCS Transport Strategy Final**' of October 2016

<http://www.gct-jcs.org/Documents/New-Evidence-Base-and-Associated-Documents/Emerging-JCS-Transport-Strategy-Final.pdf> states as follows:

Page 5 (Diagram) shows "**New or widen sections of Highway**" all the way around the western side of Cheltenham from the A46(South) to the A435 at Bishops Cleeve.

Page 8 then itemises the following:

- \* New grade separated junction on A40 to the west of Arle Court
- \* New dual carriageway linking A40 to A4019 – new access to West of Cheltenham development
- \* New link road from new grade separated junction on A40 to **Grovefield Way**

A "grade separated" junction means split-level, i.e. a proposed distributor-grade road would need to connect to the Golden Valley Bypass (A40) alongside this site, (via a split-level junction), and then connect

around/through this site to reach Grovefield Way (and onward to Up Hatherley Way and the A46-South), and also connect directly **northwards** into the Hayden strategic Allocation.

Therefore **Highways England (still) needs to be consulted** (not omitted) for this site's JCS-related highways impact, being so close to the SRN at M5-Junction11, and being on the key A46-A40 Link of Grovefield Way. HE already comments on the JCS developments at Cheltenham-North West and Hayden, which are nearby but are also not immediately on the SRN.

Highways England has asked for a three-months delay before determining the Cheltenham-NorthWest outline application; the same caution should be applied to this (largely outline) application.

### **3 Traffic impediment to Grovefield Way**

3.1

Grovefield Way (GFW) is *de facto* Cheltenham's south-west Ring Road, providing the key link from the overloaded A46 (Shurdington Road) to the A40, BUT it is only **single carriageway** in each direction.

Already GFW queues and blocks other traffic movements, both approaching and through the 'two roundabouts', where GFW reaches the A40.

Retail traffic flowing directly off the minor roundabout (e.g. to/from B&Q), and traffic off Hatherley Lane (e.g. Asda) is viable, but NOT off GFW, which has too vital a function to be allowed to be clogged (needlessly, i.e. avoidably) by the very frequent traffic movements, turning in/out, and the queuing from an especially high-footfall supermarket.

3.2

Nursery traffic (both staff and parents) on/off GFW occurs at peak hours, when GFW needs to maintain maximum around-town flow, not become an end-point destination.

### **4 Retail and catering and nursery uses not authorised by the Appeal.**

4.1

Further retail should not be sited here (in an isolated piece of threatened Green Belt) but needs to be integrated with the JCS Strategic housing sites (and should not undermine those sites' local retail provision).

4.2

This location is not in (or adjacent to) a defined 'Shopping District' in the Cheltenham Local Plan (either Saved or Emerging).

4.3

If there is no immediate demand for B1 Office use on the Grovefield Way/North Road West corner, just wait for the JCS-driven growth to sweep in. There is no haste to lose this very suitable B1 site to other uses (e.g. shopping).

This site is so well located for the principal bus and transport routes, that it needs no 'ancillary' uses to 'make it attractive'. When B1 growth does return to the county, it will return here first.

Moreover, the imminent GCC on-street-parking restrictions in extensive West Cheltenham (anti-commuter) are likely to drive considerable office employment out of Central Cheltenham.

4.4

A single-storey nursery is poor use of precious Green Belt land, especially when close to a five-storey BMW headquarters (which this relatively sunken site, alongside the embanked A40, is thereby deemed to be able to accommodate).

4.5

The 'waste' of most of this greenfield for surface car-parking should also be queried as best use of scarce land, which is also well located for the principal Gloucester-Cheltenham 94 high-frequency bus service.

**5 Retail impact inadequately analysed.**

5.1

The applicant's agent claims that "the application site is demonstrably the most appropriate location for the proposed development." Yet there are better-located sites for a modest scale supermarket, e.g. Coronation Square which awaits regeneration.

5.2

It is further claimed that "the proposal will not remotely adversely affect any other policy protected centre in Cheltenham." Yet Hardisty-Jones 'Economic Impact Assessment' is generalities rather than even containing one mention of the defined '**Shopping Centres**' nearby in Cheltenham Borough, notably: **Coronation Square, Up Hatherley**, (or even the *de facto* Asda shopping destination, albeit undesignated).

BUILT  
30 JAN 2017  
ENVIRONMENT

Page 481

1 Shakespeare Cottages  
North Road West  
The Reddings  
Cheltenham

Glos  
GL51 6RE  
25 January 2017

Glos

Ms E Pickernell  
Planning Officer  
Cheltenham Borough Council  
Municipal Offices  
The Promenade  
Cheltenham  
Glos  
GL50 9SA

Dear Ms Pickernell

Planning Reference 16/02208/FUL Grovefield Way

We wish to take this opportunity to register our serious concerns about the proposed further development of the BMW site on Grovefield Way.

We originally chose our house in North Road West in 2000 after visiting 50 other properties in the Cheltenham area. At the time we were impressed by its semi-rural location, with its attractive views of green fields and its quiet and peaceful atmosphere.

Since then we have seen considerable development including Asda, B&Q, KFC, Travel Lodge, Harvester and most recently BMW.

Despite official reassurances that any increased traffic would not be a concern we have seen a considerable increase in congestion, noise, litter and pollution. Our main reasons for wanting to come here have been eroded and our quality of life has rapidly deteriorated.

Not only has our previously glorious verdant view been destroyed by the monstrous eyesore that is BMW, but we are now concerned about the proposed building of a Costa Coffee, an Aldi, a children's nursery and new office blocks.

We fear that this greenbelt land will be transformed into an ugly retail park ,where glass and flat roofed structures will be built under the guise of contemporary architecture. This will clash hideously in what is still a predominantly residential area.

We also wish to raise the following concerns:

### Employment

We understand that any environmental considerations of building on green belt land can be waived under "very special circumstances". The planning committee consider increased employment to meet this criteria.

However we fail to understand why more office space is needed when there is empty office space not only in Cheltenham, but more poignantly, at the Pure Offices behind Asda.

Why is a green belt site to be developed when insufficient demand for offices has meant the brown field site behind Asda remains dormant?

We do not see why there needs to be another supermarket and a coffee shop in the area.

The community is already very well served by Asda and Morrisons and the existing coffee outlets. If the aim is to attract more people to the area then this will create more strain on the creaking road system. While the aim of promoting cycling and public transport is laudable, we feel reality will prevail and people will use their cars.

Furthermore Aldi's marketing policy concentrates on offering discounted goods. Yet Asda prides itself on being 10% cheaper, while Home Bargains already offers discounted goods, Aldi's trading policy would only provide an unnecessary duplication of the range of goods offered.

### Pollution, Noise and Congestion

Living on the corner of North Road West and Grovefield Way we have become acutely aware of the increased traffic volumes since 2000.

One of us has developed an asthma condition and we have become very concerned about the possible health risks of inhaling fumes from a busy arterial route.

Traffic becomes very congested in the morning and evening rush hours.

We are finding it increasingly risky even turning into our own driveway, as impatient drivers appear to let out their frustrations after negotiating the hazards of the KFC and Arle Court roundabouts. We have sadly witnessed three accidents in the area.

The proposed opening hours of Aldi and Costa will only exacerbate this situation by attracting more traffic volume to the area. The office blocks will add to the rush hour traffic.

We have also noticed an increase in noise.

What was once a barely noticeable background hum has now become an incessant drone, particularly after the hedgerows were ripped out and replaced by the black iron railings on the site.

We are concerned about the noise of Aldi's 24 hour refrigeration units and condensing units. Although some acoustic baffling will be carried out, the noise cannot be completely cancelled.

We have noticed an increase in litter.

We feel that the existing takeaway food rubbish thrown out of car windows will be made worse by the drive though Costa. Already our beautiful Gloucestershire woods and lanes are strewn with discarded empty soft drink cans and coffee cups.

We can only wonder what visitors following the brown tourist signs proclaiming Regency Cheltenham make of such litter .

#### Parking

This is one of our greatest concerns.

Already cars are parking bumper to bumper in Hatherley Lane and cars are parked on the pavements and verges of the Pure Offices.

We are very concerned that North Road West will become an overflow car park for BMW as they have not provided sufficient parking for all their employees.

We fear that easy access to our own property will be compromised as frustrated drivers will park inconsiderately .If North Road West becomes an unofficial car park it will also impact on our privacy.

More worrying is that we feel this will impede the Staverton based ambulances who use the narrow North Road West as a valuable shortcut to Cheltenham during emergency calls.

Taking all these factors into consideration I hope that you will reject this proposal.

Indeed the rejection would be consistent with your Local Plan Policy CP3 which "seeks to promote a sustainable environment. It sets out that development will only be permitted where it would not harm the setting of Cheltenham, not harm the landscape, conserve or enhance the built environment, promote biodiversity and avoid pollution and flooding."

Yours sincerely

[REDACTED]

[REDACTED]

lot 2

Page 484

Recd 12 SEP 2017

ENVIRONMENT

1 Shakespeare Cottages  
North Road West  
The Reddings  
Cheltenham  
GL51 6RF

11.9.17

Dear Ms Pickernell

Aldi Costa Croftfield Way

We have read the revised proposals for the Croftfield Way development and wish to make the strongest possible objection to any further planning permission being granted.

We wish to raise our serious concerns:

Hedge: we cannot see what the native hedge will be retained. The plans seem to indicate that while any existing trees will be retained, the hedge will be replaced by a series of "lollipop" trees. This may be attractive from a planning perspective, it will infringe on our privacy, our view and our concern for the existing native wildlife. The appearance of our lane will change from a semi-rural byway to a modern sterile trading estate.

Traffic: we have already witnessed a dramatic increase in traffic, which has meant it is now virtually impossible to turn left out of North Road West into Croftfield Way due to the volume of congested traffic.

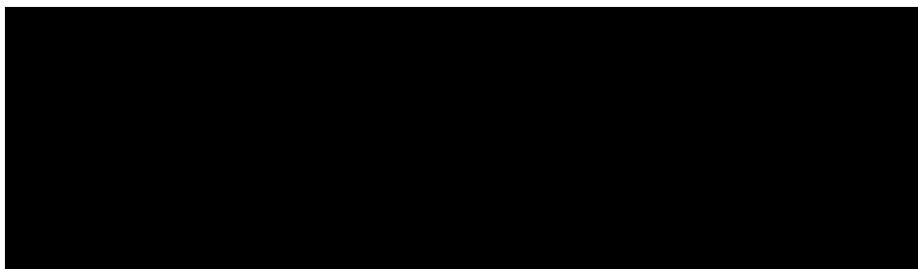
2nd

Furthermore the increase in Page 485 number of parked cars, both on the pavement and the road, has made egress from my own property a most dangerous proposition. Indeed already I have had several near misses.

We feel that the full development of the site will dramatically increase the amount of congestion and traffic, with an associated rise of vehicular pollution. This will include increases of nitrous oxide and carbon monoxide, contrary to government guidelines to reduce such health damaging emissions. Any increased pollution will exacerbate our serious existing lung conditions.

As we see ~~no~~ no commercial reason to justify further building on green belt land we hope that planning permission is declined.

Yours sincerely





Lynwood  
The Reddings  
Cheltenham  
GL51 6RL  
12th May 2017

Dear Ms Pickernell

**Planning reference 16/02208/FUL**

Following the meeting of the Reddings Residents Association, I should like to make some further comments in objection to this proposal:

**Increased Traffic**

The traffic studies appear to be very out of date, and give no indication of the compete bottle neck which develops at peak times at the B&Q roundabout. This increased significantly after the large development of new houses was built opposite Cold Pool Lane. Before any development is allowed, some independent up to date studies should be performed – which should not be done at off-peak times and during school holidays when traffic is lighter.

**Inadequate parking**

The parking specified seems very inadequate and that this could cause nuisance parking in neighbouring streets, as happens now with GCHQ. I also think this could impact on the viability of the Park & Ride, as it would be likely that staff working at the site who have nowhere to park will simply park there (no windscreen ticket is required). This would mean that the Park & Ride will be full with cars whose drivers are not using the buses, and those people who do wish to use the Park & Ride later in the day will have nowhere to park. This could mean that the Park & Ride buses will become very under-used, and this is a service which I feel the council should strongly support. Even if machines were installed to give windscreen tickets, the cost might be such that people consider it economic for a day's parking – which is not what the Park & Ride is for.

**Flooding**

During the Residents meeting mention was made of flooding from the BMW site. When I walked round to vote at the Community Centre, I could see water was seeping through the tarmac on North Road West. This is very worrying, and should be fully investigated before any development is allowed.

**Effect on green belt / conservation**

I was appalled to see how widely different the current BMW building is from what that originally envisaged by the Inspector when the site was approved for B1 development. The buildings are described as being 'glimpsed' through natural planting, but in fact the BMW building is visible from our house in the Reddings, which is several fields away. Surely it is not too late for this to be improved by more planting, which will improve visual, noise and light disturbance. This will also help to maintain conservation and the wildlife on the site.

I am sure you have had a great many comments to read, so thank you for reading these, and I hope you will take them into consideration.

Yours sincerely

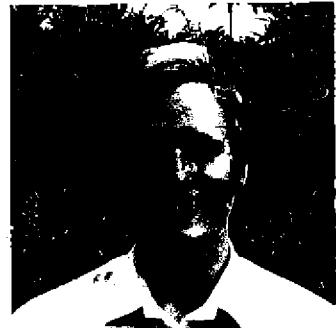
A large black rectangular redaction box covering the signature area.

PLEASE RETURN TO:

Mike Saunders, Cheltenham Conservatives  
Unit 1143 Regent Court, Glos Business Park, GL3 4AD

# I OBJECT TO PLANNING APPLICATION

## 16/02208



WE NEED 750 SIGNATURES TO TRIGGER A FULL  
COUNCIL DEBATE IN CHELTENHAM BOROUGH  
COUNCIL

This petition is for anyone who lives, works or studies in the district, including under 18's.

Name	Signature	Address	Phone Number	Email	I would like to receive updates:
		Foxendale Woods THE REDDINGS	—	[REDACTED]	✓
		THE REDDINGS Old Reddings Rd	—	—	✗
		THE TAN THE REDDINGS	—	—	✗
		Crossways Old Reddings Rd. "GREENFIELDS" OLD REDDINGS	—	[REDACTED]	✓
		GREENFIELDS OLD REDDINGS	—	—	✗
		WENTHOROWE OLD REDDINGS Rd	—	[REDACTED]	✓
		WENTHOROWE OLD REDDINGS Rd	—	[REDACTED]	✓
		FIRLANDS OLD REDDINGS ROAD	—	—	✗
		FIRLANDS CLARENDON ROAD	—	—	✗
		"	—	—	✗
		Cowpox Old Barns	—	[REDACTED]	✓
		" "	—	—	✓
		Wolverton Old Reddings Rd	—	[REDACTED]	
		WOLVERTON Old Reddings Rd	—	—	✗
		Tetbury Old Reddings Rd	—	—	✓
		" " "	—	—	✓
		Kintbury, Old Reddings Rd	—	—	✗
		Zad Reddings Rd	—	[REDACTED]	✗



### How we use your information

The data you provide will be retained by the Conservative Party and Cheltenham Conservatives ("the data holders") in accordance with the provisions of the Data Protection Act 1998 and related legislation. By providing your data to us, you are consenting to the data holders making contact with you in the future by telephone, text or other means, even though you may be registered with the Telephone Preference Service. Your data will not be sold or given to anyone not connected to the Conservative Party. If you do not want the information you give to us to be used in this way, or for us to contact you, please indicate by ticking the "want box above".\*

Conservatives

Printed & promoted by Jacob Double, on behalf of Cheltenham Conservatives, both of Unit 1143 Regent Court, Gloucester Business Park, GL3 4AD.

PLEASE RETURN TO:

Mike Saunders, Cheltenham Conservatives  
 Unit 1143 Regent Court, Glos Business Park, GL3 4AD

Name	Signature	Address	Phone Number	Email	I would like to receive updates:
		4 Old Redding CLOSE A 6 Old REDDING CLOSE "	"		"
		1 OLD REDDING, GL			Yes
		1 OLD REDDINGS CLOSE			YES
		5 OLD REDDINGS CLOSE			X
		5 Old Redding Close			X
		5 Old Redding Close			X
		5 Old Redding Close			X
		11 Old Redding Close			YES
		17 OLD REDDINGS CLOSE			Yes
		" "	" "		
		" "	" "		X
		8 OLD REDDING CLOSE			Yes
		" "	" "		Yes
		6 Old Redding Close	"		YES
		" "	" "		
		6 OLD REDDINGS CLOSE			No
		" "	" "		No
		4 Orchard Close	-	-	Yes
		9 Orchard Close			Yes
		9 Orchard Close			Yes
		11, Orchard (S)			Yes
		10, (W) (14 & 2) (C) S			
		11 orchard close			Yes
		19 Springfield Close			✓

**How we use your information**

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PLEASE RETURN TO:

Mike Saunders, Cheltenham Conservatives

Unit 1143 Regent Court, Glos Business Park, GL3 4AD

# I OBJECT TO PLANNING APPLICATION

## 16/02208



WE NEED 750 SIGNATURES TO TRIGGER A FULL  
COUNCIL DEBATE IN CHELTENHAM BOROUGH  
COUNCIL

This petition is for anyone who lives, works or studies in the district, including under 18's.

Name	Signature	Address	Phone Number	Email	I would like to receive updates:
		Westridge, Deerhurst Rd, GL50 4PP, Glos, GL50			Yes
		16 Leazeys Court, GL51 8LA	/	/	/
		Bushcart Treasury	/		No
		19 Alstone Avenue	/	/	Yes
		ST JAMES HOUSE, THE REDDINGS GL5 1GL			
		ST JAMES HOUSE THE REDDINGS GL5 1GL			
		12 CHAPEL LANE WOODMANSCOTE	/	/	/
		8 Barnard Close	/	/	
		KELD COTTAGE, OLD REDDINGS ROAD, THE REDDINGS GL51 6SA	0		
		39, GL51 6GY			
		50 Gloucester Road CHELTENHAM GL51 6CJ			
		Hillview End, Pool Lane GL51 6HJ			Yes
		65 Meadow Close, Wimborne Brook GL50 4SP	/	/	/
		12 Tolsey Gardens TURFLEY GL4 0NR			No.
		10 Pyerton Dene Up Hartpury ORCHARD FARM GL51 4TZ			No.
		ORCHARD FARM GL51 4TZ			No
		9 Barrington Acre Chepstow			Yes
		Birdlip, Glos GL4 8JH			Yes

19

**How we use your information**

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**Conservatives**

Printed & promoted by Jacob Double, on behalf of Cheltenham Conservatives, bath of Unit  
1143 Regent Court, Gloucester Business Park, GL3 4AD.

PLEASE RETURN TO:

Mike Saunders, Cheltenham Conservatives

Unit 1143 Regent Court, Glos Business Park, GL3 4AD

Name	Signature	Address	Phone Number	Email	I would like to receive updates:
		12a Favers Place			no
		9 Lower Close			NO
		18 Field End 33 Carmarthen Road The Quarry Park			no thank you
		46 Medoc Close Cheltenham 14 Millhouse Drive			no thank you no thank you
		19 Grebe Gardens			NO thank you no thank you
		11 Cranham Close			NO
		11 Cranham Close			NO
		08 Nettleton Road			NO Thank
		40 Kingscote Rd East 17 Cleveland Street			No thanks
		GL51 3LL			no,
		GL51 0BZ			no thanks.
		GL51 8DT			-
		GL51 3JE			No thanks.
		GL19 4BZ			No.
		GL51 6DN			Yes
		GL4 8DR			Yes
		GL51 0BZ			NO.
		GL53 9LX			yes.
		GL51 8DZ			NO
		GL51 6UF			Yes
		GL51 6NP			No.
		GL51 3DH			NO

(20)

4

**How we use your information**

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 Conservatives

Printed & promoted by Jacob Double, on behalf of Cheltenham Conservatives, bath of Unit 1143 Regent Court, Gloucester Business Park, GL3 4AD.

PLEASE RETURN TO:

Mike Saunders, Cheltenham Conservatives

Unit 1143 Regent Court, Glos Business Park, GL3 4AD

## I OBJECT TO PLANNING APPLICATION

WE NEED 75%  
COUNCIL D

FULL  
UGH



This petition is for the protection of our local environment and our children in our local district, including under 18's.

Name	Signature	Email	I would like to receive updates:
	11 Springfield Close 23 Springfield Close 29 Springfield Close 12 Springfield Close		
	410 Springfield Close		
	4 Springfield Close		
	2 Springfield Close		
	2 Springfield Close		✓
	20 Springfield Close		
	24 Springfield Close		
	41 Springfield Close		
	39 Springfield Close		✓
	37 Springfield Close		✗



## How we use your information

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**PLEASE RETURN TO:**

**Mike Saunders, Cheltenham Conservatives**  
**Unit 1143 Regent Court, Glos Business Park, GL3 4A**

## **How we use your information**

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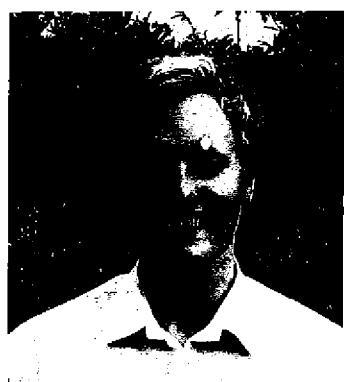
*Printed & promoted by Jacob Double, on behalf of Cheltenham Conservatives, both of Unit 1143 Reagent Court, Gloucester Business Park, GL3 4AD.*

PLEASE RETURN TO:

Mike Saunders, Cheltenham Conservatives  
 Unit 1143 Regent Court, Glos Business Park, GL3 4AD

# I OBJECT TO PLANNING APPLICATION

## 16/02208



WE NEED 750 SIGNATURES TO TRIGGER A FULL  
 COUNCIL DEBATE IN CHELTENHAM BOROUGH  
 COUNCIL

This petition is for anyone who lives, works or studies in the district, including under 18's.

Name	Signature	Address	Phone Number	Email	I would like to receive updates:
		1 NORTH WEST	[REDACTED]		
	11		11		
	2 ''		[REDACTED]		✓
	3 NORTH ROAD WEST				✓
	4 Shakespeare				✓
	5				
	5		[REDACTED]		✓
	5				
	6 Chalford Ave		[REDACTED]		✓
	7 CHALFORD AV		[REDACTED]		✓
	9 CHALFORD AV CHLT		[REDACTED]		✓
	11 Chalford Avenue		[REDACTED]		✓
	15 CHALFORD AVENUE		[REDACTED]		
	17 Chalford Ave		[REDACTED]		✓
	19 Chalford Avenue		[REDACTED]		✓
	~	~	~	~	
	~	~	~	~	

### How we use your information

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**PLEASE RETURN TO:**

**Mike Saunders, Cheltenham Conservatives  
Unit 1143 Regent Court, Glos Business Park, GL3 4AD**

**I OBJECT TO PLANNING APPLICATION  
16/02208**



# WE NEED 750 SIGNATURES TO TRIGGER A FULL COUNCIL DEBATE IN CHELTENHAM BOROUGH COUNCIL

**This petition is for anyone who lives, works or studies in the district, including under 18's.**

## **How we use your Information**

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PLEASE RETURN TO:

Mike Saunders, Cheltenham Conservatives  
 Unit 1143 Regent Court, Glos Business Park, GL3 4AD

# I OBJECT TO PLANNING APPLICATION

## 16/02208

WE NEED 750 SIGNATURES TO TRIGGER A FULL  
 COUNCIL DEBATE IN CHELTENHAM BOROUGH  
 COUNCIL



This petition is for anyone who lives, works or studies in the district, including under 18's.

Name	Signature	Address	Phone Number	Email	I would like to receive updates:
	10 STREAM PLACE COTTAGES				<input checked="" type="checkbox"/>
	9				<input checked="" type="checkbox"/>
	4 STAKES COTTAGE COTTAGES				<input checked="" type="checkbox"/>
	1 39 Lakeside Cottages				<input checked="" type="checkbox"/>
	8 Shrubbery Cottages				<input checked="" type="checkbox"/>
	1 NORTH BANK CLOSE				<input checked="" type="checkbox"/>
	2 North Roads				<input checked="" type="checkbox"/>
	14 NORTH RD				<input checked="" type="checkbox"/>
	2, FRAMPTON MEWS				<input checked="" type="checkbox"/>
	" "				<input checked="" type="checkbox"/>
	4 FRAMPTON MEWS				<input checked="" type="checkbox"/>
	6 Frampton Mews				<input checked="" type="checkbox"/>
	8 FRAMPTON MEWS				<input checked="" type="checkbox"/>
	8 FRAMPTON MEWS				<input checked="" type="checkbox"/>
	12 FRAMPTON MEWS				<input checked="" type="checkbox"/>
	" "				<input checked="" type="checkbox"/>
	9, FRAMPTON MEWS				<input checked="" type="checkbox"/>
	" "				<input checked="" type="checkbox"/>

### How we use your information

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NAME

SIGNATURE

Address

Number

Email

Website

## PLEASE RETURN TO:

Mike Saunders, Cheltenham Conservatives

Unit 1143 Regent Court, Glos Business Park, GL3 4AD

25 Cheltenham Avenue 1 BLADON MEWS GL5 1EUS			
1 Bladon Mews			
8 Bladon Mews			
8 Bladon Mews 10 BLADON MEWS			
3 TIBBERON GROVE			
8 TIBBERON GROVE			
8 TIBBERON GROVE			
4 Tibberon Grove.			
1 BARRINGTON AV			
3 Barrington Ave.			
3 Barrington Ave.			
7 Barrington			
2 BARRINGTON AV			✓
2 GREENINGTOWNE			✓
2 Barrington Ave			
2 Barrington Ave			
4 BARRY KIDS AV			
4 Barrington Av			
4 Barrington Ave			
4 Barrington Av			
8 Barrington			
8 Barrington			
12 Barrington			
12 Barrington Avenue	"	"	

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## PLEASE RETURN TO:

Mike Saunders, Cheltenham Conservatives

Unit 1143 Regent Court, Glos Business Park, GL3 4AD

Name	Signature	Address	Phone No	Email	Would like to receive updates
		7 FRANCIS NEWS			
		"			
		3 FRANCIS			
		"			
		2 TIBBINGTON CLOUDS			
		"			
		Maison des comm North Rd East			
		3 BARRINGTON AVE			
		PTG GL20 2S			
		5 Barrington Ave			
		The Poldery			
		11, BARRINGTON Ave			
		17, Barrington Avenue,			
		2 Bunting News			
		3 BARRINGTON NEWS			
		3 BARRINGTON NEWS			
		4 BARRINGTON NEWS			
		5 BARRINGTON AVE			
		" " "			
		1, Kemble Grove			
		7, KEMBLE GROVE			
		7 Kemble Grove			
		11 Kemble Grove			
		"			
		Little Combe.			
		10 KEMBLE GROVE			
		" "			
		" "			
		6 KEMBLE GROVE			

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**PLEASE RETURN TO:**

**Mike Saunders, Cheltenham Conservatives**

Unit 1143 Regent Court, Glos Business Park, GL3 4AD

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PLEASE RETURN TO:

Mike Saunders, Cheltenham Conservatives

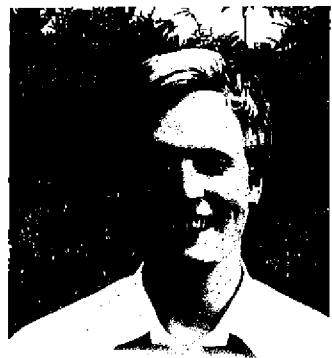
Unit 1143 Regent Court, Glos Business Park, GL3 4AD

13

# I OBJECT TO PLANNING APPLICATION

## 16/02208

**WE NEED 750 SIGNATURES TO TRIGGER A FULL  
COUNCIL DEBATE IN CHELTENHAM BOROUGH  
COUNCIL**



This petition is for anyone who lives, works or studies in the district, including under 18's.

Name	Signature	Address	Phone Number	Email	I would like to receive updates
		74 ROBERT BURNS BENHALL			
		70 ROBERT BURNS BENHALL			
		64 ROBERT BURNS Ave, BENHALL			
		87, NETTLETON Rd			
		87, NETTLETON Rd			
		58, Robert Burns Ave SU1 2QA, BENHALL, CHELTENHAM			
		" "			
		50 Robert Burns Ave Cheltenham			
		48 Robert Burns			
		44, ROBERT BURNS AVE			
		44, Robert Burns Ave			
		38 Robert Burns Ave			
		38 Robert Burns Ave			
		30 Robert Burns Ave.			
		30 Robert Burns Ave.			
		22 ROBERT BURNS AVE			
		22 Robert Burns Ave.			
		22 Robert Burns AVE			

### How we use your information

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**Conservative**

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PLEASE RETURN TO:

Mike Saunders, Cheltenham Conservatives

Unit 1143 Regent Court, Glos Business Park, GL3 4AD

# I OBJECT TO PLANNING APPLICATION

## 16/02208

WE NEED 750 SIGNATURES TO TRIGGER A FULL  
COUNCIL DEBATE IN CHELTENHAM BOROUGH  
COUNCIL



This petition is for anyone who lives, works or studies in the district, including under 18's.

Name	Signature	Address	Phone Number	Email	I would like to receive updates:
	AC	10 W.A. THE REDDINGS GL5 1 GRG			
		3. BEADINGTON RD THE REDDINGS CHLTN MNT THE NEWTOWN 7 Bndg頓			
		3 UNWIN ROAD			
		3 UNWIN ROAD			
		7 UNWIN RD			
		27 UNWIN RD			
		29 UNWIN RD			
		1 UNWIN RD			
		31 UNWIN RD			
		15 UNWIN RD			
		35 UNWIN RD			
		5 Unwin Close			
		"			
		1 UNWIN CLOSE			
		55 Unwin Rd.			
		51 Unwin RD			
		59 UNWIN RD			

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PLEASE RETURN TO:

Mike Saunders, Cheltenham Conservatives

Unit 1143 Regent Court, Glos Business Park, GL3 4AD

Name	Signature	Address	Phone Number	Email	I would like to receive updates:
		67 Unwin Rd			
		71 Unwin Rd	-		
		73 Unwin Rd			
		" "			
		" "			
		85 Unwin Rd			
		85 Unwin Rd			
		91 Unwin Rd			
		91 Unwin Rd			
		" " "			
		93 " "			
		95 Unwin Rd			
		95 Unwin Rd			
		Iona The Reddings			
		69 Robert Burns Ave			
		" " "			
		71 " "			
		73 Robert Burns			
		73 Robert Burns			
		77 LTA			
		"	"		
		"	"		
		76 Robert Burns			
		— —			
		75 A. Unwin			
		74 ROBERT AVE			

**How we use your information**

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PLEASE RETURN TO:

Mike Saunders, Cheltenham Conservatives  
 Unit 1143 Regent Court, Glos Business Park, GL3 4AD

16

Name	Signature	Address	Phone Number	Email	I would like to receive updates:
		16 ROBERT BURNS			
		AUE BENNELL	[REDACTED]		YES
		14 ROBERT BURNS			Yes
		4 ROBERT BURNS	[REDACTED]		-
		2 ROBERT BURNS	[REDACTED]		Yes
		2 ROBERT BURNS	[REDACTED]		Yes
		5 ROBERT BURNS AV			Yes
		94 COLESBOURNE RD	[REDACTED]		Yes
		96 COLESBOURNE RD			NO
		95 COLESBOURNE RD	-	-	NO
		91 "	[REDACTED]	-	NO
		"	"	-	-
		66 COLESBOURNE RD	[REDACTED]		
		62 COLESBOURNE RD	-	-	-
		58 COLESBOURNE RD			
		48 COLESBOURNE RD			
		42 COLESBOURNE RD	-	-	-
		30 COLESBOURNE RD			
		26 COLESBOURNE RD	[REDACTED]		
		10 COLESBOURNE RD			
		20 COLESBOURNE RD			
		16 COLESBOURNE RD	-	-	NO
		" "	-	-	NO
		2 COLESBOURNE RD	[REDACTED]	-	NO
		1 COLESBOURNE RD			

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**PLEASE RETURN TO:**

**Mike Saunders, Cheltenham Conservatives**

Unit 1143 Regent Court, Glos Business Park, GL3 4AD

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PLEASE RETURN TO:

Mike Saunders, Cheltenham Conservatives

Unit 1143 Regent Court, Glos Business Park, GL3 4AD

# I OBJECT TO PLANNING APPLICATION

## 16/02208

WE NEED 750 SIGNATURES TO TRIGGER A FULL  
COUNCIL DEBATE IN CHELTENHAM BOROUGH  
COUNCIL



This petition is for anyone who lives, works or studies in the district, including under 18's.

Name	Signature	Address	Phone Number	Email	I would like to receive updates:
		6 KEMBLE (RENT)			<input checked="" type="checkbox"/>
		H. KEMBLE (LTD) 21 BARRINGTON AVE			<input checked="" type="checkbox"/>
		21 BARRINGTON AVE			<input checked="" type="checkbox"/>
		21 BARRINGTON AVE			<input type="checkbox"/>
		Cheltenham North Rd			<input type="checkbox"/>
		CHEATONWOOD NORTH RD		7	<input type="checkbox"/>
		Shurdene, North Road East GL51 6EE		8	<input checked="" type="checkbox"/>
		Fussey, North Rd GL51 6EE		9	<input type="checkbox"/>
		APPIN, NORTH LA EAST THE REDDINGS, CHELT.		10	<input type="checkbox"/>
		Ditto		Ditto.	<input type="checkbox"/>
		1 NORTHBANK CLOSE THE REDDINGS			<input checked="" type="checkbox"/>
		- " -			<input checked="" type="checkbox"/>
		" - " -			<input checked="" type="checkbox"/>
		b - " -			<input checked="" type="checkbox"/>
		12 - " -			<input checked="" type="checkbox"/>
		Dundee/North Roads			<input checked="" type="checkbox"/>
		Tainia, North Rd East			<input type="checkbox"/>
		4, IVY TERR, GL51 6EE			<input type="checkbox"/>
		but sign + n Lower)			<input type="checkbox"/>

#### How we use your information

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PLEASE RETURN TO:

Mike Saunders, Cheltenham Conservatives  
 Unit 1143 Regent Court, Glos Business Park, GL3 4AD

8 BARRINGTON AV.

o Barrington Av

o Barrington Av

2 BARRINGTON AVE

2 BARRINGTON AVE

2 BARRINGTON AVE

2 BARRINGTON AVE

6 BARRINGTON AVE

" "

" "

" "

28 Barrington Av

30 Barrington Av

"

31 Barrington Av

GL3 6TJ

36 BARRINGTON

Ave. GL3 6TY

3 Barrington Avenue

GL3 6TY

" "

27 Barrington Rd

23 Barrington Rd

23 Barrington

MarchWinds, Northgate

HORNWYN H/RD

LINSLEY COTTAGE, RD EAST

NORTH RD EAST

'MIXES', NORTH RD,

EAST

1, CYPRUS COTT

ARTHUR RD EAST,

COPPALEY

NORTH ROAD EAST

CHELT

**How we use your information**

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PLEASE RETURN TO:

Mike Saunders, Cheltenham Conservatives  
 Unit 1143 Regent Court, Glos Business Park, GL3 4AD

# I OBJECT TO PLANNING APPLICATION

## 16/02208



WE NEED 750 SIGNATURES TO TRIGGER A FULL  
 COUNCIL DEBATE IN CHELTENHAM BOROUGH  
 COUNCIL

This petition is for anyone who lives, works or studies in the district, including under 18's.

Name	Signature	Address	Phone Number	Email	I would like to receive updates:
		41 Redgrave Park			
		41 Redgrave Park			
		41 Redgrave Park			
		— n —	— n —		
		38 Redgrave Park			
		38 Redgrave Park	— " —	" "	
		37 Redgrave Park			
		36 Redgrave Park			
		44 Redgrave Park			
		— " —	— " —		
		33 Redgrave Park			
		31 Redgrave Park			
		31 Redgrave Park			
		— o —	— o —		
		30 Redgrave Park			
		— " —			
		28 Redgrave Park			
		28 Redgrave Park			
		27 Redgrave Park			

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PLEASE RETURN TO:

Mike Saunders, Cheltenham Conservatives

Unit 1143 Regent Court, Glos Business Park, GL3 4AD

Name	Signature	Address	Phone Number	Email	I would like to receive updates:
		3 Fairhaven Park Chelchies Sheiling Sheiling Apartment STANDY no 9E			
		" "			
		Chunya . .			
		BROOK HOUSE BADGWORTH			
		THE BULLS HOUSE BADGWORTH			
		The old vicarage, Badgworth			
		APARTMENT			
		BADGWORTH END LOT			
		COTTAGE ON GREEN			
		149 Hempstead Lane	-		
		149 Hempstead Lane	-		
		8 Redgrave Park	-		
		8 Redgrave Park	-		
		39 Redgrave Park	-		
		" "			
		37 Redgrave Park.			
		29 "			
		87 Redgrave Park			
		98 Redgrave Park	-		
		99 Redgrave Park	-		

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PLEASE RETURN TO:

Mike Saunders, Cheltenham Conservatives

Unit 1143 Regent Court, Glos Business Park, GL3 4AD

Name	Signature	Address	Phone Number	Email	I would like to receive updates:
		29, GRACE GDNS	[REDACTED]		
		29 GRACE GDNS	"		
		30 Grace Gardens	[REDACTED]		
		30 Grace Gardens	[REDACTED]		
		31 Grace Colles	[REDACTED]		
		31 Grace Colles	[REDACTED]		
		32 Grace Gardens	[REDACTED]		✓
		32 Grace Gardens	"		✓
		33 GRACE GDNS	[REDACTED]		
		— n —	— v —		
		19a BARRINGTON AVENUE	[REDACTED]		
		19a Barrington Ave	[REDACTED]		
		The Reddeags	[REDACTED]		
		34 Grace Garden	[REDACTED]		
		35 Grace Gardens	[REDACTED]		
		36. Grace Gardens	[REDACTED]		
		36 Grace Gardens	[REDACTED]		
		37 Grace Gardens	[REDACTED]		
		40 "	[REDACTED]		
		40 "	[REDACTED]		
		41, Grace	[REDACTED]		
		"	[REDACTED]		
		42 Grace Gardens	[REDACTED]		
		"	"		
		"	"		
		"	"		
		44, Grace Gardens	[REDACTED]		

**How we use your Information**

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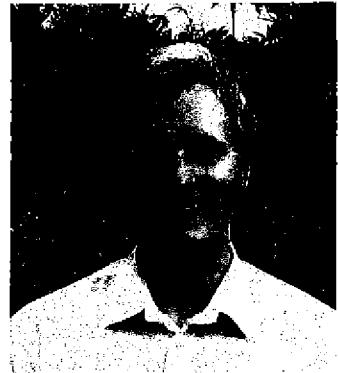
PLEASE RETURN TO:

Mike Saunders, Cheltenham Conservatives  
 Unit 1143 Regent Court, Glos Business Park, GL3 4AD

# I OBJECT TO PLANNING APPLICATION

## 16/02208

WE NEED 750 SIGNATURES TO TRIGGER A FULL  
 COUNCIL DEBATE IN CHELTENHAM BOROUGH  
 COUNCIL



This petition is for anyone who lives, works or studies in the district, including under 18's.

Name	Signature	Address	Phone Number	Email	I would like to receive updates:
	Cochet Hill RT				
	Poach Hse Branch				
	Lincham The Reservoir				
	" "	" "			
	Stanisby CSE		-		
	Stanisby Hause				
	4 THE GRANGE TAWNS LODGE THE REDDINGS				
	3 THE REDDINGS CHELTENHAM				
	3 THE REDDINGS che16				
	3 The MAPLES, THE REDDINGS				
	CRADLEY OR THE REDDINGS				
	CHURCHICK THE REDDINGS		"		
	CHAPWICH THE REDDINGS		"		
	HILLVIEW				
	THE REDDINGS				
	Hill View The Rockings		"		
	Hampton cottage Branch Road				
	Branch Cottages Branch Rd				
	" "	" "			

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**Conservatives**

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PLEASE RETURN TO:

Mike Saunders, Cheltenham Conservatives

Unit 1143 Regent Court, Glos Business Park, GL3 4AD

# I OBJECT TO PLANNING APPLICATION

## 16/02208

WE NEED 750 SIGNATURES TO TRIGGER A FULL  
COUNCIL DEBATE IN CHELTENHAM BOROUGH  
COUNCIL



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Name	Signature	Address	Phone Number	Email	I would like to receive updates:
		Chel 11 Old Beddoes	[REDACTED]		
		Mistletoe Balmforth Chelv. St Market. Bristol			
		Gloucester			
		Glos 67 LECHAMPTON 30 Heathville Rd.	[REDACTED]		
		74 Church Rd, Leckhampton			
		4 Bramble Close 28 Fairfield Ave			

#### How we use your information

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Mike Saunders, Cheltenham Conservatives

Unit 1143 Regent Court, Glos Business Park, GL3 4AD

## I OBJECT TO PLANNING APPLICATION

16/02208



WE NEED 750 SIGNATURES TO TRIGGER A FULL  
COUNCIL DEBATE IN CHELTENHAM BOROUGH  
COUNCIL

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Name	Signature	Address	Phone Number	Email	I would like to receive updates:
		Benthall	—	—	—
		Shurdington	—	—	—
		Springbank	—	—	—
		North road west	—	—	—
		Springbank	—	—	—
		3 Brookhills	—	—	—
		2 Brock Close	—	—	—
		18 Brock Close	—	—	—
		18 Brock Close	—	—	—
		16 Brock Close	—	—	—
		The Hedgerows	—	—	—
		The Readings	—	—	—
		BRANCH COTTAGE	—	—	—
		BRANCH ROAD	—	—	—
		17 THE FORGE	—	—	—
		KIRCH (R.D.)	—	—	—
		3 THE FORGE	—	—	—
		12 THE FORGE	—	—	—
		2 St Georges Close	—	—	—
		11 AMPTON AVE	—	—	—
		PENNYWELL HOUSE	—	—	—
		THE REDDINGS	—	—	—
		PENNYWELL HOUSE, THE REDDINGS, CHELTENHAM	—	—	—

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**PLEASE RETURN TO:**

**Mike Saunders, Cheltenham Conservatives**  
**Unit 1143 Regent Court, Glos Business Park, GL3 4AD**

**I OBJECT TO PLANNING APPLICATION  
16/02208**



# WE NEED 750 SIGNATURES TO TRIGGER A FULL COUNCIL DEBATE IN CHELTENHAM BOROUGH COUNCIL

This petition is for anyone who lives, works or studies in the district, including under 18's.

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**PLEASE RETURN TO:**

**Mike Saunders, Cheltenham Conservatives**  
**Unit 1143 Regent Court, Glos Business Park, GL3 4AD**

**I OBJECT TO PLANNING APPLICATION  
16/02208**



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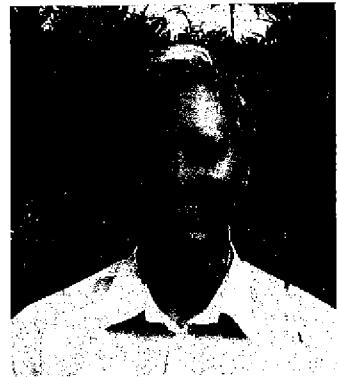
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PLEASE RETURN TO:

Mike Saunders, Cheltenham Conservatives  
 Unit 1143 Regent Court, Glos Business Park, GL3 4AD

# I OBJECT TO PLANNING APPLICATION

## 16/02208



WE NEED 750 SIGNATURES TO TRIGGER A FULL  
 COUNCIL DEBATE IN CHELTENHAM BOROUGH  
 COUNCIL

This petition is for anyone who lives, works or studies in the district, including under 18's.

Name	Signature	Address	Phone Number	Email	I would like to receive updates:
	<i>P</i>	198 Hartshill REDDINGS PARK			
		3 Ahlers Shaw 1021 1 Barrington Avenue The Reddings 36 April Way Ave. Cheltenham			
		10 Barrington Avenue 3 Tykes Close			
		6 Tykes Close	—	—	
		6 .. "	—	—	
		4 Tykes Close			
		" "	" "	" "	
		12 "			
		14. "	—		
		14 "	—		
		15 "	—		
		15 " "	—		
		2 "			
		2 Tykes Close	"		

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OBJECTION TO THE PROPOSED ALDI DEVELOPMENT  
Page 516 30

**PLEASE RETURN TO:**

**Mike Saunders, Cheltenham Conservatives**

Unit 1143 Regent Court, Glos Business Park, GL3 4AD

**I OBJECT TO PLANNING APPLICATION  
16/02208**



# **WE NEED 750 SIGNATURES TO TRIGGER A FULL COUNCIL DEBATE IN CHELTENHAM BOROUGH COUNCIL**

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PLEASE RETURN TO:

Mike Saunders, Cheltenham Conservatives  
Unit 1143 Regent Court, Glos Business Park, GL3 4AD

# I OBJECT TO PLANNING APPLICATION

## 16/02208



WE NEED 750 SIGNATURES TO TRIGGER A FULL  
COUNCIL DEBATE IN CHELTENHAM BOROUGH  
COUNCIL

This petition is for anyone who lives, works or studies in the district, including under 18's.

Name	Signature	Address	Phone Number	Email	I would like to receive updates:
	27 Redgrave Park				
	26 Redgrave Park				
	26 Redgrave Park				②
	25 Redgrave Park				
	25 Redgrave Park				
	55 Redgrave Park				
	47	11			
	56	11			
	60 Redgrave Park			-	
	61	11			
	62 Redgrave Park				
	63 Redgrave				
	64 Redgrave				
	64 Redgrave				
	60 Redgrave Park				
	65 Redgrave Park				
	67 Redgrave Park				

### How we use your information

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PLEASE RETURN TO:

Mike Saunders, Cheltenham Conservatives

Unit 1143 Regent Court, Glos Business Park, GL3 4AD

Name	Signature	Address	Phone Number	Email	I would like to receive updates:
		INDAL, RIVERMEAD CLOSE BANBURY Rd	[REDACTED]		YES Yes
		Z FAIRHAVEN PARK	[REDACTED]	N/A	YES
		Dinkeman	[REDACTED]	—	—
	"	"	"	—	—
	The Elms	[REDACTED]		—	Yes
	The Elms	" "	" "	—	Yes
		FIR BANK	[REDACTED]		YES
		" "	" "		YES
		Hingley	[REDACTED]	—	Yes
	"	"	"	—	Yes
		Charlbury	" "	—	Yes
	"	"	"	—	"
		Rudgley House	" "	" "	No
		Loebury KILCRONA DAGENWORTH	[REDACTED]		YES YES
		Green Farm Badgeworth	[REDACTED]		No. Yes
	"	"	"		
		Stonehouse Badgeworth Lane	Ax Directory	—	Yes
	"	"	Bx Directory	—	Yes
		TREE TOPS	—	—	—
	"	"	"	"	"
		CARL STYL'S BADGEWORTH			Yes
		3 Richland cott.	—	—	—
		4 Richland Cottages			
		CHURCH View	[REDACTED]	—	—

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PLEASE RETURN TO:

Mike Saunders, Cheltenham Conservatives

Unit 1143 Regent Court, Glos Business Park, GL3 4AD

Name	Signature	Address	Phone Number	Email	I would like to receive updates:
		80 Long Mynd AV, GL51 3QS 80 Long Mynd Av GL51 3QS		-	✓
		2 Fairhaven Plc		-	X
		81 Redgate Park 9LS1 6QZ 81 REDGATE PK 9LS1 6QZ 81 Redgate Park Cleve GL51 6QZ			✓
		lc			
		" "			
		99 Redgrave			
		63 Woods Rd			
		" " X			
		8 Safford Sq			
		12 Cheltenham			
		Bluebell Farm			
		Bluebell Farm			
		DWJW			
		Holfreenny Farm			
		" "			
		6, FAIRHAVEN PL.			
		" "			

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PLEASE RETURN TO:

Mike Saunders, Cheltenham Conservatives

Unit 1143 Regent Court, Glos Business Park, GL3 4AD

# I OBJECT TO PLANNING APPLICATION

**16/02208**



**WE NEED 750 SIGNATURES TO TRIGGER A FULL  
COUNCIL DEBATE IN CHELTENHAM BOROUGH  
COUNCIL**

This petition is for anyone who lives, works or studies in the district, including under 18's.

Name	Signature	Address	Phone Number	Email	I would like to receive updates:
		46 Aubemarie Rd Churchdown Glos	—	—	
		BALANCE THE REEDINGS CLOS. 10 BARRINGTON AVENUE GL5 1BT [REDACTED]			✓
		24 Beaufort Ave	—	—	
		8 Appleton Ave	—	—	
		2 APPLETION AVENUE			✓
		2 APPLETION AVE	—	[REDACTED]	
		8 Appleton Ave	—	—	
		6 Appleton Ave	—	—	
		6 Appleton Aven	[REDACTED]	—	
		15 APPLETION AVE	—	—	
		15 Appleton Ave.	—	—	
		22 Appleton AVE	—	—	✓
		22 Dumbleton Ave	[REDACTED]	—	
		—	11		
		—	11		
		3	11	—	✓
		5	—	[REDACTED]	
		5	11		✓

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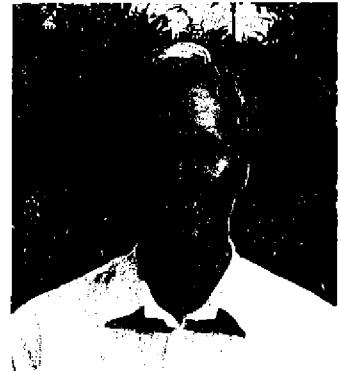
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# I OBJECT TO PLANNING APPLICATION

16/02208



# WE NEED 750 SIGNATURES TO TRIGGER A FULL COUNCIL DEBATE IN CHELTENHAM BOROUGH COUNCIL

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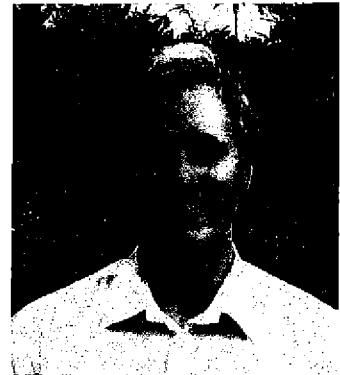
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# I OBJECT TO PLANNING APPLICATION

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COUNCIL DEBATE IN CHELTENHAM BOROUGH  
COUNCIL



This petition is for anyone who lives, works or studies in the district, including under 18's.

Name	Signature	Address	Phone Number	Email	I would like to receive updates:
	6 The Grange				✓
	5 "				✓
	" "			—	✓
	" "			—	✓
	7 The Grange			—	✓
	7 The Grange white House Branch Rd THE CHESTNUTS BRANCH RD GL5 6GP			—	✗
	"	"	"		✗
	" "	" "	"	—	✗
	" "	" "	"	—	✗
	" "	" "	"	—	✗
	8 BROWNE CLOSE THERFORDING LITTLE IS LEW GL51 6RP				✓
	AVONLEIGH GL51 6RP			—	✗
	"	"	"		
	THE WILLOWS BRANCH RD		—	—	✗
	"	"	"	—	✗

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 COUNCIL



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Name	Signature	Address	Phone Number	Email	I would like to receive updates:
	15 LEYSON RD				✓
	" "	" "	" "	" "	✓
	17 LEYSON RD				✓
	25 LEYSON RD				✓
	29 Leyson				✓
	31 Leyson				✓
	37 Leyson				✓
	39. Leyson				✓
	" "				
	41, Leyson Rd				
	52 LEYSON RD				
	44 " "				
	42 "				
	356 LEYSON RD				
	7 Leyson Rd				
	5 LEYSON RD				✓
	4 Leyson RD				✓
	4 Leyson RD				✓
	2				✓

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PLEASE RETURN TO:

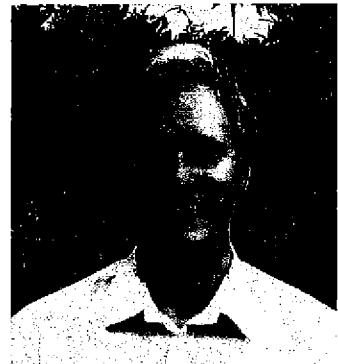
Mike Saunders, Cheltenham Conservatives

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COUNCIL**



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Name	Signature	Address	Phone Number	Email	I would like to receive updates:
EMMA	EJSB	4 BROOK CLOTH	07753212571	emma.bond@blueyonder.co.uk	
P Gale	P Gale	2 The Maples	01452 855339	pam@themaples.com	✓
G. Crossley	G. Crossley	2120 Hopkins	01452 865339	GCR02120-HOPKINS.COM	
May	M. May	2 Grange Orchard			
Dawson	DSK	8 Grange Orchard	01452 856858	dawson856858@btconnect.com	
J. Marchant	J. Marchant	8 Grange Orchard	01452 712032		✓
T. Sawyer	T. Sawyer	...	...		✓
A. Parker	A. Parker	19 Grange Orchard			
G. Duggan	G. Duggan	12 Grange Orchard	077486423671	GERAARD.P.DUGGAN@GMAIL.COM	✓
S. Duggan	S. Duggan	12 Grange Orchard		Jessica.duggan@gmail.com	✓
L. McIntosh	L. McIntosh	10 Grange Orchard			
A. Rawlings	A. Rawlings	SALAH THE RAMINGS	07766 612861	awmcular150372@yahoo.co.uk	
P. Day	P. Day	KOXLEA TERRACES	01452 857305		
J. Page	J. Page				
A. Page	A. Page	Godfrey House, THE RESIDENCE			✓
A. Page	A. Page	" "	" "	andrew_a.page@sky.com	✓
J. Page	J. Page	" "	" "		✓
M. Page	M. Page	" "	" "	" "	✓
S. Hopkins	S. Hopkins	" "	" "	" "	✓

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**Conservatives**

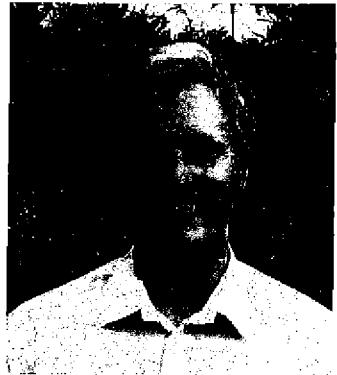
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# I OBJECT TO PLANNING APPLICATION

## 16/02208



**WE NEED 750 SIGNATURES TO TRIGGER A FULL  
COUNCIL DEBATE IN CHELTENHAM BOROUGH  
COUNCIL**

This petition is for anyone who lives, works or studies in the district, including under 18's.

Name	Signature	Address	Phone Number	Email	I would like to receive updates:
		THE REDDINGS CHILTONHILL			
		Chester House The Reddings			
		Chester House The Reddings			
		Chester House The Reddings			
		Chester House The Reddings			
		RAILCAR THE REDDINGS			
		PSOLIMOS THE REDDINGS			✓
	" "	" "	" "	" "	
	" "	" "	" "	" "	
		THE BRIGGS THE REDDINGS			✓
		THE BRIGGS THE REDDINGS		" "	
		PEPPERMINT THE REDDINGS			✓
		THE FIS THE REDDINGS			
		APPLEGARTH THE REDDINGS			
		Davy Dell The Reddings			
		1 THE GRANGE			
		1.2 THE GRANGE			✓
		3 — —			
		4 THE GRANGE			✓
		6 THE GRANGE			

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## 16/02208



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COUNCIL DEBATE IN CHELTENHAM BOROUGH  
COUNCIL

This petition is for anyone who lives, works or studies in the district, including under 18's.

Name	Signature	Address	Phone Number	Email	I would like to receive updates:
	3 Reigate Rd	[REDACTED]			<input checked="" type="checkbox"/>
	4 Redgrave Park	[REDACTED]	" "	" "	<input checked="" type="checkbox"/>
	5 Redgrave Rd	[REDACTED]	" "	" "	
	6 Redgrave Rd	[REDACTED]	" "	" "	
	9 Redgrave Park	[REDACTED]			
	11 Redgrave Park	[REDACTED]			
	15 SOUTH COURT CLOSE	[REDACTED]			
	11 Redgrave Rd	[REDACTED]			
	10 Redgrave Rd	[REDACTED]			
	12A REDGROVE RD	[REDACTED]			<input checked="" type="checkbox"/>
		[REDACTED]			<input checked="" type="checkbox"/>
	43 Redgrave Park	[REDACTED]			<input checked="" type="checkbox"/>
	" "	" "			<input checked="" type="checkbox"/>

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# I OBJECT TO PLANNING APPLICATION

## 16/02208

WE NEED 750 SIGNATURES TO TRIGGER A FULL  
 COUNCIL DEBATE IN CHELTENHAM BOROUGH  
 COUNCIL



This petition is for anyone who lives, works or studies in the district, including under 18's.

Name	Signature	Address	Phone Number	Email	I would like to receive updates:
		Kingsmead Rd			
		Upper Park St			
		Pilgrive close			
		69 Redgrave Park			
		69 Redgrave Park	" -n -n -n -n -n		
		70 REDGRAVE PARK			
		"			
		88 Redgrave Park			
		" " "			
		72 " "			
		72 " "			
		74 Redgrave			
		81 REDGRAVE PK.			
		81 REDGRAVE PK	"		
		81 REDGRAVE PK	"		
		"			
		75 "			
		34 "			
		84 "			

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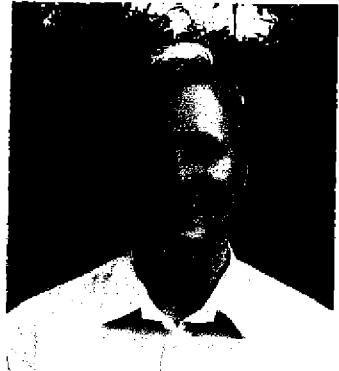


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**Unit 1143 Regent Court, Glos Business Park, GL3 4A**

**I OBJECT TO PLANNING APPLICATION  
16/02208**



# **WE NEED 750 SIGNATURES TO TRIGGER A FULL COUNCIL DEBATE IN CHELTENHAM BOROUGH COUNCIL**

**This petition is for anyone who lives, works or studies in the district, including under 18's.**

#### **How will OSHA prevent future injuries?**

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# I OBJECT TO PLANNING APPLICATION

## 16/02208

**WE NEED 750 SIGNATURES TO TRIGGER A FULL  
COUNCIL DEBATE IN CHELTENHAM BOROUGH  
COUNCIL**



This petition is for anyone who lives, works or studies in the district, including under 18's.

Name	Signature	Address	Phone Number	Email	I would like to receive updates:
		meadow view The Reddings			<input checked="" type="checkbox"/>
		Brereton The Reddings			<input checked="" type="checkbox"/>
		CROSS THE REDDINGS			<input checked="" type="checkbox"/>
		FOLLY HOUSE THE REDDINGS			<input checked="" type="checkbox"/>
		FOLLY HOUSE THE REDDINGS			<input checked="" type="checkbox"/>
		THE REDDINGS			<input checked="" type="checkbox"/>
		THE HEDGEROWS THE REDDINGS			<input checked="" type="checkbox"/>
		THE HEDGEROWS THE REDDINGS			<input checked="" type="checkbox"/>
		S Reddings Cheltenham Pl Campden The Reddings Chelt.			<input checked="" type="checkbox"/>
		P SERIMAS, THE REDDINGS			
		WALNUT HOUSE The Reddings			
		WALNUT House The Reddings			
		Townslodge The Reddings			<input checked="" type="checkbox"/>
		Lynwood THE REDDINGS			<input checked="" type="checkbox"/>
		Flourgate HSE THE REDDINGS			<input checked="" type="checkbox"/>

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Name	Signature	Address	Phone Number	Email	I would like to receive updates:
		21 Appleton			
		23 APPLETON			
		23 APPLETON	"		
		25 APPLETON			
		25 Appleton Ave			
		20 Appleton Ave.			
		20 Appleton Ave	-11-		
		7 Appleton Ave			
		"	"	"	
		2 Barrington Mews			
		3 Kemble Grove			
		7 Kemble Grove			
		5 Kemble Grove			
		9. Kemble Grove.			
		2 Kemble Grove			
		25 Barrington Av	-	-	-
		31 Barrington Av			
		31 Barrington Ave			
		37 Barrington Av			
		30 Barrington			
		18 Barrington Av.			
		"	"	"	
		16 Barrington Av	01285 7		
		9 Barrington			
		9 Barrington Av			

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Unit 1143 Regent Court, Glos Business Park, GL3 4AD

Name	Signature	Address	Phone Number	Email	I would like to receive updates:
		11 Grace G.			
		11			
		3			
		6 Grace Adr			
		6 grace gdr			
		11			
		11			
		12 Grace Gardens			
		11	"		
		13 Grace Gardens			
		4	4	"	
		"	"	"	
		14 GRACE GDRS			
		15 Grace Gdns			
		17 GRACE Gdns			
		11	"	"	"
		18 Grace Gdns			
		4	"	"	"
		19 GRACE GARDNS			
		11	11	11	11
		20 Grace Gdns			
		4	"		
		20 Grace Gardens			
		23 Grace Gdns			
		22 Grace gdr			

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Name	Signature	Address	Phone Number	Email	I would like to receive updates:
		46 Grace Gardens			Yes
		46 Grace			Yes
		46 Grace			No
		47 Grace			Yes
		47 Grace			Yes
		47 Grace			Yes
		47 Grace			Yes
		47 Grace			Yes
		48 Grace gardens	u u u u		Yes
		49 Grace Gow			YES
		" "			Yes
		50 "			
		50 "			yes
		4 Wade Court			
		6 Wade Court			No
		5 Wade Court			
		12 Wade Court			No
		14 Wade Court			No
		18B Wade Court			Yes
		19A Wade Court			NO
		11 Wade Court			Yes
		3 " "	—		Yes
		2 Fairhaven DR	—	—	No
			—	—	No

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## I OBJECT TO PLANNING APPLICATION 16/02208

**WE NEED 750 SIGNATURES TO TRIGGER A FULL COUNCIL DEBATE IN CHELTENHAM BOROUGH**

### COUNCIL

This petition is for anyone who lives, works or studies in the district, including under 18's.

Name	Signature	Address	Phone Number	Email	I would like to receive updates:
[REDACTED]	[REDACTED]	WIMBLEDON THE REDDINGS C/o " — "	[REDACTED]	[REDACTED]	<input checked="" type="checkbox"/>
"	"	"	"	[REDACTED]	<input checked="" type="checkbox"/>
"	"	"	"	[REDACTED]	<input checked="" type="checkbox"/>
"	"	"	"	[REDACTED]	<input checked="" type="checkbox"/>
C/o " — "	"	[REDACTED]	[REDACTED]	[REDACTED]	<input checked="" type="checkbox"/>
Foxstone House The Reddings	"	[REDACTED]	"	[REDACTED]	<input checked="" type="checkbox"/>
"	"	[REDACTED]	"	[REDACTED]	<input checked="" type="checkbox"/>
<b>FLAT 8 READING HSE 2 REQS</b>					
<b>1</b>					



001A.ES/P17-1167

22<sup>nd</sup> May 2017

Mrs Emma Pickernell  
 Planning  
 Cheltenham Borough Council  
 Municipal Offices  
 Promenade  
 Cheltenham  
 Gloucestershire  
 GL50 9SA

Dear Mrs Pickernell,

**Re: Planning Application 16/02208/FUL, Hybrid Mixed Use Application – Land at North Road West and Grovefield Way, Cheltenham, Gloucestershire**

We write on behalf of ASDA Stores Ltd in respect of the above planning application.

The hybrid application seeks full planning permission for 5,034 sq m of office space, 502 sq m day nursery, 1,742 sq m supermarket food retail, 204 sq m coffee shop retail unit and drive thru with associated parking, landscaping and infrastructure works and outline permission for 8,034 sq m of commercial office space and associated infrastructure.

Our objection relates solely to the supermarket food retail element of this proposal, taking into account national and local planning policy considerations and the planning history of the site.

### **Planning Policy Considerations**

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning decisions should be taken in accordance with the relevant adopted Development Plan unless material considerations dictate otherwise. The development plan comprises the saved policies of the Cheltenham Borough Local Plan Second Review 2006.

Page | 1

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Pavilion Court, Green Lane, Garforth, Leeds, LS25 2AF

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 Registered Office: Pegasus House, Querns Business Centre, Whiteworth Road, Cirencester, Gloucestershire, GL7 1RT

### Chesterfield Borough Local Plan Second Review 2006

Relevant policies of the adopted development plan are as follows:

**Policy CO 6** presumes against the construction of new buildings within the Green Belt with exceptions listed in the policy including agriculture, outdoor sport, limited extension, replacement or infilling. Development not forming one of these exceptions will only be approved in very special circumstances.

### National Planning Policy Framework

It is suggested in the application documents and policy response that the presumption in favour of sustainable development applies. **Paragraph 14 of the NPPF** confirms that for decision taking the presumption in favour of sustainable development means (unless material considerations indicate otherwise)

- Approving development proposals that accord with the development plan without delay; and
- Where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless
  - Specific policies in this Framework indicate development should be restricted (**includes land designated as Green Belt**)

Section 9 of the NPPF relates to Protecting Green Belt Land. Paragraph 85 states that when defining boundaries, local planning authorities should:

- Ensure consistency with the Local Plan strategy for meeting identified requirements for sustainable development; and
- Satisfy themselves that Green Belt boundaries will not need to be altered at the end of the development plan period.

### **Green Belt**

At present, the site is located within the Green Belt. Paragraph 87 of the NPPF confirms that "*inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.*" Paragraph 88 states that "*very special circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations.*"

A Green Belt Review undertaken on behalf of the Council in 2011 identified the site within segment SE10 which provides a significant contribution to the Green Belt, critical to the separation of Cheltenham and Gloucester. The recommendation on this segment within the review states that "These segments do not merit further consideration for release from the Green Belt at this stage, unless other elements of the evidence base strongly suggest otherwise."

Whilst the emerging Joint Core Strategy proposes to remove the site from the Green Belt, this is on the basis of the employment benefits and the planning permission granting B1 use on the site, which demonstrated very special circumstances. Paragraph 120 of the interim Inspectors report on the JCS stated that "The Council's proposed that another area be removed, which is currently not shown on the Policies Map. This is the BMW showroom at Grovefield Way, off the A40, west of Cheltenham, which has planning permission and is currently being built out. There is no purpose in retaining this land in the GB and its removal is justified."

The original appeal decision supporting B1 development on the site stated that "I conclude that the serious shortfall in local employment land provision, up to 2011 at least, is a very special circumstance that justifies the use of this site for B1 development."

The conclusion on removal of the site from the Green Belt was made on the basis of the overriding need for employment land and that part of the site was already under construction following very special circumstances having been demonstrated. It would therefore be assumed that the land would be developed as it had been consented, or future applications would be considered in line with the site allocation for B-uses in the preferred options the Cheltenham Plan.

The response from Policy Officers on the loss of Green Belt also confirms the dearth in B-class employment land compared to anticipated future needs.

The final paragraph of this section states that "Whilst the submitted proposals are not exclusively for B-class employment uses, it is accepted that overall, the proposal offers an opportunity for economic growth, which is a national objective and is an important material consideration set out in the NPPF."

Whilst the proposal provides an opportunity for economic growth which is a national objective and a material consideration set out in the NPPF, it cannot be considered that this represents 'very special circumstances' which are required to support this application. The section below also questions whether the proposals support the plan-based approach and the suitability of the proposals in meeting the identified employment needs.

Of the limited benefits listed in the Planning and Retail Statement, this includes "Regeneration of a committed commercial development site". The development forms inappropriate development of undeveloped land in the Green Belt and cannot be described as 'regeneration'. It also goes on to say the development will 'enhance the environmental quality of the area'. This is clearly not the case, given the greenfield nature of the site. Whilst the foodstore element will provide some employment, this extends to 26 FTE jobs which represents only 6% of jobs on the full detailed phase of development, but the foodstore constitutes 23% of the overall floorspace. The application also contends that there is no requirement to demonstrate a need for the proposal, and the very special circumstances are therefore questioned.

An assessment of the application requires substantial weight to be given to any harm to the Green Belt. The assessment must demonstrate that the potential harm to the Green Belt by reason of inappropriateness and any other harm, is clearly outweighed by other considerations. The development of part of the site for A1 retail use reduces the extent of the site available for B class development uses, and undermines the basis for removing the site from the Green Belt boundary. The harm by reason of inappropriateness and openness is not considered to be outweighed by the proposals.

### **Proposed Employment Allocation**

At present, the proposals constitute inappropriate development in the Green Belt as set out above. The Joint Core Strategy proposes to remove the site from the Green Belt, following a previous approval for B1 development to meet an employment need.

Proposed Policy EM3 New Employment Allocations of the emerging Cheltenham Plan relates to the proposed allocation of the site and states that:

*The following sites which are delineated on the Local Plan Proposals Map have been identified as locations for new employment development:*

- a. *Land south of Jessop Avenue, Town Centre (E1)*
- b. *Land south of Hatherley Lane, The Reddings (E2)*
- c. *Land north-west of Govefield Way, The Reddings (E3)*

*Proposals for traditional B class employment uses or Sui Generis uses that exhibit the characteristics of traditional B class employment will be supported at these locations, subject to being in accord with other relevant policies within this Plan.*

*Proposed Policy EM1 seeks to safeguard key existing employment land and buildings for employment purposes. It states that "New employment allocations made under Policy EM3 will also be safeguarded by Policy EM1 on completion of development".*

The accompanying policy note states that Employment use means B class employment uses together with those Sui Generis uses that exhibit characteristics of traditional B1, B2, B8 uses such as car sales, a builder's yard, or a vehicle or tool hire business.

The principle of retail use is not supported by the proposed policies which are specific regarding the uses which will be supported and safeguarded on the site. Approval of the development would undermine the fundamental principles of preferred options policies EM3 and EM1.

Page 7 of the Policy Officer response states that the NPPF seeks to promote economic growth and does not distinguish between development that falls within B class uses or otherwise. Paragraph 22 of the NPPF states that "planning policies should avoid the long term protection of sites allocated for employment use **where there is no reasonable prospect of a site being used for that purpose**. Land allocations should be regularly reviewed. **Where there is no reasonable prospect of a site being used for the allocated employment use**, applications for alternative uses of land or buildings should be treated on their merits having regard to market signals and the relative need for different land uses to support sustainable local communities." (our emphasis)

The proposed employment use allocation of the site is clearly not intended to support retail development and this is reflected in Policy EM3 of the emerging Cheltenham Plan. No evidence has been presented to demonstrate that there is no reasonable prospect of the site being used for the allocated employment use. Were this to be the case, the Green Belt status could be maintained.

Whilst there is a retail element to the car dealership, it is nevertheless a sui generis use which has B-class characteristics which would be expected on a business park and supported by emerging Policy EM3. This in no way justifies the principle of a retail foodstore in this location. It is accepted that the small drive-thru coffee shop element would be ancillary to key employment uses and would provide a direct benefit to attract larger employment uses on the site. However, the foodstore would

occupy a large proportion of the site and set a precedent against employment development, undermining the principles of the emerging Joint Core Strategy.

## Phasing

Whilst the application and policy response indicates that the development will be constructed in a two phase approach, Paragraph 3.1 of the Economic Impact Assessment provided with the application sets out the anticipated phasing of the development as follows:

Phase 1 - Within 6 months of receipt of planning A1, A3 and D1 uses of full application to be constructed

Phase 2 - Within 15 months of receipt of planning B1 office use of full application to be constructed

Phase 3  
No timetable for B1 offices covered by the outline consent and will depend on market interest.

As set out in the sections above, the development for a supermarket is clearly in conflict with Green Belt policy and with the intended employment use of the site which formed the very special circumstances to justify removing the site from the Green Belt.

The Planning Policy Officer has concluded that "*the level of retail equates to a very small amount (approximately 12%) of the overall floorspace to be provided, and this small amount is job generating.*"

Should the Local Planning Authority find the development acceptable on the basis that it constitutes 'a very small amount' of the overall floorspace, any permission must be conditioned to ensure that all of the employment B1 uses are delivered before any foodstore commences trading. Failure to achieve this would mean that the foodstore actually represents 71% of the overall floorspace if only Phase 1 is delivered and if only Phase 1 and Phase 2 are developed, it would represent 23% of the overall floorspace. In either case, the foodstore would not equate to a 'very small amount' and there is no evidence to suggest it will help to deliver any B class employment uses which the site is currently planned to serve. It will merely set a

precedent for further retail development and change the character of the employment allocation.

### Sequential and Impact Tests

Paragraph 7.16 of the retail assessment refers to a major regeneration opportunity to the northern part of the Central Shopping Area. The site was previously granted planning permission for a mixed use development including a Morrisons foodstore, although Morrisons have since withdrawn their interest in the site due to a re-appraisal of their development programme.

Paragraph: 009 Reference ID: 2b-009-20140306 of the NPPG states that "*In planning, the sequential approach requires a thorough assessment of the suitability, viability and availability of locations for main town centre uses. It requires clearly explained reasoning if more central opportunities to locate main town centre uses are rejected.*"

Paragraph 7.16 highlights that the site is available and could accommodate the proposed foodstore. The report speculates that the sites were purchased for substantial amounts of money, which could have a major impact on the availability of the site or a viable scheme. The report suggests that a foodstore could be accommodated on the site but concludes that the site can be discounted as an available and viable development opportunity, with development of the site needing to be reviewed and a new planning brief prepared. The conclusions are based on speculation and no evidence has been provided to suggest the applicant has approached the landowners or thoroughly assessed the availability and viability to be able to formally discount this site.

Furthermore, paragraph 8.7 of the impact test states "*the lack of any progress in implementing the relevant North Place consent will be for the reasons indicated and not because of any prejudicial effect of a consented and substantially smaller discount foodstore at Grovefield Way.*" Whilst Morrisons have withdrawn their interest in the site due to a re-appraisal of their development programme, this does not demonstrate in itself that the site is unavailable or unviable for an alternative foodstore proposal. As the reasons indicated for discounting the site have not been fully explored, it cannot be assumed that the proposed development will not unacceptably impact an alternative town centre proposal.

## Summary

In summary, we object to the application on the grounds that the foodstore proposals represent inappropriate development in the Green Belt and there are no very special circumstances to justify development in this location. Therefore, the proposal is contrary to Policy CO 6 of the adopted local plan.

The previous planning permission for B1 use (or *sui generis* use with similar characteristics) and the emerging Joint Core Strategy are material considerations. However, the site makes a significant contribution to the Green Belt and the previous consent and Green Belt release is deemed acceptable only as a result of the previous consent providing a significant contribution to the employment needs of the Borough.

We consider that the foodstore represents a significant proportion of the site, with no evidence to suggest it will lead to delivery of the remainder of the site. Should the Local Planning Authority be minded to support the application on the basis that the supermarket is a sufficiently small proportion (12%) of the overall floorspace, conditions must be imposed to ensure that the development is phased in a manner which secures delivery of the key employment generating uses. Should this not be achieved, the proposals would undermine the strategy and plan-based approach, as no overriding need for foodstore development against adopted Green Belt and emerging employment allocations has been demonstrated.

In addition to the above, it is not considered that the sequential and impact tests have been satisfied. The sequential test identifies a town centre regeneration site with a previous approval for a foodstore which is unlikely to progress. The sequential approach requires a thorough assessment of the suitability, viability and availability of preferable sites and no evidence has been provided to demonstrate these matters have been thoroughly assessed.

We trust that these comments will be taken into account in determining the application.

Yours sincerely,



**EDWARD SENIOR**  
**Senior Planner**  
 E-mail: [edward.senior@pegasuspg.co.uk](mailto:edward.senior@pegasuspg.co.uk)

Mrs. Emma Pickernell  
 Planning  
 Cheltenham Borough Council  
 Municipal Offices  
 Promenade  
 Cheltenham  
 Gloucestershire  
 GL50 9SA



Sent via planning@cheltenham.gov.uk

4<sup>th</sup> September 2017

Dear Mrs. Pickernell

**16/02208/FUL, Hybrid Mixed Use Application – Land at North Road West and Grovefield Way, Cheltenham, Gloucestershire**

On behalf of ASDA Stores Ltd. (ASDA), TPS Transport Consultants Ltd (TPS) has reviewed the Transport Statement prepared by TPA Transport Planning Associates (TPA) to accompany the above planning application; this is with a view to ensuring that the operation of the local road network and road safety is not unduly and detrimentally affected by the proposed development and that all planning matters are duly considered.

This review has highlighted a number of issues and concerns which form the basis of ASDA's formal objection to the application on highway grounds; these are summarised below.

**Planning History and Development Proposals**

The site has a long planning history and benefits from extant planning permission, **Table 1** below summarises the previous planning applications associated with the site as set out in the Transport Statement.

**Table 1: Planning History**

Year	Application Reference	Quantum
2007	05/00799/OUT	22,000m <sup>2</sup> B1 and 524 parking
2009	09/00369/REM	22,000m <sup>2</sup> B1 and 700 parking
2012	10/00468/TIME	Extension of 2017 and 2012
2014	13/01101/FUL	7,500m <sup>2</sup> BMW Garage
	14/01343/OUT	16,800m <sup>2</sup> B1

(Source: TPA Transport Assessment)

The current hybrid application seeks full planning permission for 6,593m<sup>2</sup> B1 office space, 800m<sup>2</sup> day nursery, 2,037m<sup>2</sup> food retail supermarket and a 304m<sup>2</sup> coffee shop retail unit and drive thru with associated parking, landscaping and infrastructure works and outline permission for 8,736m<sup>2</sup> of commercial office space and associated infrastructure.



### **Baseline Data**

The Transport Statement sets out that ATC data was collected between 6<sup>th</sup> - 12<sup>th</sup> July 2016 on Hatherley Lane between the Arle Court roundabout and the Park and Ride roundabout and further manual classified counts were undertaken on Saturday 9<sup>th</sup> July at the Arle Court roundabout and Grovefield way / Hatherley Lane / Park and Road roundabout.

We would note that Department for Transport's TAG UNIT M.12 'Data Sources and Surveys' identifies neutral months as March, April (excluding Easter), May (excluding bank holiday weeks), June September (excluding return to school weeks), October and November, with a neutral month being one which "avoids main and local holiday periods, local school holidays and half terms, and other abnormal traffic periods."

July is not a neutral month and, as such, observations of highway network operation and traffic data gathered at this time cannot be considered to be representative and should not be used to assess the impact of the development proposals, the assessments should be revisited using base data gathered in a neutral month.

### **Servicing**

The Transport Statement provides swept path analysis; the tracking shows the following movements:

- A refuse vehicle accessing and egressing via the car park to bin store at the rear of the Nursery, Costa Drive Thru and the offices;
- A car using the Costa Drive Thru; and
- An articulated vehicle accessing and egressing via the car park to the ALDI service area.

Within the Transport Statement report, there is no consideration of servicing arrangements or scheduling, there is no commitment to undertake deliveries outside of occupiers opening hours despite the likelihood of deliveries taking place while customers and staff are on site and, as such, there is significant potential for pedestrian / HGV conflicts within the car park. This is particularly pertinent as the ALDI service area is located to the south-east corner of the proposed Day Nursery, as such the articulated vehicles will manoeuvre and reverse along the southern boundary of the nursery building, increasing the risk of conflicts with children, particularly given the location of the entrance to the Happy Days nursery. The Transport Statement should consider the safety implications associated with servicing the site.



## Parking

The Transport Statement sets out that reference has been made to Gloucestershire County Council's 'Parking and Demand Management Strategy' to determine the appropriate level of parking provision for the site.

**Table 2** summarises the development proposals, the resultant parking permitted based on parking standards and a comparison with the actual proposed parking set out in the Transport Statement and the level of parking shown on Drawing MJA-P105-4392-D.

**Table 2: Parking Proposals**

Land Use	Quantum	Standard	Parking Provision	Proposed Parking	MJA-P105-4392-D
Food	2,037m <sup>2</sup> Aldi		113		
Retail	304m <sup>2</sup> Costa	1 space per 18m <sup>2</sup>	17	152	155
Nursery	800m <sup>2</sup> (27 employees)	1 space per 2 employees	14		
Office	6593m <sup>2</sup> Detailed 8736m <sup>2</sup> Outline	1 space per 42m <sup>2</sup>	157 208	194 *	222 *
	<b>TOTAL</b>		<b>509 (301**)</b>	<b>346</b>	<b>377</b>

\*\*Car parking for the outline application will be provided with reference to the GCC Draft Parking and Demand Management Strategy and the extant planning consents for B1 office use"

\*\* Like for like comparison to the proposed parking, excludes outline B1.

We note that the Transport Statement also identifies that the previously permitted office development (09/00369/REM) allowed 700 spaces for 22,000m<sup>2</sup> of office development, which would result in a ratio of 1 space per 31m<sup>2</sup> which, if applied to the current detailed application, would allow provision of 213 spaces associated with the offices.

As can be seen from **Table 2**, the Transport Statement set out the intention is to provide 194 parking spaces associated with the detailed application for offices, 37 spaces in excess of the maximum permitted parking as set out in GCC's guidance, whilst the Masterplan shows 222 parking spaces, which would be 65 spaces in excess of the maximum permitted parking. Notwithstanding this discrepancy, there is no evidence provided in the Transport Statement to support this over provision other than the higher ratio permitted in 2012. The overprovision of will encourage an increased number of car borne trips and thus is contrary to current transport planning policies.



The Future of Transport White Paper, published in July 2004, set out a long term strategy for a modern, efficient and sustainable transport system backed up by sustained high levels of investment over 15 years; effective management of the road network is a key part of this. The Traffic Management Act 2004 also imposed an explicit duty on local authorities to manage their network so as to reduce congestion and disruption. As a result, parking policies need to be integral to a local authority's transport strategy.

The second edition of the Guidance on Local Transport Plans, published in December 2004, says that local authorities should have policies aimed at tackling congestion and changing travel behavior. These could include restricting car parking. All local authorities, nonetheless, need to develop a parking strategy covering on-street and off-street parking that is linked to local objectives and circumstances. This strategy needs to take account of planning policies and transport powers and consider the needs of the many and various road users in the area, the appropriate scale and type of provision, the balance between short and long term provision.

Having set out a clear idea of what its parking policy is and what it intends to achieve by it, each authority should appraise the policy and its objectives regularly and, when setting and appraising the policy, should take account of the:

- Existing and projected levels of parking demand;
- Availability and pricing of on- and off-street parking;
- Justification for and accuracy of existing Traffic Regulation Orders; and
- Accuracy and quality of traffic signs and road markings that restrict or permit parking.

The right number of the right spaces in the right places is a golden rule and all parties involved in the design and assessment of new developments should be following current guidance by identifying parking provision that is well-designed and that will satisfy expected demand in the local context.

The Transport Statement makes no reference to current parking policies and how the development is in accordance. The recent change in residential parking provision, from maximum provision to minimum provision and as an origin of trips, puts increased emphasis on destination parking provision to ensure that the move towards the more sustainable movement of people is not compromised.

Notwithstanding the queries regarding the proposed level of parking provision, the Transport Statement does not provide details of intended car park management. With various adjacent retail and employment uses on the site, it is unclear how parking will be managed such that the retail parking is not utilised by office workers throughout the day as additional commuter parking, again



encouraging car travel to the site by employees. Similarly, there is no information provided to demonstrate how retail parking will be controlled such that it does not overspill into office car parks.

### **Development Trips**

The Transport Statement sets out the approved level of two-way trips associated with each previous planning application associated with the site, for ease these are summarised in **Table 3** below.

**Table 3: Approved Trip Generation**

<b>Planning Application</b>	<b>AM</b>	<b>PM</b>
2007 Appeal	320	267
2009 Reserved Matters	719	666
2012 Extension	578	603
2014 BMW Showroom	111	111
2014 Business Park	441	460
<b>Extant Trip Generation</b>	<b>552</b>	<b>571</b>

(Source: TPA Transport Statement)

As can be seen from **Table 3**, based on the most recent applications for the site, the BMW showroom and business park, the extant trip generation associated with the site is 552 two-way trips in the AM peak hour and 571 two-way trips in the PM peak hour.

The Transport Statement references the use of TRICS to derive trip generation associated with the current proposals, however, it doesn't clearly set out the trip rates used. Reference to the TRICS outputs provided at Appendix F of the Transport Statement would suggest the trip rates summarised in **Table 4** below have been used.

**Table 4: Proposed Trip Rates**

Land Use	AM			PM			Saturday		
	Arrival	Departure	Total	Arrival	Departure	Total	Arrival	Departure	Total
Food Retail	0.992	0.714	1.706	3.402	4.292	7.694	5.941	6.246	12.187
Drive Thru	9.328	8.657	17.985	8.239	7.736	15.975	28.509	26.339	54.848
Office	2.031	0.254	2.285	0.171	1.752	1.923	N/A	N/A	N/A
Nursery	1.128	0.993	2.121	0.772	0.960	1.732	N/A	N/A	N/A

(Source: TPA Transport Statement)

It is recognised that the use of the TRICS database is the industry standard approach, however, in this instance, TPS considers that the suggested trip rates will significantly underestimate the traffic generation of the Discount Food Retail store. It is typically the case that small format retail stores have high trip generation rates when compared to larger, more traditional retail stores and the TRICS database has few examples of small format stores.

We would respectfully draw your attention, therefore, to a planning application for a Lidl Food Store in Todmorden, West Yorkshire; the application to Calderdale Council has the following reference - 15/01029/FUL. Lidl and Aldi are both regarded as discount food retailers, operate from similar small store formats and have similar business models.

As can be seen from the Transport Assessment that accompanies the Lidl store planning application, peak hour traffic movements were collected for a number of Lidl stores across the country. For the purposes of that assessment, three Lidl stores of a similar size to that proposed – and of a similar size to the proposed Aldi store - were presented in Table 6.1 (Page 28); this table is replicated here, **Table 2**, for ease of reference.

**Table 5: Average Trip Rates for Larger Format Lidl Stores**

Stores	Weekday PM Peak Hour			Saturday Peak Hour		
	Arrival	Departures	Total	Arrivals	Departures	Total
Transport Statement	3.402	4.292	7.694	5.941	6.246	12.187
Wrexham	7.47	7.68	15.15	10.81	10.73	21.54
Holywell	10.03	10.50	20.53	9.25	10.11	19.36
Wallasey	9.33	9.64	18.97	12.29	11.66	23.95
<b>Average</b>	<b>8.94</b>	<b>9.27</b>	<b>18.21</b>	<b>10.80</b>	<b>10.80</b>	<b>21.6</b>

(Source: Transport Assessment July 2015 -SCP)

As can be seen from **Table 5**, the Holywell trip rates for a weekday peak period are significantly greater than those trips rates derived from TRICS and employed in the Transport Statement for the Cheltenham development; the variation in potential trips is marked with 20.53 two-way trips counted as opposed to the TRICS derived and proposed 7.694. Equally, the Saturday peak period trips rates for the Lidl store at Wallasey store in the order of 23.95 two-way trips as opposed to the TRICS derived and proposed 12.187.

The application of the these potentially more representative trip rates to the proposed development would result in a significant increase in forecast traffic generation as summarised in **Table 6**. As such, TPS considers that the Transport Statement is potentially and significantly underestimating the traffic impact of the development proposals.

**Table 6: Average Trip Rates for Large Format Lidl Stores**

Stores	Weekday PM Peak Hour			Saturday Peak Hour		
	Arrival	Departures	Total	Arrivals	Departures	Total
Transport Statement			157			248
Holywell	204	214	418			
Wallasey			250	238		488
<b>Variance</b>			<b>+216</b>			<b>+240</b>

(Source: Consultant Calculation)

**Table 6** demonstrates that the traffic impact of the development proposals during a weekday PM and Saturday peak periods may have been significantly underestimated. It is considered therefore that the traffic generation forecasting should be revisited so as to comprehensively assess the potential highway impact of the development proposals.



The Transport Statement provides a comparison between previously permitted development on the site and the current proposals. For further comparison, **Table 7** summarises this information and sets out a revised trip generation associated with more onerous discount food retailers.

**Table 7: Trip Generation Comparison**

<b>Stores</b>	<b>Weekday PM</b>	<b>Saturday</b>
2009 Extant*	666	-
2014 Extant**	571	88
Transport Statement	588	306
TPS	771	473

\* 22,000m<sup>2</sup> B1 Office

\*\* 16,800m<sup>2</sup> B1 office and BMW Car Showroom

The Transport Statement asserts that weekday PM peak trip generation associated with the current proposals would result in an increase in vehicles movements of less than one additional vehicle every three minutes during the peak period when comparing to the 2014 permission, or indeed a reduction in trips when comparing it to the 2009 permission.

We would note however, when considering the impact of the development using the more robust trip rates set out in **Table 5**, the proposals could result in an increase of 105 - 200 two-way trips in the PM peak hour. This is a significant increase in trip generation, the impact of which should be considered on the surrounding highway, to demonstrate that the increased demand can be accommodating without undue impact.

The Transport Statement acknowledges that there would be an increase in trips on the network on a Saturday with the current proposals, compared to the previous solely office proposals. To consider the potential impact of this, the 2016 baseline flows for the Saturday were been obtained, as we have already highlighted however, that these were collected in a non-neutral month and, as such, are not suitable for use in assessing the impact of the development.

Nonetheless, the Transport Statement presents the total flows on Grovefield Way in the weekday AM peak hour, weekday PM peak hour and Saturday peak hour inclusive of baseline trips and proposed development trips. It is suggested that “*the proposed development flows in addition to the baseline traffic flows during the Saturday peak period will result in fewer vehicle movements compared to those previously agreed as acceptable for both the AM and PM peak periods*”



We would suggest that, whilst the total flows are lower on a Saturday than the weekday peak periods, this does not take account of changes in direction, demand and movements, all of which would have an impact on highway network operation. It is not sufficient to state that the total flows are lower so “capacity assessments are not necessary”. The Transport Statement should demonstrate that the highway network is able to accommodate the increase in trips on a Saturday without a severe impact on the operation of the highway network.

### **Summary**

In summary, we would draw your attention to the following key concerns:

- The Transport Statement is based on traffic data gathered in a non-neutral month, and as such is not appropriate for use;
- Servicing arrangements would result in potential conflicts between customers, staff and delivery vehicles;
- Proposed parking provision and management and its suitability to cater for demand without over incentivising travel to the site by car;
- The trip generation significantly underestimates the likely trip generation, and thus highway impact of the development proposals; and
- Capacity assessments should be undertaken, with neutral data, to fully understand the impact of the development proposals over and above the extant position.

Given the above, it is considered that the Transport Statement is deficient. As such, the Council cannot reasonably arrive at a well-considered and sound planning decision. The planning application should, therefore, be refused on highways grounds.

Yours faithfully

**Charlotte Ovenden** – Principal Consultant  
TPS Transport Consultants Ltd  
[Charlotte.Ovenden@tpsconsultants.co.uk](mailto:Charlotte.Ovenden@tpsconsultants.co.uk)



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002.EH/P17-1167  
7<sup>th</sup> November 2017

Mrs Emma Pickernell  
Planning  
Cheltenham Borough Council  
Municipal Offices  
Promenade  
Cheltenham  
Gloucestershire  
GL50 9SA

Dear Mrs Pickernell,

**Re: Planning Application 16/02208/FUL, Hybrid Mixed Use Application –  
Land at North Road West and Grovefield Way, Cheltenham, Gloucestershire**

We write on behalf of ASDA Stores Ltd in respect of the above planning application, following the submission of additional information. This representation should be read in conjunction with our previous comments, dated 22<sup>nd</sup> May 2017.

The hybrid application seeks full planning permission for 5,034sqm of office space, 502sqm day nursery, 1,742sqm supermarket food retail, 204sqm coffee shop retail unit and drive thru with associated parking, landscaping and infrastructure works and outline permission for 8,034sqm of commercial office space and associated infrastructure.

Our objection relates to the supermarket food retail element of this proposal, taking into account national and local planning policy considerations and the planning history of the site. We have reviewed the additional information submitted by the applicant and maintain a number of concerns regarding the application.

## Site History

We noted in our previous objection that the emerging Local Plan proposes to remove the site from the Green Belt and allocate it for employment uses. This allocation is based on the previous appeal decision on the site which outlined that the serious deficit of employment land in the area meant that the benefits of development of the site for employment uses constituted “very special circumstances” as necessary to allow development in the Green Belt.

It would therefore be assumed that the land would be developed as it had been consented, or future applications would be considered in line with the site allocation for B-uses in the preferred options the Cheltenham Plan.

Policy EM3 of the emerging Local Plan allocated three new employment sites including “*Land north-west of Grovefield Way, The Reddings (E3)*”. The accompanying policy note states that Employment use means B class employment uses together with those Sui Generis uses that exhibit characteristics of traditional B1, B2, B8 uses such as car sales, a builder’s yard, or a vehicle or tool hire business.

The principle of retail use is not supported by the proposed policies which are specific regarding the uses which will be supported and safeguarded on the site. Approval of the development would undermine the fundamental principles of preferred options policies EM3 and EM1.

Our objections regarding the principle of retail use on the site are maintained based on the status of the land as part of the Green Belt and the emerging Local Plan allocation and are detailed further in our previous letter.

## Securing Employment Uses

As part of the additional information recently submitted by the applicant a draft Unilateral Undertaking has been prepared. This sets out commitments intended to secure the delivery of the office units including the following:

- Not to Occupy any of the Non-Office Buildings until Implementation has taken place.
- Within 12 months of the date of Occupation of the first Non-Office Building to be Occupied to have completed construction of the Office Building 1 and 2 Access Road and the Parking.
- Within 12 months of the date of Occupation of the first Non-Office Building to be Occupied to have completed construction of the structure and exterior, but not to have fitted out, Office Building 1.

We do not consider that these measures provide sufficient security in the deliverance of the office units. Firstly 'implementation' can constitute very minimal works which would not ensure the delivery of the office units. The second and third points would provide the access road, parking and the external structure of one building, however the building would not be fitted out which would still provide flexibility for a change of use, rather than ensuring occupation of the office units.

It is also suggested that a condition could be included to ensure the Reserved Matters for the Outline phase must be submitted within one year however this does not provide any further assurance of the delivery of the outline scheme.

The Council's Planning Policy response, dated January 2017 notes that both the 2011 and 2015 studies on employment land in the Borough have identified a "shortfall in B-class employment land."

Should the Local Planning Authority find the development acceptable on the basis that the retail element constitutes 'a very small amount' of the overall floorspace, any permission must be conditioned to ensure that all of the employment B1 uses are delivered before any foodstore commences trading. Failure to achieve this would mean that the foodstore actually represents 71% of the overall floorspace if only Phase 1 is delivered and if only Phase 1 and Phase 2 are developed, it would represent 23% of the overall floorspace. In either case, the foodstore would not equate to a 'very small amount' and there is no evidence to suggest it will help to deliver any B class employment uses which the site is currently planned to serve.

It will merely set a precedent for further retail development and change the character of the employment allocation.

### **Sequential and Impact Tests**

Our previous letter also raised concerns regarding the sequential and impact tests submitted by the applicant. One of the main points was regarding the site in the North of the Central Shopping Area, the site was previously granted planning permission for a mixed use development including a Morrisons foodstore. It is not considered that the applicant's sequential test gives sufficient reasoning behind discounting this site and the impact assessment does not robustly consider the impact of the Aldi foodstore on the future development of the wider Morrisons site. The additional information submitted by the applicant does not provide any further reassurance on these matters, and our objection on this basis, still stand.

Paragraph 7.16 of the retail assessment refers to a major regeneration opportunity to the northern part of the Central Shopping Area., although Morrisons have since withdrawn their interest in the site due to a re-appraisal of their development programme.

### **Summary**

In summary, we object to the application on the grounds summarised below and do not consider that the additional information submitted, in particular the unilateral undertaking, make sufficient steps to make the application acceptable.

- The foodstore proposals represent inappropriate development in the Green Belt and there are no very special circumstances to justify development in this location. Therefore, the proposal is contrary to Policy CO 6 of the adopted local plan.
- The previous application on the site was deemed acceptable only as a result of the previous consent providing a significant contribution to the employment needs of the Borough so the development of the site should focus on employment uses rather than retail.

- The draft unilateral undertaking does not provide sufficient security to ensure the delivering of the office units.
- It is not considered that the sequential and impact tests have been satisfied.

We trust that these comments will be taken into account in determining the application and would request that we are notified of any further submissions made by the applicant or the Council's intention to take the application to a meeting of the Planning Committee.

Yours sincerely,

**ELEANOR HIGGS**

**Planner**

E-mail: [eleanor.higgs@pegasuspg.co.uk](mailto:eleanor.higgs@pegasuspg.co.uk)

29/6/2017



Dear Sir,

I am writing to you about two planning issues I have learnt about this week.

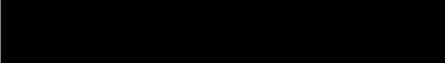
The first is the application to build five houses in an Area of Outstanding Natural Beauty — the site off Tumblecombe Lane and Little Herberts Road in Charlton Kings. AONB's are designated under the law to protect them from such development. To flout the law by ~~exception~~ granting the application would, in my opinion, be pure vandalism.

The other issue is the Borough Council's proposal to review the green belt boundary adjacent to the BMW site in Grovefield Way to make space for yet another supermarket. To do so would set a precedent for further

snipping away at the green belt until there is none left. We already have plenty of supermarkets in Cheltenham so there is no need for another one.

I trust the Borough Council will recognise its responsibility to protect our natural environment and reject both proposals.

Yours sincerely,

A large black rectangular redaction box covering the signature area.A smaller black rectangular redaction box below the first one.

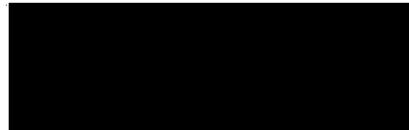


Ref. 16/02208/FUL

I wish to register my objection to the planning application for land at North Road West and Grovefield Way Cheltenham for two reasons.

There are already plenty of supermarkets in the area offering more than enough choice and competition.

I am told that there is empty office space in Cheltenham so there is no need for more.



BUILT

Recd - 4 SEP 2017

ENVIRONMENT

Recd 15 SEP 2017

ENVIRONMENT

Mrs E Pickernell  
Cheltenham Borough Council  
Municipal Offices  
Promenade  
Cheltenham

13<sup>th</sup> September 2017

Dear Mrs Pickernell

I am writing to reaffirm my objection to the planning application at Grovefield Way Cheltenham. I have viewed the revised plans online and can see nothing that makes me change my mind. It appears that any changes are merely 'window dressing' and do nothing to address previous objections.

It appears to me that the developer seeks to wear the council down by repeated applications, hoping that the council will cave in and grant permission.

In addition to my previous objections, I have noticed an increase in the volume of traffic and the congestion both at the Golden Valley roundabout and the earlier one at B&Q / Nuffield hospital.

Would you also wish to comment on the conversation I was party to between a Park&Ride driver and a passenger where the passenger was complaining that parking spaces were now extremely difficult to find at certain times of the day, whereas previously it was only on certain days( during festival dates or rallies in the town) when parking spaces were scarce?

The driver maintained that it was not surprising as the BMW site had taken/ been allocated 70 spaces at the Park&Ride for their staff! Surely this cannot be so when the original plans showed lots of parking spaces. Are these now being used to display their vehicles? To my knowledge this was never the intention when permission was granted originally.

I trust that the council will not allow the developer to wear down its resolve and it will uphold the sincere wishes of the residents.

Yours sincerely

[REDACTED]  
[REDACTED]  
Woodways  
The Reddings  
Cheltenham GL51 6 RL

Ms E Pickernell  
Cheltenham Borough Council  
Municipal Offices  
The Promenade  
Cheltenham GL50 9SA

2 Lypiatt Terrace  
Cheltenham  
GL50 2SX

5<sup>th</sup> Sept 2017



Dear Ms Pickernell

Planning reference 16/02208/FUL

I wish to object to the above hybrid planning application for the following reasons:

1. Development of a greenfield site. It does not seem to me that there is sufficient demonstration of need for more employment which is one of the "very special circumstances" in which green field development is ever permissible. Office space that has been built as part of the ASDA development is still empty - why therefore build yet more? Is another nursery needed when there is at least one other in the immediate vicinity? And how much demand is there for a drive through coffee shop which is probably also going to generate more litter, of which there is already a vast amount all along the A40 leading into Cheltenham.
2. Over supply of retail provision - is there a need for another Aldi store when the existing one on the Tewkesbury Road has been considerably extended? Is yet another supermarket needed when there is already a Morrisons and Asda in the area?
3. The proposed development will generate yet more noise, pollution and congestion in an area which has seen a very considerable increase in all three since the development of B and Q, Asda, KFC and other retail development. My mother moved into Wade Court on Hatherley Lane in 2001 and have seen a huge rise in traffic, particularly since Asda opened. Despite assurances that traffic calming and management measures would be put in place, none have been implemented and the situation will worsen with the proposed development. She has had asthma for a number of years but last year this had developed into Chronic Obstructive Pulmonary Disease and I'm certain that the increased pollution caused by the traffic has exacerbated this. In addition, it seems to me that the roads and infrastructure in the area are simply not up to job of supporting the size and nature of the proposed development. The impact on existing housing and residents in terms of access and quality of life will be detrimental, the risk and impact of flooding will increase and the effect on wildlife and biodiversity will be negative.
4. Parking - there is already a big problem with parking along Hatherley Lane which made manoeuvring out of Wade Court difficult and dangerous. The very limited restrictions that have been introduced in the last year or so were the result of a long campaign by local residents and have really only tinkered at the edges of the problem. This will worsen with the arrival of yet more retail outlets and office space as it seems that there is never enough parking provided for any new development and the overflow simply displaces into the surrounding neighbourhood. In addition, the proposed development will put even more pressure on the Park and Ride car park which is already used regularly by employees of the BMW site (I understand that, incomprehensibly, their employees are not allowed to park on the site), GCHQ and other businesses along the Hatherley Lane. These employees regard the Park and Ride as a free car park and this severely limits its use for bona fide park and riders like my mother. The proposed development is bound to generate more misuse of the car park.
5. The proposed development is clearly in contravention of Local Plan Policy CP3 which seeks to promote sustainable environments. It will harm the setting of Cheltenham and the landscape and will not enhance the built environment or promote biodiversity. I submit that the proposed hybrid planning application is refused.

Yours sincerely

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<b>APPLICATION NO:</b> 16/02208/FUL	<b>OFFICER:</b> Mrs Emma Pickernell
<b>DATE REGISTERED:</b> 13th December 2016	<b>DATE OF EXPIRY :</b> 14th March 2017
<b>WARD:</b> Benhall/The Reddings	<b>PARISH:</b>
<b>APPLICANT:</b>	Hinton Properties (Grovefield Way) Ltd
<b>LOCATION:</b>	Land At North Road West And Grovefield Way, Cheltenham
<b>PROPOSAL:</b>	Hybrid application seeking detailed planning permission for a 5,034 sq.m of commercial office space (Use Class B1), 502 sq.m day nursery (Use Class D1), 1,742 sq.m supermarket food retail unit (Class A1), a 204 sq.m coffee shop retail unit and drive-thru (Use Classes A1 and A3), with associated parking, landscaping and infrastructure works. Outline planning permission sought for the erection of 8,034 sq.m of commercial office space (Use Class B1), together with associated car parking, landscaping and infrastructure works, with all matters reserved (except access).

### ADDITIONAL REPRESENTATIONS

Fayrecroft  
 North Road East  
 The Reddings Cheltenham  
 Gloucestershire  
 GL51 6RE

**Comments:** 8th December 2017

I understand that one of the reasons for having a coffee outlet in the proposed hybrid business park is that it will be an attraction for the workers in the office blocks.

I feel that several questions need to be raised:

- a) I find it very unlikely that a modern office development will be devoid of beverage making facilities, whether in each office or in a communal kitchen.
- b) If the office workers wish to enjoy hot drinks in a different environment there is KFC and Asda within a few minutes walk. A new coffee outlet only duplicates the existing facilities.
- c) Should Cheltenham Borough Council, which prides itself on its exemplary and comprehensive recycling scheme , be actively promoting an industry which is notorious for its reliance of one use cups that are generally not recycled ? Litter is already an issue in the area and its clear up is reliant on the goodwill of volunteer local residents. I feel a drive through coffee shop will exacerbate this very anti social habit. ( Just look at the amount of litter that builds up on the M5 entrances.)
- d) More importantly should the Council be promoting the potentially very hazardous activity of consuming hot drinks while driving? I understand some states in America are looking at introducing legislation to making this illegal. I feel it is only a matter of time before this is seen as being just as dangerous as using a mobile phone when driving.

The Costa Coffee Drive Through should not be allowed to proceed.

**Comments:** 11th December 2017

I came home this evening on the Park and Ride, having walked to Arle Court earlier in the afternoon.

I was immediately struck by the endless stream of vehicle lights, not only stretching out from all the Arle Court roundabout exits, but as far as the eye could see along the A40.

But walking along Grovefield Way the most noticeable feature was the bitter acrid taste of fuel exhausts in my mouth and the resulting tightness in my chest. ( I have asthma.)

The proposed hybrid development on the Grovefield site includes a nursery for pre school children.

If the nursery is built in an area which is already congested with traffic (and is only anticipated to increase) are we not in danger of inflicting a potentially damaging aerosol cocktail of carbon monoxide, nitrous oxide and hydrocarbons on vulnerable young lungs?

Studies have already suggested vehicle pollution can exacerbate asthma.

However, on June 3 2016 the BMJ reported an observational study in Sweden that suggested a possible link between air pollution and the level of medications dispensed for psychiatric disorders in children and adolescents.

While the BMJ recommended that further corroboration was required, it does raise one very important question:

Is this an appropriate site for a nursery?

If so, surely it would be contrary to Cheltenham's Motto: *Salubritas et Eruditio* ("Health and Education") ?

4 Shakespeare Cottage  
North Road West  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6RF

**Comments:** 12th December 2017

The revised drawings submitted do nothing to change the objections to this scheme.

The revised sections are pure fantasy showing fully grown planting and unachievable levels. The existing hedgerow to North Road West is stated as being retained but the ground is shown now falling away immediately from the road - how is that possible?

It is an attempt to blind viewers to the failings of the scheme with greenness

No doubt the building floor levels will be amended at some point in the future anyway as they were on the BMW building.

The landscaped bund to the boundary to North Road West has still been omitted.

1 Frampton Mews  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6UG

**Comments:** 11th December 2017

I object to this application on the following not insurmountable problems:

## Page 565

1. We do not need more supermarkets in South Cheltenham, we do need more enterprise and quality jobs though so I would endorse an application majoring on office provision and the services (i.e. Childcare!) needed for businesses to thrive.
2. Congestion is a problem during both rush hours from Grovefield Way leading onto the B&Q Roundabout, we need a credible suggestion to prevent/mitigate this infrastructure issue with the delivery of this potential development. Entry from the A40 perhaps?
3. There must be enough provision for workers to park within spaces provided by the development, overflow parking issues into The Reddings will fuel resentment and congest residential roads, not a smart move. I do not believe there are credible assurances are in place to manage this risk.

Pegasus Group on behalf of Asda  
Pavilion Court  
Green Lane  
Garforth  
Leeds  
LS25 2AF

**Comments:** 12th December 2017  
Letter attached.



003.ES/P17-1167  
11<sup>th</sup> December 2017

Mrs Emma Pickernell  
Planning  
Cheltenham Borough Council  
Municipal Offices  
Promenade  
Cheltenham  
Gloucestershire  
GL50 9SA

**By Email.** [emma.pickernell@cheltenham.gov.uk](mailto:emma.pickernell@cheltenham.gov.uk)

Dear Mrs Pickernell,

**Re: Planning Application 16/02208/FUL, Hybrid Mixed Use Application –  
Land at North Road West and Grovefield Way, Cheltenham, Gloucestershire**

We write on behalf of ASDA Stores Ltd in respect of the above referenced planning application which is due to be considered at Planning Committee on Thursday 14<sup>th</sup> December 2017.

Our objection relates to the supermarket food retail element of this proposal, taking into account national and local planning policy considerations and the planning history of the site. We have reviewed the Officer Report to the committee and have a number of significant concerns with the report and recommendation to approve the application as set out below.

Page | 1

**PLANNING | DESIGN | ENVIRONMENT | ECONOMICS**

Pavilion Court, Green Lane, Garforth, Leeds, LS25 2AF

T 0113 287 8200 F 0113 287 8229 [www.pegasuspg.co.uk](http://www.pegasuspg.co.uk)

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### Presumption in Favour of Sustainable Development

The Report outlines that the Presumption in Favour of Sustainable Development in the NPPF applies and that this should be interpreted as meaning granting planning permission unless:

- any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF as a whole; or
- **specific policies in the NPPF indicate development should be restricted.**

It must be noted that footnote 9 of the NPPF confirms that '*land designated as Green Belt*' is a specific policy which indicates development should be restricted.

### Green Belt

At the present time, the site is within the Green Belt where the development proposed is inappropriate by definition and should not be approved except in very special circumstances.

The original appeal decision supporting B1 development on the site stated that "*I conclude that the serious shortfall in local employment land provision, up to 2011 at least, is a very special circumstance that justifies the use of this site for B1 development.*"

It is identified that the emerging Joint Core Strategy proposes to remove the site from the Green Belt to form an Employment Allocation. The proposals to remove the site from the Green Belt was made on the basis of the overriding need for employment land and that part of the site was already under construction following Very Special Circumstances having been demonstrated for employment uses.

The proposals to develop the site for non-B uses does not justify the removal of the site from the designated Green Belt.

## Sequential Test

Paragraph 24 of the NPPF states that "Local planning authorities should apply a sequential test to planning applications for main town centre uses that are not in an existing centre and are not in accordance with an up-to-date Local Plan."

The application site is not in an existing centre and is not in accordance with an up-to-date Local Plan. The site is identified as being within the Green Belt and certainly not allocated for retail development.

The application includes 1,742 sq.m of floorspace for a supermarket food retail unit and therefore the sequential test must be applied. This requires the applicant to demonstrate that there are no suitable, available and viable sequentially preferable sites that could accommodate the proposed development.

Paragraph 6.7.6 of the Officer Report confirms that the Council's independent retail assessment agrees that "**subject to the Council's own knowledge of the North Place site and the proposed relocation of the Council offices from the Promenade there are no suitable sites available in sequentially preferred locations and therefore the test is met.**"

Paragraph 6.7.8 of the Officer report confirms that "*the North Place scheme will not be going ahead in its current form and that Morrisons are no longer involved in the site. As such it seems likely that an alternative proposal will come forward for this site, however it is not clear at this stage what form this will take or what mix of uses it will entail. In officer's view the applicant are in a position where it is more or less impossible for them to pass the sequential test because of the lack of information over the intentions for North Place. However not passing the sequential test is not an adequate reason for refusal in its own right.*"

The North Place site has consent for a mixed-use scheme including a food store, but will not be built out as consented. Contrary to satisfying the sequential test, this demonstrates that it is likely that an alternative proposal will come forward and no information has been provided to demonstrate why this sequentially preferable site

is not suitable, available and viable to accommodate the retail development proposed under this application.

Officers also confirm that it is (more or less) impossible for the applicant to pass the sequential test and in such circumstances paragraph 27 of the NPPF is clear that:

***"Where an application fails to satisfy the sequential test or is likely to have significant adverse impact on one or more of the above factors it should be refused."***

The sequential test has not been satisfied and Paragraph 27 of the NPPF confirms that the application should therefore be refused.

### Employment Use

The site is proposed to be allocated for Employment use and emerging Policy EM3 relates to development on such sites, stating that:

*Proposals for traditional B class employment uses or Sui Generis uses that exhibit the characteristics of traditional B class employment will be supported at these locations, subject to being in accord with other relevant policies within this Plan.*

Whilst the site is presently within the Green Belt, the emerging policies are specific regarding the uses which will be supported and safeguarded on the site and these do not support retail development.

### Phasing

Paragraph 6.6.12 of the Officer Report indicates that the floorspace provided by the A1 (retail) element equates to 12% of the overall floorspace of the development, noting that 'this is a relatively small amount and in itself does generate some jobs'.

It must be noted that the Aldi foodstore would only represent 12% of the floorspace if all of the Office units under both the full and outline elements are constructed. If only the full elements are implemented, the non-B uses would represent 33% of the total floorspace.

It is not considered that the S106 provides sufficient commitment that all office units will be occupied for their intended purpose, and there is no commitment for the outline office elements of the scheme to be built out.

### Transport

The Transport Statement is based on data collected between 6<sup>th</sup> – 12<sup>th</sup> July 2016. The guidance of Department for Transport does not identify July as a neutral month, and as such, observations of highway network operation and traffic data gathered in July cannot be considered to be representative and should not be used to assess the impact of the development proposals.

The trip generation of the store has also been significantly underestimated and this can be seen from comparing trip generation from a number of stores of a similar size to that proposed. The data provided in the Transport Statement is not representative of the likely trip generation and the overall highway impact of the development proposals.

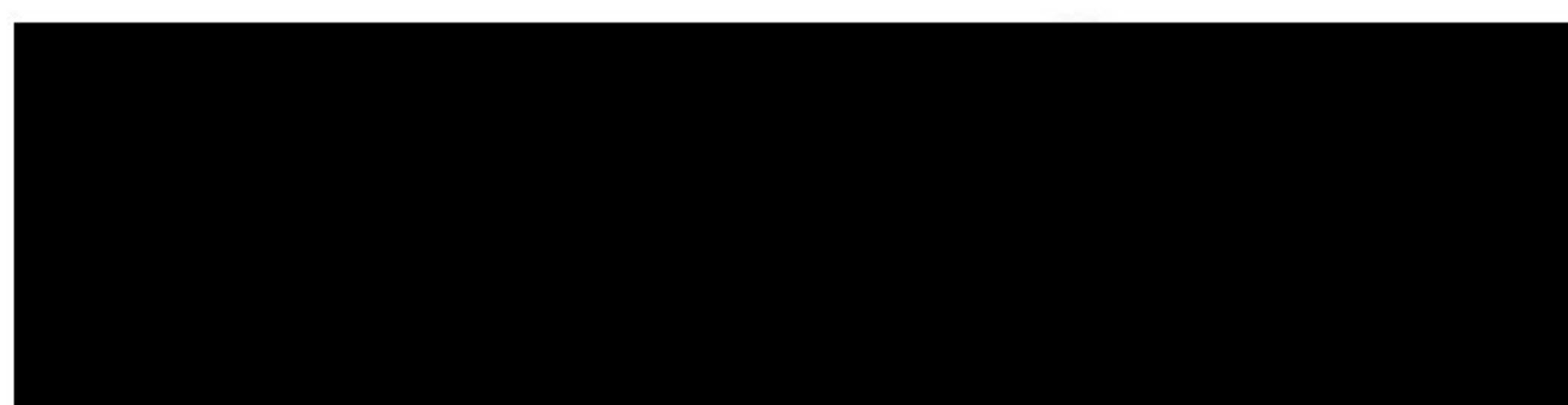
### Summary

In summary, we would strongly urge refusal of the planning application for the following reasons:

- The proposals represent inappropriate development as the site is within the designated Green Belt where Very Special Circumstances have not been demonstrated;

- The application fails to satisfy the sequential test and Paragraph 27 of the NPPF is clear that the application should therefore be refused;
- The emerging plan proposes to allocate the site for employment development and does not support retail development in this location;
- The S106 does not provide sufficient assurances to the delivery of non-retail elements on the site and therefore retail uses would represent a significant proportion of the overall development;
- Traffic data used in the Transport Statement was gathered in a non-neutral month and trip generation figures are grossly underestimated.

Yours sincerely,



**EDWARD SENIOR**  
**Senior Planner**

E-mail: [edward.senior@pegasusgroup.co.uk](mailto:edward.senior@pegasusgroup.co.uk)

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<b>APPLICATION NO:</b> 17/01390/FUL	<b>OFFICER:</b> Mr Ben Hawkes
<b>DATE REGISTERED:</b> 15th July 2017	<b>DATE OF EXPIRY:</b> 9th September 2017
<b>WARD:</b> Battledown	<b>PARISH:</b> Charlton Kings
<b>APPLICANT:</b>	Mr Shaw
<b>AGENT:</b>	Mitchell Eley Gould Architects
<b>LOCATION:</b>	10 Greenway Lane Charlton Kings Cheltenham
<b>PROPOSAL:</b>	The erection of one new four-bedroom house to the rear of No.10 Greenway Lane.

**RECOMMENDATION:** Permit



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## 1. DESCRIPTION OF SITE AND PROPOSAL

- 1.1 The application site relates to land to the rear of '10 Greenway Lane'. The surrounding area is predominantly residential with the exception of the site opposite 10 Greenway Lane which is 'St Edwards School'.
- 1.2 The applicant is seeking planning permission for the erection of a detached four bedroom property to the rear of number 10 Greenway Lane.
- 1.3 The application has been called to planning committee at the request of Councillor Babbage due to the level of local interest.
- 1.4 The original scheme submitted within this application proposed the erection of two dwellings on the site; the revised plans show the reduction in the number of dwellings from two to one with various other site layout changes. The Architects Panel critique and the objection from the Parish Council received on 9<sup>th</sup> August related to the proposal of two dwellings. The later comments which raise no objection to the application relate to the revised proposal for just one dwelling.

## 2. CONSTRAINTS AND RELEVANT PLANNING HISTORY

### Constraints:

Airport Safeguarding over 45m  
Landfill Sites boundary

### Relevant Planning History:

**15/01054/FUL 18th August 2015 WDN**

Proposed demolition of garage to no. 10 Greenway Lane and erection of two dwellings to the rear.

**16/01227/FUL 9th November 2016 PER**

Various alterations to existing dwelling to include single storey extension.

## 3. POLICIES AND GUIDANCE

### Adopted Local Plan Policies

CP 1 Sustainable development  
CP 3 Sustainable environment  
CP 4 Safe and sustainable living  
CP 7 Design  
GE 5 Protection and replacement of trees  
GE 6 Trees and development  
TP 1 Development and highway safety

### Supplementary Planning Guidance/Documents

Development on garden land and infill sites in Cheltenham (2009)

### National Guidance

National Planning Policy Framework

#### 4. CONSULTATIONS

##### GCC Highways Planning Liaison Officer

26th July 2017

I did send a response to the previous application 16/01227/FUL in 2016, to which there were No highway objections subject to conditions. I appreciate that only the extension was determined, however the plan submitted on this application is the same in highway terms.

##### Comments on 16/01227/FUL, dated 16th September 2016

LOCATION: 10 Greenway Lane Charlton Kings Cheltenham Gloucestershire GL52 6LB

PROPOSED: Alterations to existing dwelling to include single storey extension and erection of 2no. new dwellings to the rear.

The proposed development is will be access from a class 4 highway, this is 2 way working with footways and street lighting.

A speed survey submitted as Access Arrangements shows the 85th percentile wet weather speed to the north is 24.8 mph, this gives a required visibility splay of 31m, which is achievable. To the south the speed was 23.2mph this splay is required to be 28m, with a relaxation which would be suitable at this location to a 2m X distance then this is achievable.

While the access road is narrow there is sufficient space for vehicles to wait while others access or egress the site.

I do not consider it would be unreasonable to condition that the access is widened to the standard set out by Manual for Gloucestershire Streets fig 3.6 access for 2 dwellings.

I refer to the above planning application received on , to which no Highway objection is raised subject to conditions:

1. The building(s) hereby permitted shall not be occupied until the vehicular parking [and turning] [and loading/unloading] facilities have been provided in accordance with the submitted plan, and those facilities shall be maintained available for those purposes thereafter.

Reason:- To ensure that a safe, suitable and secure means of access for all people that minimises the conflict between traffic and cyclists and pedestrians is provided in accordance with the National Planning Policy Framework.

2. The building(s) hereby permitted shall not be occupied until details of the vehicular access have been provided to the LPA and those facilities shall be maintained available for those purposes thereafter.

Reason:- To ensure that a safe, suitable and secure means of access for all people that minimises the conflict between traffic and cyclists and pedestrians is provided in accordance with the National Planning Policy Framework.

##### Statement of Due Regard

Consideration has been given as to whether any inequality and community impact will be created by the transport and highway impacts of the proposed development. It is considered that no inequality is caused to those people who had previously utilised those sections of the existing transport network that are likely to be impacted on by the proposed development.

It is considered that the following protected groups will not be affected by the transport impacts of the proposed development: age, disability, gender reassignment, marriage and

civil partnership, pregnancy and maternity, race, religion or belief, sex, sexual orientation, other groups (such as long term unemployed), social-economically deprived groups, community cohesion, and human rights.

**Tree Officer**

*10th August 2017*

The Tree Section does not object to this application. Please could the following condition be added with any permissions given.

**Detailed Landscaping**

The landscaping proposal shall be carried out no later than the first planting season following the date when the development is ready for occupation or in accordance with a programme agreed in writing with the Local Planning Authority. The current Landscape Planning Proposals must be modified to also specify species, planting size, root type (it is anticipated that container grown trees will be planted) and protection so as to ensure quick successful establishment. The size of the trees shall be at least a Selected Standard as per BS 3936-1:1992. The trees shall be maintained for 5 years after planting and should they be removed, die, be severely damaged or become seriously diseased within this period they shall be replaced with another tree as originally required to be planted.

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

*24th November 2017*

The Tree Section does not object to this application. Please could details of foundation type which takes account of roots be submitted for any part of the proposed property which encroaches into the RPA of the retained trees.

**Gloucestershire Centre For Environmental Records**

*1st August 2017*

Report available to view on line.

**Architects Panel**

*9th August 2017*

**Design Concept:**

The panel recognised that there has been recent development in the back gardens of properties off Greenway Lane and Ryeworth Road and that there would appear to be similar opportunities for building in the back garden of 10 Greenway Lane. However, the scheme submitted appears too dense and would result in lack of adequate private amenity space due to overlooking, particularly from Little Ashley Court.

**Design Detail:**

The panel had no objection to the contemporary design approach given the eclectic mix of somewhat incongruous building designs of surrounding buildings, although it is debateable whether the zinc cladding manages to "protect and enhance" the character of the area as claimed: it could be argued that the zinc cladding would appear too heavy and out of character.

Vehicle access, turning and parking provisions look particularly tight.

Generally, the panel thought the layout could be improved with a different smaller development, possibly just for one dwelling.

Recommendation:  
Not supported.

## **Building Control**

*20th July 2017*

No Comment

## **Parish Council**

*9th August 2017*

We Object to this latest application on the following Grounds:

1. Overdevelopment we note that in this application overdevelopment has been exacerbated by reducing the amount of the back garden of 10 Greenway Lane identified for the planned development.

The effect of the reduction has been to site both the houses much nearer to the boundaries of neighbouring properties especially Little Ashley Court and considerably reduce the size of the external space behind the houses thereby increasing the overbearing impact of the 2 proposed houses on the residents of Little Ashley Court

2. We consider this is an unacceptable adverse impact on the residents amenity and enjoyment of their properties and gardens

*7th November 2017*

No objection

## **5. PUBLICITY AND REPRESENTATIONS**

Number of letters sent	<b>39</b>
Total comments received	<b>25</b>
Number of objections	<b>21</b>
Number of supporting	<b>0</b>
General comment	<b>4</b>

- 5.1 17 letters were sent to neighbouring properties when the application was first validated, upon receipt of revised plans a further 22 letters were sent to neighbouring land users.
- 5.2 In response to the neighbour consultation process a total of 25 comments have been received. 21 of these have raised objections to the application, 13 received in response to the original submission and a further 8 received in response to the revised plans.
- 5.3 Many of the objections received raise similar points and whilst not limited to, these have been highlighted below:
  - Over development
  - Number, size and scale of dwellings

- Impact on amenity – loss of light, loss of privacy, noise and disturbance
- Access and highway safety
- Surface Water Drainage
- Landscaping
- Design and visual impact

## 6. OFFICER COMMENTS

### 6.1 Determining Issues

- 6.2 The main considerations of this application are the principle of the development, the design and layout, impact on neighbouring amenity and highway safety.
- 6.3 The original scheme submitted within this application proposed the erection of two dwellings on the site and followed on from a previous application that was withdrawn, application number 15/01054/FUL. Whilst officers acknowledged the scheme had been amended to try and address officers earlier concerns, significant concerns were still raised with this new application. These related to the number of the dwellings, their size, their proximity to neighbouring land users, the site layout and the potential impact on neighbouring amenity. Revisions were therefore discussed with the applicant and a revised submission was later submitted. The revised scheme now includes the proposal for one dwelling on the site and the report below considers this scheme.

### 6.4 Principle of development

- 6.5 The application site is located within the built up area of Cheltenham in a highly sustainable location and therefore the principle of developing this site for housing is acceptable, subject to all other material considerations set out below.

### 6.6 The site and its context

- 6.7 The application site is accessed via Greenway Lane, the private access road to serve the proposed dwelling is shown to run adjacent to the existing building of number 10 Greenway Lane.
- 6.8 The site currently accommodates the existing detached property of Number 10 Greenway Lane which has recently undergone works to renovate the building and extend to the rear with a single storey extension, application number 16/01227/FUL.
- 6.9 The site has already been subdivided with the erection of a timber fence, which clearly identifies the land allocated for the proposed new dwelling.
- 6.10 Generally the surrounding area consists of a wide variety of properties, ranging in age, style and form and also varying in plot sizes. Various infill developments have taken place over the years, namely the adjacent sites of Little Ashley Court and Whitefriars Court which have noticeably smaller plots and relatively small private amenity spaces. In this changing context, the application site is somewhat of an anomaly, in terms of the size of the existing building and the generous plot in which it sits.

### 6.11 Design and layout

- 6.12** Local plan policy CP7 relating to design requires all new development to be of a high standard of architectural design and to complement and respect neighbouring development and the character of the locality.
- 6.13** As set out in paragraph 6.11, the surrounding sites are varying in size, with a range of detached, semi-detached and terraced properties all sharing a boundary with the application site. It is therefore difficult to establish a strong sense of built form or urban grain for which the development should respond to.
- 6.14** Guidance set out within paragraph 56 of the NPPF advises that ‘good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people’. Paragraphs 59 and 60 emphasise that the use of design policies ‘should avoid unnecessary prescription or detail and should concentrate on guiding the overall scale, density, massing, height etc’ and ‘should not attempt to impose architectural styles or particular tastes and should not stifle innovation.’
- 6.15** The Architect’s Panel raised an objection to the proposal for two dwellings on the site. The objections related to the number of dwellings, the density and site layout. However they did not raise objections to the contemporary design approach, although did question the use of Zinc cladding. Whist Zinc is not widely used in the surrounding area it has successfully been used in redeveloping the existing property of number 10 Greenway Way. Officers consider that the revised proposal which has reduced the number of dwellings to one, amended the site layout and the position of the building in the plot has addressed this earlier objection. Similarly, the Parish Council has not objected to this revised submission.
- 6.16** The proposed sub-division and site layout for the two proposed dwelling provides suitable access, parking and private amenity space. The proposed layout is considered to be acceptable and appropriate for its context and would represent an effective and efficient use of the land.
- 6.17** Whilst officers acknowledge the scale of the proposed new dwelling to be generous, the size of the plot and the site layout allows the new dwelling to sit comfortably in its context and to be respectful to its neighbours and in this regard the proposal is compliant with Cheltenham’s adopted ‘garden Land’ SPD for a number of reasons. The key reasons include the position of the dwelling within the plot, the space around the dwelling and the sub-division of the plot which provides for suitable amenity space. The proposed dwelling is also positioned in a way so as to limit impact on neighbouring amenity.
- 6.18** The submission of revised plans with the omission of one dwelling allows for a suitable provision of private amenity space as well as providing adequate space for parking and turning of vehicles. The size of the plot also accords with neighbouring developments allowing the proposal to sit comfortably in its context. The site layout has been carefully designed to make best use of the space available.
- 6.19** The proposed development is considered to be compliant with local plan policy CP7, guidance set out within the NPPF and within the ‘Development on garden land and infill sites in Cheltenham’ Supplementary Planning Document.

## **6.20 Impact on neighbouring property**

- 6.21** Local plan policy CP4 relating to neighbouring amenity requires new development to protect the amenity of adjoining land users and the locality, with specific reference to loss of light, loss of outlook and loss of privacy.
- 6.22** The reduction in dwellings from two to one has meant that the site layout and the position of the new dwelling in the site has changed quite substantially. Concerns were initially raised regarding the visual impact and overbearing impact on the neighbouring land users

at Ashley Court and number 2 Whitefriars Court. The revised scheme has changed the orientation of the building and has pulled the upper floor massing away from the shared boundaries, therefore reducing any impact. Whilst officers acknowledge that the building will be visible from the surround sites, due to its new location and layout it is not considered to result in any unacceptable loss of light or overbearing impact.

- 6.23** With regards to a loss of privacy, the revised scheme has reduced the number of first floor windows facing 2 Whitefriars Court and Little Ashley Court. The only windows facing Whitefriars Court and Ashley Court are annotated on the plans to be obscurely glazed and a condition to this effect has been suggested. The first floor windows in the front elevation achieve approximately 13 metres to the boundary and are therefore considered to be acceptable. In its revised form the proposal is not considered to result in any unacceptable loss of privacy to any neighbouring land user.
- 6.24** It is acknowledged that this development will undoubtedly be visible from the surrounding residential properties and locality. It is not however considered that any such impact would warrant a refusal of planning permission; the relationships between the buildings are considered to be contextually appropriate.
- 6.25** The proposal is considered to be compliant with local plan policy CP4 and guidance set out within the NPPF.

### **6.26 Access and highway issues**

- 6.27** Concerns have been raised in a number of objections received by local residents in regard to highway safety. Concerns relate to the increase in the number of cars that will use Greenway Lane and the suitability of the access to accommodate the new dwelling. Due to the level of concern and the close proximity of the site access to the bend, detailed comments have been sought from the highway authority.
- 6.28** Comments have been received from the highway authority; these comments are a repeat of those received in the previously withdrawn application for two houses (16/01227/FUL). The requested speed survey was submitted as part of this new application.
- 6.29** The highways authority raises no objection to the proposed access arrangements, conditions have been suggested. As the proposal is now for only one dwelling, the conditions have been discussed with highways and only the condition relating to the 'parking and turning' facilities is considered necessary.
- 6.30** The proposal is considered to be compliant with local plan policy TP1 in terms of highway safety.

### **6.31 Other considerations**

- 6.32** The Tree officer has been consulted on this application and has raised no objection to the proposed scheme. The existing trees within the site are not considered to be worthy of protecting and therefore the removal of any existing trees is considered acceptable. A condition has however been suggested for the submission of a full landscaping plan in order to achieve a suitable level of planting, soft landscaping and acceptable boundary treatments to complement its setting.

## **7. CONCLUSION AND RECOMMENDATION**

- 7.1** Overall, officers consider that following the submission of revised plans, the proposal of one new dwelling on the site is acceptable. The application is considered to be compliant

with local plan policies and guidance set out within the NPPF and our 'Development on garden land and infill sites in Cheltenham' Supplementary Planning Document.

- 7.2** Having taken in to account all of the above, officer recommendation is that planning permission be granted, subject to the conditions set out below.

## **8. CONDITIONS / INFORMATIVES**

- 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

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

- 2 The development hereby permitted shall be carried out in accordance with the approved plans listed in Schedule 1 of this decision notice.

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

- 3 Prior to the implementation of any landscaping, full details of a hard and soft landscaping scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of all walls, fences, trees, hedgerows and other planting which are to be retained; details of all new walls, fences, other boundary treatment and finished ground levels; details of the hard surface treatment of open parts of the site which shall be permeable or drained to a permeable area; a planting specification to include [species, size, position and method of planting of all new trees and shrubs]; and a programme of implementation.

All hard and/or soft landscaping works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation of any part of the development unless otherwise agreed in writing by the Local Planning Authority.

Any trees or plants indicated on the approved scheme which, within a period of five years from the date of planting, die, are removed or become seriously damaged, diseased or dying shall be replaced during the next planting season with other trees or plants of a location, species and size to be first approved in writing by the Local Planning Authority. All hard landscape works shall be permanently retained in accordance with the approved details [delete if not appropriate].

Reason: In the interests of the character and appearance of the area, having regard to Policies CP1 and CP7 of the Cheltenham Borough Local Plan (adopted 2006). Approval is required upfront because the landscaping is an integral part of the development and its acceptability.

- 4 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and/or re-enacting that order), the first floor South Elevation window to serve the ensuite and the East elevation window to serve the stairwell; shall at all times be glazed with obscure glass to at least Pilkington Level 3 (or equivalent).

Reason: To safeguard the privacy of adjacent properties having regard to Policies CP4 of the Cheltenham Borough Local Plan (adopted 2006).

- 5 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and/or re-enacting that order with or without modification), no extensions, garages, sheds, outbuildings, walls, fences or other built structures of any kind (other than those forming part of the development hereby permitted) shall be erected without express planning permission.

Reason: Any further extension or alteration requires further consideration to safeguard the amenities of the area, having regard to Policies CP4 and CP7 of the Cheltenham Borough Local Plan (adopted 2006).

- 6 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and/or re-enacting that order with or without modification), no additional windows, doors or openings shall be formed in any part of the first floor of the dwelling; without express planning permission.

Reason: Any further openings require detailed consideration to safeguard the privacy of adjacent properties, having regard to Policy CP4 of the Cheltenham Borough Local Plan (adopted 2006).

- 7 The building hereby permitted shall not be occupied until the vehicular parking [and turning] [and loading/unloading] facilities have been provided in accordance with the submitted plan, and those facilities shall be maintained available for those purposes thereafter.

Reason:- To ensure that a safe, suitable and secure means of access for all people that minimises the conflict between traffic and cyclists and pedestrians is provided in accordance with the National Planning Policy Framework.

## INFORMATIVES

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

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

In this instance, the authority sought revisions to the scheme to address officer and neighbour concerns regarding the number and scale of the dwellings, the site layout and the impact on neighbouring amenity;

Following these negotiations, the application now constitutes sustainable development and has therefore been approved in a timely manner.

- 2 The applicant is advised to take account of foundation types and the potential impact of new foundations on the roots of any trees to be retained on the site.

<b>APPLICATION NO:</b> 17/01390/FUL	<b>OFFICER:</b> Mr Ben Hawkes
<b>DATE REGISTERED:</b> 15th July 2017	<b>DATE OF EXPIRY :</b> 9th September 2017
<b>WARD:</b> Battledown	<b>PARISH:</b> CHARLK
<b>APPLICANT:</b>	Mr Shaw
<b>LOCATION:</b>	10 Greenway Lane, Charlton Kings, Cheltenham
<b>PROPOSAL:</b>	The erection of one new four-bedroom house to the rear of No.10 Greenway Lane.

## REPRESENTATIONS

Number of contributors	<b>12</b>
Number of objections	<b>11</b>
Number of representations	<b>1</b>
Number of supporting	<b>0</b>

Wraxhall House  
 15 Brookway Road  
 Charlton Kings  
 Cheltenham  
 Gloucestershire  
 GL53 8HF

**Comments:** 1st August 2017

As a resident of Charlton Kings I am familiar with the properties at Little Ashley Court. I feel that two 3 bedroom houses behind an already substantial property in this area is just too much development. It would impact greatly on the feeling of privacy for the residents at the back of Little Ashley Court whose gardens share the brick wall boundary.

**Comments:** 22nd November 2017

It seems a great shame to me that an additional house so close to those already existing is thought necessary. I am familiar with the area and object to our green spaces being used up like this with impact both on wildlife and light pollution as well as affecting the lives of those living nearby.

Glendouran  
 Greenway Lane  
 Charlton Kings  
 Cheltenham  
 Gloucestershire  
 GL52 6LA

**Comments:** 7th August 2017

This is the third application for two dwellings in the rear garden of No10 Greenway lane in two years.

The Parish council and various other bodies deemed it overdevelopment in the 2015 and 2016 applications. Even with the current amendments my comments have not altered.

Planning officer Chloe Smart made a site visit to Glendouran previously and has seen how close the proximity of any building next to the boundary fence would impact our property from the south

facing first floor. I note the Design and Aspect report drawings, pictures and elevations do not show the perspective next to Glendouran, not least the logistics of the cars accessing these homes on a single track road next to the boundary fence with no sound screening.

As commented previously in the 'public comments' in 15/01054/FUL application, Glendouran had an application refused for two houses by the Highways Dept as it would double the traffic to No8 Greenway Lane as it was too close to a 'blind corner'. Now there is a proposal for up to six extra cars, not including No10 main house vehicles only a few metres further on the highway.

The proposed buildings directly alongside the boundaries of neighbouring properties will result in a loss of privacy, extra traffic and have an overbearing impact, which is not in keeping with the Local planning Policy CP4.

12 Greenway Lane  
Charlton Kings  
Cheltenham  
Gloucestershire  
GL52 6LB

**Comments:** 6th August 2017

We object to the the building of two properties with all the loss of light, amenity, density, overlooking, etc. when the obvious solution would be to build a single storey larger dwelling.

Our concerns are:

a) Amenity

Our principal living space at the rear of our house and our patio area will be overlooked by four large bedroom windows and four small bedroom windows from the new houses.

b) Density

The new houses are only one metre apart - we fail to see how this reduces the density of the development compared to the previous planning submission.

c) Noise

Having between 3 and 6 cars plus visitors parking, opening and closing car doors, garages, offloading etc, in a space at the rear of our garden and adjacent to the garden and patio of the house behind us will be detrimental.

d) Lack of Light

We object to the planting of trees on the boundary between No 10 and No 12 Greenway Lane. This will further block the afternoon and setting sun in our garden. A more sensible option would be to increase the height of the boundary wall as the land at No 10 is lower than No 12 and our house is built off the ground. The wall itself is not the normal height.

e) Traffic Issues in Greenway Lane

Traffic has to wait 4-5 minutes at the Sixways lights and then accelerates fast out of frustration as they go around the corner in Greenway Lane. If traffic from the proposed development are trying to turn right up Greenway Lane they will need to be quick to avoid a collision.

The other issue will be an additional 2-4 cars trying to leave No 10 between 8-8.30AM - typically there is a queue of 4X4s from St Edwards School which queue from in front of No16 all the way to the traffic lights.

**Comments:** 25th September 2017

Why has no decision been made?

**Comments:** 3rd October 2017

The Determination Deadline was Sat 09 Sep 2017 - it is now three weeks since the deadline - Why has a decision not been made?

**Comments:** 6th November 2017

We would prefer NO planting on the east boundary of No 10 Greenway Lane as we have lost a lot of light from the main house extension and any more planting will reduce the light from the West even further.

**Comments:** 23rd November 2017

We do not object to the compromise of the single house proposed. We would prefer if no trees are planted against No 10's Eastern boundary wall with No 12 as this would reduce the light in our garden even more.

14 Greenway Lane  
Charlton Kings  
Cheltenham  
Gloucestershire  
GL52 6LB

**Comments:** 5th August 2017

Please find below our comments on the planning proposal 17/01390/FUL.

We wish to strongly object to the proposal on the following grounds:

1. Sustainable environment & development (Policies CP1 & CP2) -

1a. We believe further infill development in this location, with the addition of two detached dwellings, would constitute unacceptable cramming. It would cause the location to feel cramped, and materially change the local housing density. The footprint of the proposed properties has not been noticeably reduced from the previous application. As such, the attempt to increase their distance from the southern boundary reduces the space between them and the expanded 10 Greenway Lane, actually resulting in a more crowded feel for the overall space than the previous design. We believe the plot is fundamentally not big enough to accommodate 3 detached properties (including the now considerably-sized 10 Greenway Lane). Shuffling the positioning around to alleviate one set of issues merely creates and exacerbates others.

1b. The two new properties would have grossly inadequate garden space. A detached 3-bed family house with 55m<sup>2</sup> garden space is not in keeping with the character of this area. [Q.A2]

1c. The existing garden is also a significant part of the locality's breathing space. Being situated so close to the busy London road Sixways junction it helps counterbalance the emissions from the traffic, contributes to the well-being of the local community by providing a calming and therapeutic view for a large number of properties, and helps support local wildlife including woodpeckers, heron and squirrels. The proposed development would not result in a benefit in environmental and landscape terms, to the contrary it would lead to the loss of valuable green space.

1d. Drainage and flood risk: In recent years the immediately adjacent corner of Greenway Lane has flooded on at least two occasions. Some gardens are often prone to water-logging. The increased tarmac and loss of vegetation, with just soakaway drainage, will only make this problem worse, in contravention of our regional policy (F1) to "use development to reduce the risk of flooding". [Q.W1]

1e. Highway safety and inadequate parking:

The application claims there is provision for three parking spaces per property, however the dimensions of the spaces fall significantly short of the Manual for Gloucestershire Streets'

minimum recommended size. They provide spaces with 4m length (min. 5.5m recommended) and 2.4m width (min. 3m recommended, being adjacent to boundaries). We therefore do not believe the plans provide adequate parking provision. [Q.AP2]

And due to double-yellow line parking restrictions on the public road outside the site, the nearest place for visitors to park will be immediately opposite our house. Such parking fundamentally obstructs the flow of traffic on Greenway Lane, which whilst struggling already at peak times is soon to be significantly worsened due to the large number of new houses in the Persimmon Oakley Grange development. The road is also only paved on one side, and cars regularly speed away from the nearby blind bend. An increase in cars parked there will present a safety hazard to our young children crossing the road outside our house.

There is also insufficient manoeuvring space provided for practical parking of three vehicles per property. At full occupation there is no usable passing/turning space provided, in context of a long narrow access road exiting directly onto double yellow-lined highway close to a dangerous blind bend. [Q.AP4]

Lastly, we do not believe it is appropriate to relax the standards usually demanded for visibility by vehicles exiting the site. The applicant's speed survey summary incorrectly asserts the westbound visibility splay meets the required 29m standard; the same report states elsewhere that the calculated visibility splay is actually 2.4x28m. Indeed that theoretical measurement is overly optimistic, as the line of sight used to calculate it (bisecting the 8 Greenway Lane boundary) is in practice obstructed by mature trees situated outside that boundary. The speed survey also provides evidence that vehicles regularly round the blind bend eastbound at speeds significantly in excess of the speed limit. A 2m X distance will require many vehicles to protrude onto the highway to gain adequate exiting visibility, forcing westbound vehicles to manoeuvre over the centre line at a dangerous narrow blind bend.

We do not believe this is a reasonable relaxation and are concerned about the road safety implications. [Q.AP4]

### 2. Design (Policy CP7) -

2a. The proposal does not respect or complement the character of Greenway Lane, which consists of a line of houses with gardens that extend to the rear. The proposed development would disrupt this pattern by siting an access to the new houses to the side of number 10. [Q.AP1]

### 3. Residential amenity (Policy CP4) -

3a. The plan would result in a damaging loss of privacy for the immediately adjacent properties, in particular 12 Greenway Lane, 2 Whitefriars Court, Glencairn, Little Ashley Court and 10 Greenway Lane. The proposal would lead to previously private areas being overlooked, overheard and at times overshadowed. We would like to know whether the distance between the ground floor rear principal windows of the proposed properties and first floor principal windows at rear of Little Ashley Court should be subject to the minimum 21m separation policy? As proposed, particularly with removal of the existing trees plus the lower ground level of Little Ashley Court, I believe there will be clear line of sight and significant sense of overlooking between the rooms. [Q.A1]

3b. The inclusion of four large, clear glazed, full height windows in the front upper storey of the new properties will leave us feeling overlooked, with detrimental effect to the amenity of our only garden space and primary indoor living space to the rear of our property. [Q.A1]

3c. The introduction of road traffic to the rear of no.10 Greenway Lane, with little shielding offered, would bring unacceptable noise, smell and pollution to the currently tranquil garden areas of our property and other adjacent housing. Having young children, the enjoyment of this space is particularly important to our standard of living. [Q.AP3]

Other issues:

Fire safety: we believe that the plans do not offer the means to meet building regulation guidance for fire safety, specifically B5 11.2 - that vehicle access for a pump appliance should be provided to within 45m of all points within the dwellinghouse.

The recessed positioning of the properties, coupled with the very narrow space available (a fixed constraint) for the long access road, put over 60m's between parts of the houses and the closest accessible public highway or controlled private road. Whilst we appreciate this is a building regulations consideration we would like to note here, should planning permission be granted despite the many objections, that the need to mitigate with hydrant or sprinkler provision should be reviewed at the appropriate later stage.

In summary, we believe that the proposed development would have a detrimental effect on our standard of living, carries safety issues, and is at odds with a number of aspects of regional/local planning policy and intent on garden development and infill. As such we wish to object and would be grateful if the council would take our objections into account when deciding on this application.

**Comments:** 21st November 2017

Although we appreciate that the previous plans have been revised so there is less development, and attempts made to address issues present in those plans, we still feel that no further development on this plot would be the right outcome, and we object based on the following grounds.

1. Sustainable environment & development (Policies CP1 & CP2) -

1a. We believe further infill development in this location, with the addition of a new detached dwelling, would constitute unacceptable cramming. With the overbearing impact of the significantly extended 10 Greenway Lane now unavoidably evident, it would cause the location to feel cramped and materially change the local housing density.

1b. The existing garden is also a significant part of the locality's breathing space. Being situated so close to the busy London road Sixways junction it helps counterbalance the emissions from the traffic, contributes to the well-being of the local community by providing a calming and therapeutic view for a large number of properties, and helps support local wildlife including woodpeckers, jays, heron and squirrels. The proposed development would not result in a benefit in environmental and landscape terms, to the contrary it would lead to the loss of valuable green space.

1c. Drainage and flood risk: In recent years the immediately adjacent corner of Greenway Lane has flooded on at least two occasions. Some gardens are often prone to water-logging. The increased tarmac and loss of vegetation will only make this problem worse, in contravention of our regional policy (F1) to "use development to reduce the risk of flooding". [Q.W1]

1d. Highway safety: We do not believe it is appropriate to relax the standards usually demanded for visibility by vehicles exiting the site. The applicant's speed survey summary incorrectly asserts the westbound visibility splay meets the required 29m standard; the same report states elsewhere that the calculated visibility splay is actually 2.4x28m. Indeed that theoretical measurement is overly optimistic, as the line of sight used to calculate it (bisecting the 8 Greenway Lane boundary) is in practice obstructed by mature trees situated outside that boundary. The speed survey also provides evidence that vehicles regularly round the blind bend eastbound at speeds significantly in excess of the speed limit. A 2m X distance will require many vehicles to protrude onto the highway to gain adequate exiting visibility, forcing westbound vehicles to manoeuvre over the centre line at a dangerous narrow blind bend.

We do not believe this is a reasonable relaxation and are concerned about the road safety implications. [Q.AP4]

2. Design (Policy CP7) -

2a. The proposal does not respect or complement the character of Greenway Lane, which consists of a line of houses with gardens that extend to the rear. The proposed development would disrupt this building line by siting an access to the new house to the side of number 10. [Q.AP1]

3. Residential amenity (Policy CP4) -

3a. The plan would result in a damaging loss of privacy for the immediately adjacent properties, in particular for Glencairn and Little Ashley Court, as well as future residents of 10 Greenway Lane. The proposal would lead to previously private areas being overlooked and overheard. The window in Bedroom 4, a mere 4.95m to the boundary, will result in the garden space of 10 Greenway Lane being significantly overlooked

3c. The introduction of road traffic to the rear of 10 Greenway Lane, with little shielding offered, would bring unacceptable noise, smell and pollution to the currently tranquil garden areas of adjacent properties. In an area of many families with young children, the enjoyment of this space is particularly important to the standard of living. [Q.AP3]

Other issues:

Fire safety: we believe that the plans do not offer the means to meet building regulation guidance for fire safety, specifically B5 11.2 - that vehicle access for a pump appliance should be provided to within 45m of all points within the dwellinghouse.

The recessed positioning of the property, coupled with the very narrow space available (a fixed constraint) for the long access road, put over 60m's between parts of the houses and the closest accessible public highway or controlled private road. Whilst we appreciate this is a building regulations consideration we would like to note here, should planning permission be granted despite the many objections, that the need to mitigate with hydrant or sprinkler provision should be reviewed at the appropriate later stage.

In summary, we believe that the proposed development, whilst undoubtedly an improvement on previous applications, would have a detrimental effect on the standard of living for many neighbours, carries safety issues, and is at odds with a number of aspects of regional/local planning policy and intent on garden development and infill. As such we wish to object and would be grateful if the council would take our objections into account when deciding on this application.

2 Whitefriars Court  
Ryeworth Road  
Charlton Kings  
Cheltenham  
Gloucestershire  
GL52 6LG

**Comments:** 5th August 2017

We are objecting to the planned proposals at 10 Greenway Lane for the following reasons:

Right of Light - We take objection as the new proposal impacts 2 Whitefriars Court as its now positioned even further forward on the plot. This has been proposed as the architect has tried to comply with distancing regulations from other impacted properties, namely those at 3,4 and 5 Little Ashley Court. What it means to us is that we will have a new in your face 25ft rendered, zinc and Glass vista from our garden. To make the situation worse all our living space is north facing

and at the rear of the property (kitchen and living room). These rooms are already dark enough throughout the day without a new building protruding beyond our property giving us even less light.

No consideration has been given also for the windows to the side of our property, the light will be completely lost here too which offers another reception room and bathroom to the downstairs bedroom.

The right of Privacy - We take objection to the proposal as it is positioned directly on our border. Once built we estimate the property being within 7-8 feet of ours. This is going to feel like the houses are practically on top of us and will make our garden feel very over looked. To make matters worse the scheme has been designed so that all windows in the new houses face north/east towards the main house and the houses themselves are all angled to the north/east on the plot. What this means to us is that all the windows in both houses are angled directly towards and into our garden. It should be noted that with the development of the main house at Greenway lane we are now significantly overlooked by this house with it's two new over bearing dormer windows. Anyone standing in these now has undisrupted sight directly into every window at the rear of our property, in particular, our living/kitchen and bedroom spaces. Effectively with the two new dwellings, we'll be getting over looked from all angles which are simply not acceptable. We would like to request the planning team assigned to this application visit our property in order that this can be understood further.

Visual Impact - We take objection to the proposed scheme because looking west from our garden we'll be afforded a new over bearing view consisting of zinc, glass, render and cladding which will start directly on the boundary extending the entire width of the plot. The outcome of this is it's going to make the area feel very dense and overcrowded meaning the whole character and appearance of the locality will look and feel radically different.

Noise and disturbance - The main issue for objection here is the fact that presently the proposed site is a good-sized family garden. Bring in the proposed scheme and most of the garden turns into hard standing areas for multiple cars (no doubt at least 2 cars per household plus guests). Sitting in our now peaceful small garden you hear nothing. Looking forward, because of the proposed size of the development and its proximity we will be disturbed by significant engine noise just feet away from our living and relaxation spaces.

Design - In our opinion, the development looks over designed. The same view is shared of the main house who's so called 'modest' development includes one of the largest attic conversions the Council has probably ever signed off. In our opinion, the scheme that is being proposed compromises the main house significantly as most of the garden will be taken up with the two new houses and hard standing areas.

In conclusion, taking everything listed above into consideration we feel the application poses a direct threat to the overall enjoyment of our property and feel the developer is simply trying to 'shoehorn' too much into what is a very tight space impacting not only neighbours' properties but also the main house on 10 Greenway lane.

5 Little Ashley Court  
Ryeworth Road  
Charlton Kings  
Cheltenham  
Gloucestershire  
GL52 6JY

### **Comments: 5th August 2017**

I am concerned about a third and fourth house now being put up against my boundaries. When I bought this house, it was surrounded by gardens. In my naivety, I thought "Good, I have nobody

overlooking me", as I was surrounded by orchards and gardens. I now have two houses, three metres from my boundary, one of which is very imposing and has great views into my bedroom and my lounge. I know you are new in the position, but your department confirmed to me that I would not be overlooked. During the building of these properties, I was disturbed several times, and on one occasion, my fence was knocked down and never repaired properly.

The two new houses that are being proposed to be built on Greenway Lane have already not followed the strict planning permission. The orchards and lovely trees that shaded Ashley Court are being taken down and now I have another house that views into my bedroom. It is unacceptable for you to allow another two houses. My privacy is important to me and is in fact, my right, and I do not think further encroachment should be further allowed As you know, the junction and traffic lights is already overloaded with cars. How can it possibly be allowed for more vehicles to be added to an already dangerous situation?

I am writing in hope that no further destruction will be allowed, although it seems that the boundaries of the new houses are already marked out. I urge you to reconsider the construction of the houses on Greenway Lane

**Comments:** 21st November 2017

I object to the new house at the rear of 10 Greenway Lane, as 10 Greenway Lane itself has already had a detrimental affect on my quality of life. The house is very imposing , and it must be like living in a bird cage as I can see clearly into their bedrooms and Kitchen and I most certainly do not want another house being built closer. Since they have taken a large number of trees down I can now see clear into their neighbour's with clear views of their balcony patio and ground floor, before I could not see the House, it goes without saying the reverse must be true. I am very concerned about the bright lights at night , and that is even before any more trees are taken down . I believe over the last few years my quality of life has been reduced enough by planning ,please no more.

4 Little Ashley Court  
Ryeworth Road  
Charlton Kings  
Cheltenham  
Gloucestershire  
GL52 6JY

**Comments:** 7th August 2017

This planning permission has arrived in a very disguised and deceitful manner. Unfortunately over two years ago I was informed by the current land owner that the (over) development of this land was always his intention. What the gentleman concerned didn't know when this conversation took place was I resided behind the property at 4 Little Ashley Court. It therefore came as a great surprise when the generic introduction letter was posted through my door explaining that they are a local family and will be living in the area for some time to come and want to take into consideration and accommodate all local views- This I believe was never his intention. Furthermore the timing of this submission allowed for the smallest amount of publicity.....In school holidays and sandwiched between council meetings - How convenient???

There are many reasons why this property shouldn't be built as mentioned in the previous planning submission however for completeness I have listed my views below:

1. Health
  - a. Mental Health of local residents will suffer due to the over development of the site on top of the non-stop building work that's been going on over the last 6 years.
  - b. Anxiety Issues over devalued properties
  - c. Asthma - Many of the residents have suffered exacerbated symptoms due to the constant building in recent years including my 13 year old son.

## 2. Privacy

This is now a huge problem - Due to already over development to neighboring properties several houses can no look directly into our garden and 1st floor of the property. The cutting down of trees as soon as the site was taken over (to avoid T.P.O.'s being in place) exposed all properties to a number of houses surrounding the properties. This now includes No's 10 and 12 Greenway Lane.

Although the revised configuration puts the single story area closest to the wall and has minimal windows to the rear and in the roof, on the drawings these buildings appear closer to the boundary wall than our house (No 3), which itself is 10.3m at the narrowest point. Is it a rule that first floor windows must be 10.5m from the boundary? There is a window on the staircase of the new houses. If Little Ashley Court were being developed concurrently, we suggest our large windows looking directly on to the patios and into the new properties would not be allowed, for the sake of privacy for the new houses.

## 3. Noise

As per point 1. The increased noise will be totally unacceptable with no trees or planting at the back of the new properties there will be nothing to absorb noise reflected off the hard surfaces of the buildings and the boundary wall. All residents will be sitting feet away from each other. This is not socially acceptable for any household surrounding the site. Furthermore the arrival of up to 6 cars on the site will detract visually from all three dwellings on the site.

## 4. Visual impact and amenity

I don't believe 'the massing of the proposed houses is appropriate' despite the architects' statement on page 4 of the Design Statement. There will be a solid wall running across our property and our neighbors. This is not what I expected when purchasing this property 11 years ago.

There seems to be no space for landscaping around the houses to stop them being overlooked from Little Ashley Court and other houses, or to make them appealing homes to live in.

I cannot stress highly enough the threat to the enjoyment of our properties posed by building these houses close up to the boundary wall. If enjoying our homes and our time in them is not a legitimate planning consideration then it should not feature in the LDFFP document.

## 5. Traffic issues

Six Ways traffic lights is already a bottle neck in Charlton Kings. Recent over development in the area has seen increased challenges around busy times and several near misses due to congestion coming from Greenway Lane. This leads to dangerous incidents as traffic flows from Greenway lane exiting to Ryeworth Road. Vehicles are often parked immediately as you enter Ryeworth Road, up-to the bus stop and beyond on both sides of the road. This is dangerous and totally unacceptable. The council need to extend double yellow lines on one side of the road past the temporary bus stop to prevent future incidents - Extra houses and multiple cars will only increase the risk

## 6. 'Family environment'

Building family homes is all good and well as long as the infrastructure is in place. Bursting school numbers, difficulty accessing GP services, limited or zero availability to access local clubs will lead to new arrivals having to travel out of the village. This planning does not build communities - it destroys them.

## 7. Run off.

The overdevelopment of the site will increase the already heightened run off risk during periods of heavy downfall. The recent overdevelopment in the area has left little green areas for downfall to be absorbed. This may expose neighboring properties especially those in 3, 4 and 5 Little Ashley Court due to properties being in a lower level not to mention the risk to the boundary wall (see below)

### 8. The boundary wall between the properties

At no point do the plans mention the poor state of the wall on the side of 10 Greenway Lane. It leans heavily into our garden and has had to be buttressed in two places. Ivy is not just growing over the top into our garden from No 10, but actually breaking through the brickwork mortar at several points. We had to rebuild part of it at our own expense in 2014 because this had made it dangerous. Whatever happens in the immediate future, we ask that the owner eradicates the ivy (without poisoning our garden) and does not simply cover up the wall with a fence or trellis.

### 9. Removal of trees - short and longer term effects

Aside from our concerns about loss of wildlife habitat and visual loss of trees and shrubs, the felling of several large conifers (and presumably stump grinding them out) is going to put further pressure on the already precarious wall. It appears to have little in the way of foundations and we are very concerned that it might collapse.

Conifers suck a lot of water out of the ground. Can we be sure that their removal would not result in heave or other issues that could affect the wall?

### 10. Materials to be used for the 'gardens' and driveways

The march of hard surfacing continues unabated. What materials are proposed for the 'gardens'/patios? Would they be paved terraces or could they be permeable gravel? Has thought been given to adequate management of surface water and drainage? Could the driveways be gravel, 'grasscrete' or something that will let water through? With all the new development around Sixways and people paving their driveways, the danger of localised flooding is increasing. Already after heavy rain there is far more standing water for longer periods than even three years ago.

### 11. Period for consultation and comment

The planning notification is dated 18 July 2017, the day after the last Parish Council Meeting (17 July). It gives us a deadline to comment of 8 August 2017. Since the next PC meeting is on 7 August, this allows only the minimum possible opportunity for residents to meet together with parish council members and discuss the application. This is unfortunate, especially given it is already in the holiday season.

#### **Comments:** 22nd November 2017

Once again I am writing to object to the over development of plot 10 Greenway lane. I was extremely surprised to see yet another submission for a very similar size build over two floors as per the previous submission. Even though the plans highlight just the one property the size and scale makes the proposition of living in close proximity to this as well as the newly refurbished and over developed property as nothing short of depressing.

It is now unfortunate that the height of the existing building and more so the size of the windows make a significant impact to the quality of life to all those on its boundary. It is my belief that the existing build let alone a further 4 bedroom house is not in keeping with the surrounding area.

There are a number of areas to explore why the latest planning submission should not go ahead in its current form. These are visible not only in the other comments, but in all the previous objections relating to recent planning submissions to 10 Greenway Lane. I believe anything other than one bungalow will be entirely inappropriate for the families surrounding the site.

Areas of high concern remain the screening of the site, everyone's quality of life, the noise levels, the traffic risk at peak times (and to those attempting to get to and from school safely), the disturbance of light to neighbouring properties (especially those built with a lower ground floor), the planting of trees to replace those ripped down when the site was immediately occupied etc... etc...

I would be more than happy to accommodate any member of the planning committee to visit my property (as well as those immediately next door) to see the impact the current build has made to

our daily lives. As you can imagine adding a further 4 bedroom, 2 levelled property will only exacerbate the issue.

3 Little Ashley Court  
Ryeworth Road  
Charlton Kings  
Cheltenham  
Gloucestershire  
GL52 6JY

**Comments:** 25th July 2017

Letter attached.

**Comments:** 25th July 2017

Whilst the architects have given some thought to nearby residents' comments on the July 2016 application, we feel these revised plans are still not appropriate for the site in particular or the amenity in general. The two proposed houses have been nudged minimally back into the site and are far too close to the boundary wall with Little Ashley Court, with no provision for screening for noise and privacy.

The first application to build two additional properties at 10 Greenway Lane (15/01054/FUL, June 2015), was vehemently opposed by local residents, considered by the Parish Council to be overdevelopment and subsequently withdrawn. It actually set the new houses much farther back into the site from the boundary wall, allowing them space for back gardens and planting in front of the wall. Since then, the main house has been substantially enlarged and extended into the garden. This has dramatically reduced the space available for additional dwellings.

We understand that the Council needs to meet its housing targets, that it is acceptable to develop on back gardens where appropriate and that there is precedent in Ryeworth Road. However, in coming to a decision, we urge you to please take into account a) how much infill development this wedge shaped area between Ryeworth Road and Greenway Lane has already sustained, and b) how detrimental the impact of these houses would be on their immediate neighbours.

We have serious concerns about this latest proposal and object for the following reasons:

1. Visual impact and amenity

We do not believe 'the massing of the proposed houses is appropriate' despite the architects' statement on page 4 of the Design Statement. To all intents and purposes this is a solid block running along the backs of 3, 4 and 5 Little Ashley Court with no green screening or cooling relief.

There seems to be no space for landscaping around the houses to stop them being overlooked from Little Ashley Court and other houses, or to make them appealing homes to live in. Shoehorning in two more houses with up to six more cars will detract visually from all three dwellings on the site.

We disagree that 'green space is retained by providing a proportionate garden for each new home'. The 'gardens' for the new three bedroom dwellings seem too small to provide a desirable amenity even for their occupants, they are just patio areas. Should residents and children want to be or play outside or have a barbecue it will be very intrusive for immediate neighbours. As well as increased noise, we will suffer light pollution in the evenings and during the winter. With the trees gone we would no longer enjoy the birdlife - including robins, blue and great tits and many finches - that frequents and nests in the trees and shrubs on the boundary. These are significant negative changes to the amenity that will substantially diminish its quality.

## Page 594

We cannot stress highly enough the threat to the enjoyment of our properties posed by building these houses close up to the boundary wall. If enjoying our homes and our time in them is not a legitimate planning consideration then it should not feature in the LDPP document.

### 2. Noise

With no trees or planting at the back of the new properties there will be nothing to absorb noise reflected off the hard surfaces of the buildings and the boundary wall. We will be sitting six or seven feet away from each other with the wall in between us and will all be able to overhear each other's conversations, music etc. The attached photos illustrate this close proximity.

### 3. Privacy

We dread the prospect of living behind permanently closed blinds in our sitting room and main bedroom in order to feel private in our own home (despite what the application says about minimising windows) and also so that we don't feel we are 'snooping' into the new houses.

Although the revised configuration puts the single storey area closest to the wall and has minimal windows to the rear and in the roof, on the drawings these buildings appear closer to the boundary wall than our house (No 3), which itself is 10.3m at the narrowest point. Is it a rule that first floor windows must be 10.5m from the boundary? There is a window on the staircase of the new houses. If Little Ashley Court were being developed concurrently, we suggest our large windows looking directly on to the patios and into the new properties would not be allowed, for the sake of privacy for the new houses.

Although we are not great lovers of large conifers, they do give us screening from the main property and others on Greenway Lane. These trees will be cut down (as have already many other perfectly healthy trees on the site). Since trees were felled last year we now see clearly across into Nos 10 and 12 Greenway Lane.

### 4. Other issues

#### a) The boundary wall between the properties

At no point do the plans mention the poor state of the wall on the side of 10 Greenway Lane. It leans heavily into our garden and has had to be buttressed in two places. Ivy is not just growing over the top into our garden from No 10, but actually breaking through the brickwork mortar at several points. We had to rebuild part of it at our own expense in 2014 because this had made it dangerous. Whatever happens in the immediate future, we ask that the owner eradicates the ivy (without poisoning our garden) and does not simply cover up the wall with a fence or trellis.

#### b) Removal of trees - short and longer term effects

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Conifers suck a lot of water out of the ground. Can we be sure that their removal would not result in heave or other issues that could affect the wall?

#### c) Materials to be used for the 'gardens' and driveways

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#### d) Period for consultation and comment

The planning notification is dated 18 July 2017, the day after the last Parish Council Meeting (17 July). It gives us a deadline to comment of 8 August 2017. Since the next PC meeting is on 7 August, this allows only the minimum possible opportunity for residents to meet together with parish council members and discuss the application. This is unfortunate, especially given it is already in the holiday season.

### e) Dimensions

The plans seem to be deficient in giving dimensions of the proposed buildings and gardens. They give 11.8m between Nos 3-5 LAC and the single storey living area projection, though where this measurement is from and to which of the two new houses is not specified. Our house (no 3) is 10.3m to the boundary wall at the narrowest point but, due to the angle of the boundary, numbers 4 and 5 Little Ashley Court may be far closer. That could mean as little as 1.5m, from the wall to the single storey (not allowing for the thickness of the wall). It would be helpful to have:

- the distance from the back boundary wall a) to the single storey living area projection and b) to where the two storey wall starts for both units One and Two (shortest and farthest points)
- the total width and depth of each property including the depth of the single storey living area
- the height (at each different point) of the rooflines.

We hope our concerns can be taken into account.

### **Comments: 27th September 2017**

We have the same question as 12 Greenway Lane. The list of key dates shows the determination deadline as 9 September but there is no indication that the application has either been refused or withdrawn by the applicant. Presumably the plans are currently being revised with a view to resubmission before the expiry date of 27 October?

Over the past week the garden of No 10 has been divided up to reveal the new 'plot' on which the developer plans to build, showing just how close to all the neighbours any new buildings will be and how inadequate the space is to accommodate two houses, parking and turning areas and appropriate screening.

We still hope that any new development at all will be deemed too much for this site, but, if it is inevitable, we ask that everything will be done to mitigate its impact on all the immediate neighbours who will be badly affected by its proximity. One single storey property with substantial screening is surely the limit to what can possibly be feasible and tolerable. Even then it will still negatively impact on the amenity, our existing quality of life and enjoyment of our properties.

### **Comments: 17th November 2017**

The architects must be commended for giving considerable emphasis to the siting and design of this proposed single house in the hope of minimising its impact on surrounding dwellings and making it as attractive as possible within the tight constraints of the plot.

We appreciate that (on paper) this development seems to fit much better than the previous three submissions. However, as neighbours who will bear the brunt of the effects of another house in such close proximity, we feel we must object. Rather than restate previous arguments, there is some fresh input we would like the council to take into account, in the hope that development of another house on this plot is not inevitable.

Now that No 10 Greenway Lane is occupied and refurbishment nearly complete, we can speak from experience about its impact on us as immediate neighbours. This informs our view of how the additional dwelling would affect us and other adjacent properties.

- The main house dominates our outlook far more than we envisaged and whilst impressive, is quite overbearing. The proposed new house will compound this feeling as there will be more built space and less garden relief.

## Page 596

- Because the developer felled the orchard and several mature trees we have a clear line of sight to the interior of No 10. Light pollution is an issue with the darker afternoons and evenings at this time of year. Often every inside light seems to be on (see photos). The multi-coloured LED display from the large picture and Velux windows on the left hand side of the roof is distractingly intrusive. The proposed house will be twice as close to us as No 10 so we will be even more affected by light emanating from inside.
- There are several new wall lights on the back of No 10 and around the wooden clad extension. Should the new house have external lighting it will add to the existing brightness of the site.
- The site has yet to be landscaped. However any garden lighting at both No 10 and the proposed new property will increase light intrusion at such close proximity.
- By day, and particularly in the evening, we can see everyone and everything being prepared in the glass/wood kitchen extension, to the extent that we now feel we have to close the blinds and curtains on the back so we aren't inadvertently 'snooping' on the neighbours. This is upsetting as we feel we shouldn't be the ones who now have to live behind blinds. This sense of privacy being compromised will inevitably worsen with the proposed house being so close. Our windows will directly overlook the new property's front lawn, breakfast terrace and dining room/kitchen and also have line of sight across the drive directly into the glass walled snug/study.
- We have previously expressed concern about screening, and the need for this is now more apparent than ever. The proposed property's ground floor plan says that shrubs and small conifer trees will be retained, but these are not specifically identified on the plans. There are six mature conifers along the length of the wall bordering Nos 3, 4 and 5 Little Ashley Court, currently affording us all some protection. Our property has two conifers as well as buddleia and a mature pyracanthus (which is attractive in the autumn and popular with the birds). How many of these trees and shrubs does the developer intend to keep and if, not all, which? Looking at the plans there doesn't appear room to accommodate the design and the conifers. Can specific shrubs and trees be identified for retention and could it be made a condition of planning that they stay? What happens when the property changes hands? One cannot dictate what people do in their own gardens.
- The existing lawn and mature planting absorbs rainfall. With yet more development at this corner of Greenway Lane and Ryeworth Road retaining permeability and water take up in the landscaping is very important and we hope this would be addressed at the new property.
- Please refer back to our previous comments over the dilapidated state of the boundary wall and what impact felling and stump-grinding any of the conifers would have on its integrity as it leans towards our side (hence the buttressing). Can this wall be surveyed and will the developer undertake to ensure its integrity for the future?
- Care needs to be taken to prevent the glare of headlamps from vehicles arriving at night since the drive and parking area directly faces our house. The fencing/screen for the double parking area must be of sufficient height to ensure this is not a problem.
- On the occasions when the new football goal in the garden has been used (including after dark, lit by the external wall lights), the noise deflecting off No 10 towards us has been greater than expected. This indicates that an additional house in even closer proximity will add to the noise reflecting off hard surfaces and buildings outside.

In summary we ask that you view this new proposal in the context of:

1. The existing density of housing surrounding the proposed development. We recognise that precedent with an established building line is a problem here. We do not dislike the design of the proposed house, but, given the location, the negative impacts (loss of green space, building

density, light and noise pollution, loss of privacy, extra traffic, and reduced enjoyment for all) of this application outweigh its merits.

2. Is it essential to shoehorn another house here when:

- It will negatively affect the occupants' enjoyment of the nine immediately adjacent properties so severely? How many existing residents benefit compared with those who lose out?
- It will detract from No 10 as a high-end family house set in an appropriately scaled garden. Is the profit margin from the extra property worth this?

3. Our enjoyment of our home has already been measurably reduced by the major expansion of No 10. We cannot see how sandwiching in another house between Nos 3, 4 and 5 Little Ashley Court and No 10 will do anything other than reduce that enjoyment still further.

4. There does not appear to be one positive contribution to the amenity for residents that building the proposed house will make.

**Comments:** 20th November 2017

Supporting photographs attached.

Ashley Lodge  
Ryeworth Road  
Charlton Kings  
Cheltenham  
Gloucestershire  
GL52 6LX

**Comments:** 22nd November 2017

Letter attached.

**Comments:** 3rd August 2017

Thank you for your letter of 18th July, 2017.

It is almost exactly 12 months since I wrote two letters to your Department as a serious objector to the plans to erect two new dwellings at the rear of 10 Greenway Lane.

Little or nothing has occurred in the meantime to ease or address the concerns my wife and I had - except one. In paragraph 6 of my letter of 30 July 2016 I wrote that I had less detailed comments on the main house but noted that the word "modest" in connection with its development was "questionable". That house is totally unrecognisable from that which existed before - it is of a radically different design as well as size proving that the word modest was wholly and definitely inappropriate and far removed from the truth which I believe has a bearing on the matter of the two proposed additional properties.

Turning to your examples of headings the planning authority may consider I comment as follows.

a) How can anyone realistically object to noise purely from a house being there - other than to indicate that by its proximity to other properties there must be some sound issues. Also whilst the noise from the building of a property should not be of particular concern in pure planning terms I contend that for builders to be working for months and years on end right beside other properties has an adverse effect on their quality of life.

b) Traffic on Greenway Lane increases month by month - clearly the proposed development shows signs of at least three other vehicles (and probably more) at the properties which can only

add to the problem - the main one being the very sharp corner at one side and the entrance to a school on the other.

c) The visual impact of the main house is most unattractive, adding two more oddly designed properties can only make a bad situation worse - certainly it does nothing for visual appearances especially when the neighbouring properties will be forced to face the back of them.

d) I note that the proposed new dwellings have been moved a very short distance from the wall separating the properties from those in Ashley Mews - describing the still small spaces between the properties as having "latent potential" is another example of the meaningless jargon I complained about in my earlier correspondence but what is to happen to the existing trees? The simple fact is that the two proposed dwellings are just too close to the back of Ashley Mews and much closer to my property than I would wish. Another comment that the designs are in keeping with other nearby properties may be true of one or two but are certainly not typical of those in the surrounding area.

e) It may be reasonable to assume that, given the size of the main house and then adding another two houses, at least three families will be living there - that will cause strain on the limited local amenities.

Finally whilst they weren't specifically listed in your letter I would like to make two additional points. The first is that density will be severely impacted by cramming two extra sizeable houses in to the space at the rear of 10 Greenway Lane. My second issue is that removing a large part of the garden, it having already been decimated by the development of the main house, can only have an adverse effect on the open aspect of the property as it now stands.

In conclusion my wife and I strongly object to the proposed development on the grounds that it will have a serious adverse impact on the immediate area, our property and our quality of life.

1 Whitefriars Court  
Ryeworth Road  
Charlton Kings  
Cheltenham  
Gloucestershire  
GL52 6LG

**Comments:** 7th August 2017

I am writing to object to the requested planning permission for two houses to be built in the garden of 10 Greenway Lane, Charlton Kings.

Would it not be possible to have one lower level house to reduce the impact to neighbours and reduce the number of motor vehicles of which there could potentially be 6 extra cars turning out onto Greenway Lane which is already very busy.

71 Ryeworth Road  
Charlton Kings  
Cheltenham  
Gloucestershire  
GL52 6LS

**Comments:** 7th August 2017

As residents in Charlton Kings, we object to the building of 2 new houses at the back of Greenway Lane as additional infill in what is already a very enclosed space. The so called "modest" extension to the house on Greenway Lane has more than impacted on the nearby houses and this new development will further affect them and increase traffic onto an already busy lane.

2 Little Ashley Court  
Ryeworth Road  
Charlton Kings  
Cheltenham  
Gloucestershire  
GL52 6JY

**Comments:** 1st August 2017

I wish to object to the erection of these two dwellings for the following reasons:

Over the last 10 years we have seen a significant increase in traffic along Greenway Lane: this is a direct result of several new housing projects that have happened along this road as well as nearby in Ryeworth Road and further up the other end of Greenway Lane where there are now some new, large estates. We feel the traffic has reached crisis point now with extremely long tails of standing cars waiting for slow changing lights at Sixways. This is very evident at rush hours.

As a result of this traffic the state of Greenway Lane is deteriorating rapidly and is now in a dreadful state with extremely dangerous pot holes and worn areas.

We believe the proposed buildings are also planned without due consideration to the privacy of the neighbours whose properties border this proposed development. Everybody is entitled to privacy in their own garden and we feel that this proposal will rob the residents of the privacy they now enjoy.

We also object to the destruction of trees and shrubs which increase privacy, lower noise pollution and encourage wildlife to our environment.

I sincerely hope that our objections will be taken into consideration at your next meeting.

Ben Hawkes  
Planning Officer  
Cheltenham Borough Council  
Cheltenham GL50 1PP

25 July 2017

Dear Mr Hawkes

**Ref 17/01390/FUL The erection of two new three-bedroom houses in the rear garden of No 10 Greenway Lane, Charlton Kings, Cheltenham.**

Whilst the architects have given some thought to nearby residents' comments on the July 2016 application, we feel these revised plans are still not appropriate for the site in particular or the amenity in general. The two proposed houses have been nudged minimally back into the site and are far too close to the boundary wall with Little Ashley Court, with no provision for screening for noise and privacy.

The first application to build two additional properties at 10 Greenway Lane (15/01054/FUL, June 2015), was vehemently opposed by local residents, considered by the Parish Council to be overdevelopment and subsequently withdrawn. It actually set the new houses much farther back into the site from the boundary wall, allowing them space for back gardens and planting in front of the wall. **Since then, the main house has been substantially enlarged and extended into the garden.** This has dramatically reduced the space available for additional dwellings.

We understand that the Council needs to meet its housing targets, that it is acceptable to develop on back gardens where appropriate and that there is precedent in Ryeworth Road. However, in coming to a decision, we urge you to please take into account a) how much infill development this wedge shaped area between Ryeworth Road and Greenway Lane has already sustained, and b) how detrimental the impact of these houses would be on their immediate neighbours.

We have serious concerns about this latest proposal and object for the following reasons:

**1. Visual impact and amenity**

We do not believe '*the massing of the proposed houses is appropriate*' despite the architects' statement on page 4 of the Design Statement. To all intents and purposes this is a solid block running along the backs of 3, 4 and 5 Little Ashley Court with no green screening or cooling relief.

There seems to be no space for landscaping around the houses to stop them being overlooked from Little Ashley Court and other houses, or to make them appealing homes to live in. Shoehorning in two more houses with up to six more cars will detract visually from all three dwellings on the site.

We disagree that '*green space is retained by providing a proportionate garden for each new home*'. The 'gardens' for the new three bedroom dwellings seem too small to provide a desirable amenity even for their occupants, they are just patio areas. Should residents and children want to be or play outside or

have a barbecue it will be very intrusive for immediate neighbours. As well as increased noise, we will suffer light pollution in the evenings and during the winter. With the trees gone we would no longer enjoy the birdlife – including robins, blue and great tits and many finches - that frequents and nests in the trees and shrubs on the boundary. These are significant negative changes to the amenity that will substantially diminish its quality.

**We cannot stress highly enough the threat to the enjoyment of our properties posed by building these houses close up to the boundary wall. If enjoying our homes and our time in them is not a legitimate planning consideration then it should not feature in the LDPP document.**

## **2. Noise**

With no trees or planting at the back of the new properties there will be nothing to absorb noise reflected off the hard surfaces of the buildings and the boundary wall. We will be sitting six or seven feet away from each other with the wall in between us and will all be able to overhear each other's conversations, music etc. The attached photos illustrate this close proximity.

## **3. Privacy**

We dread the prospect of living behind permanently closed blinds in our sitting room and main bedroom in order to feel private in our own home (despite what the application says about minimising windows) and also so that we don't feel we are 'snooping' into the new houses.

Although the revised configuration puts the single storey area closest to the wall and has minimal windows to the rear and in the roof, on the drawings these buildings appear closer to the boundary wall than our house (No 3), which itself is 10.3m at the narrowest point. Is it a rule that first floor windows must be 10.5m from the boundary? There is a window on the staircase of the new houses. If Little Ashley Court were being developed concurrently, we suggest our large windows looking directly on to the patios and into the new properties would not be allowed, for the sake of privacy for the new houses.

Although we are not great lovers of large conifers, they do give us screening from the main property and others on Greenway Lane. These trees will be cut down (as have already many other perfectly healthy trees on the site). Since trees were felled last year we now see clearly across into Nos 10 and 12 Greenway Lane.

## **4. Other issues**

### **a) The boundary wall between the properties**

At no point do the plans mention the poor state of the wall on the side of 10 Greenway Lane. It leans heavily into our garden and has had to be buttressed in two places. Ivy is not just growing over the top into our garden from No 10, but actually breaking through the brickwork mortar at several points. We had to rebuild part of it at our own expense in 2014 because this had made it dangerous. Whatever happens in the immediate future, we ask that the owner eradicates the ivy (without poisoning our garden) and does not simply cover up the wall with a fence or trellis.

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Aside from our concerns about loss of wildlife habitat and visual loss of trees and shrubs, the felling of several large conifers (and presumably stump grinding them out) is going to put further pressure on the already precarious wall. It appears to have little in the way of foundations and we are very concerned that it might collapse.

Conifers suck a lot of water out of the ground. Can we be sure that their removal would not result in heave or other issues that could affect the wall?

## c) Materials to be used for the 'gardens' and driveways

The march of hard surfacing continues unabated. What materials are proposed for the 'gardens'/patios? Would they be paved terraces or could they be permeable gravel? Has thought been given to adequate management of surface water and drainage? Could the driveways be gravel, 'grasscrete' or something that will let water through? With all the new development around Sixways and people paving their driveways, the danger of localised flooding is increasing. Already after heavy rain there is far more standing water for longer periods than even three years ago.

## d) Period for consultation and comment

The planning notification is dated 18 July 2017, the day after the last Parish Council Meeting (17 July). It gives us a deadline to comment of 8 August 2017. Since the next PC meeting is on 7 August, **this allows only the minimum possible opportunity for residents to meet together with parish council members and discuss the application. This is unfortunate, especially given it is already in the holiday season.**

## e) Dimensions

The plans seem to be deficient in giving dimensions of the proposed buildings and gardens. They give 11.8m between Nos 3-5 LAC and the single storey living area projection, though where this measurement is from and to which of the two new houses is not specified. Our house (no 3) is 10.3m to the boundary wall at the narrowest point but, due to the angle of the boundary, numbers 4 and 5 Little Ashley Court may be far closer. That could mean as little as 1.5m, from the wall to the single storey (not allowing for the thickness of the wall). It would be helpful to have:

- the distance from the back boundary wall a) to the single storey living area projection and b) to where the two storey wall starts for both units One and Two (shortest and farthest points)
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- the height (at each different point) of the rooflines.

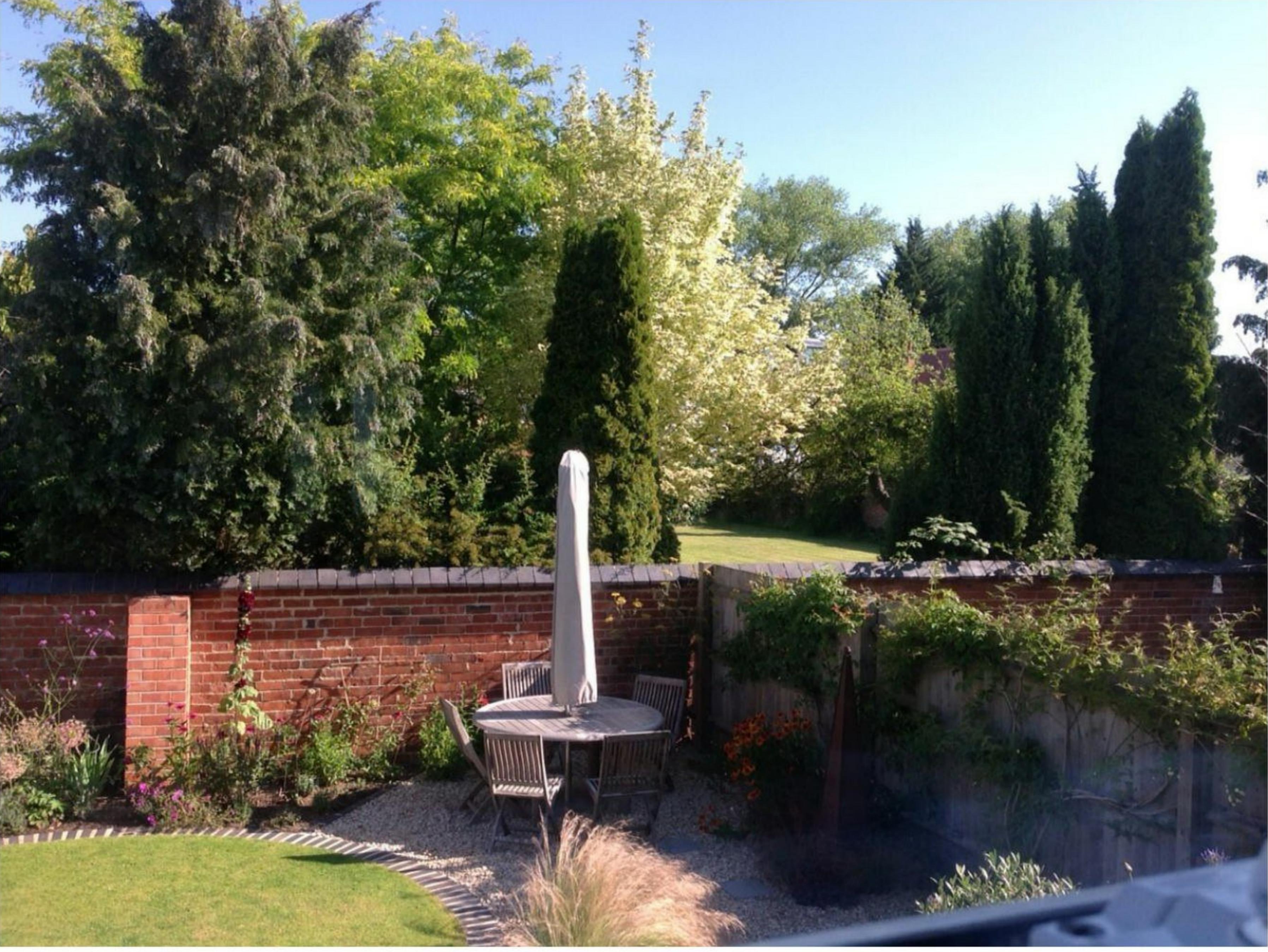
We hope our concerns can be taken into account.

Kind regards

Yours sincerely

Copies to:

Ms Tracey Crews, Director of Planning, Cheltenham Borough Council  
Councillor M Babbage, 57 Hewlett Road, Cheltenham  
Councillor L Savage, 68 Hewlett Road, Cheltenham  
Alex Chalk, MP  
Charlton Kings Parish Council  
Little Ashley Court Management Committee



*Left:* July 2015, from sitting room of No 3 Little Ashley Court before several fruit trees, the variegated sycamore and other mature trees were felled.

*Right:* July 2017. The remaining trees behind the wall will be cut down and 3,4 & 5 LAC will just look at the new buildings.

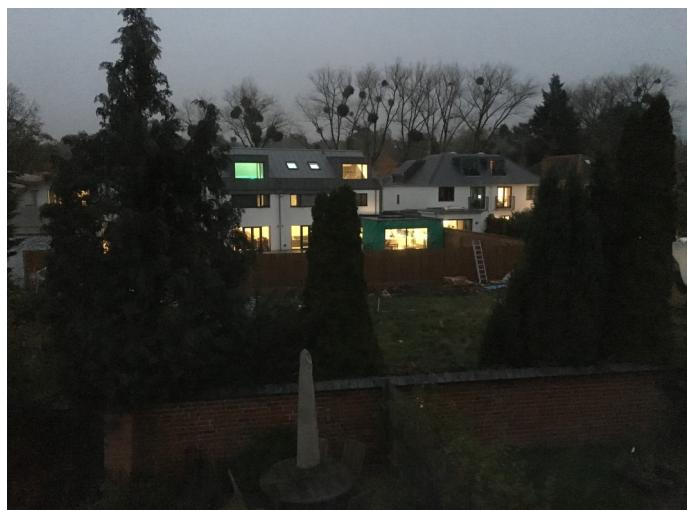
*Below:* Privacy and amenity for nos 3,4 & 5 will be lost. We will overlook the 'gardens' of the new houses and noise from them will be trapped in a soundbox between them and the wall behind which we all sit. The photo *below right* from No 3 upstairs bedroom illustrates how close we will all be.



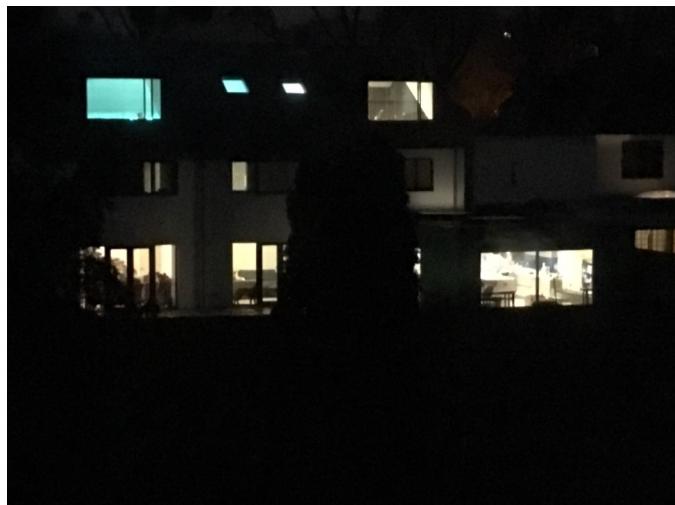
Note lighting , overlooking and sightlines



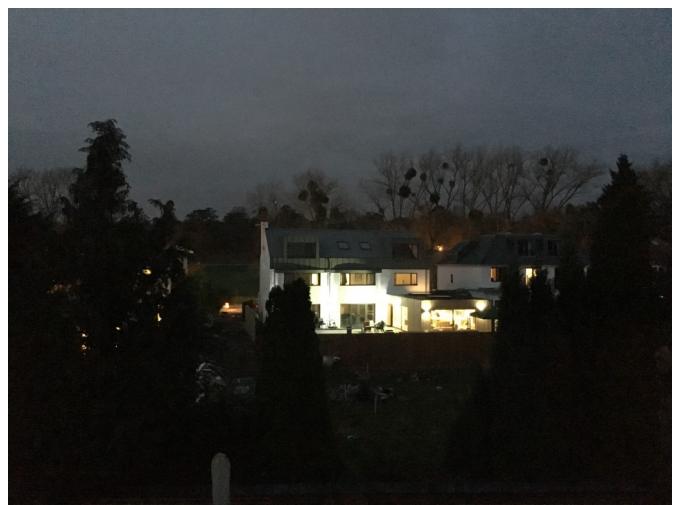
26 October 2017, 18:12



26 October 2017, 18:14



26 October 2017, 18:30



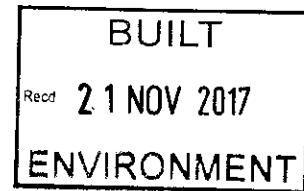
17 November 2017, 16:50— external lights



17 November 2017, 16:50—  
new external lighting

Without the lights on inside  
the roof

Ashley Lodge  
Ryeworth Road  
Charlton Kings  
Cheltenham  
GL52 6LQ



19<sup>th</sup> November, 2017

Tracey Crews  
Director of Planning  
Cheltenham Borough Council  
P.O. Box 12  
Municipal Offices  
Promenade  
Cheltenham  
GL50 1PP

For the attention of Mr. Ben Hawkes

Your ref: 17/0139/FUL

The Erection of one new four bedrooomed house to the rear of 10 Greenway Lane, Charlton Kings, Cheltenham

Dear Mr Hawkes

With reference to the fourth application for planning permission for a building at the rear of 10 Greenway Lane we are raising an immediate and strong objection to the granting of it.

We have several good reasons for our objections the first one being that we have complained that our quality of life would be seriously affected by the building of another property so close to our own but that is already the case our lives having been marred by the relentless number of applications we are faced with and the need to be forever defending our human rights as well as our privacy.

Studying the written objections of the affected residents – especially those of Little Ashley Court – we wholeheartedly agree with – and totally support - their arguments. That the latest proposal is for one rather than two properties does nothing to deal with either the earlier or the present objections.

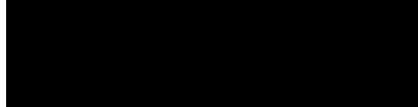
Privacy is a major factor here and now that the residents of 10 Greenway Lane have moved in we can now prove the effect of their being able to look across to our house – and we to theirs. The layout of the new design makes things even worse as we shall be faced with two lots of intrusion, the upper windows of the new house giving a view straight across into our garden, bedrooms, and especially the downstairs one. That is a most unwelcome and distressing prospect.

We have already suffered in our quality of life by the activity at 10 Greenway Lane in the shape of never ending building works, movements of vehicles and people together with increased noise and light pollution; therefore adding another property with facilities for more cars in the small space remaining between No.10 Greenway Lane and the boundary of our property can only worsen an already unacceptable situation. Effectively a very large garden at the rear of No.10 has disappeared to be replaced by a drive, a house and a car park.

In our view, aesthetically (and architecturally) the house at 10 Greenway Lane is an eyesore and it has adversely affected the character of Charlton Kings. Adding yet another curiously designed house will do nothing to improve the locality but it will cause huge upset to the occupants of the neighbouring properties. I have no doubt that friction between neighbours will be inevitable.

We are all too aware that these continual applications may well be designed to wear us down but given that the building of another house of any design, type or size on this small site would seriously affect our human rights as well as our health and welfare we shall continue to be strenuous and vociferous in our objections.

Yours sincerely



<b>APPLICATION NO:</b> 17/01411/OUT	<b>OFFICER:</b> Miss Michelle Payne
<b>DATE REGISTERED:</b> 19th July 2017	<b>DATE OF EXPIRY:</b> 18th October 2017
<b>WARD:</b> Springbank	<b>PARISH:</b>
<b>APPLICANT:</b>	Finch Investments Ltd
<b>AGENT:</b>	Mr Philip Staddon
<b>LOCATION:</b>	Phase 1, Land At Old Gloucester Road, Cheltenham
<b>PROPOSAL:</b>	Outline application for proposed residential development of up to 90 dwellings, associated open space, landscaping and infrastructure, including new vehicular access to Old Gloucester Road

## Officer Update

### 1. OFFICER COMMENTS

- 1.1. Members will recall that officers took the decision to defer this application from the November committee meeting. This update should therefore be read in conjunction with the officer report previously published.
- 1.2. The decision to defer the application resulted from comments received by Historic England (HE) in respect of the proposed phase 2 development on the County Council's land and the setting of a nearby Scheduled Ancient Monument (a moated site) to the north of the proposed allocation (within Tewkesbury Borough Council). These comments followed on from representations made by HE in response to the last Cheltenham Plan consultation in March; however, it should be noted that the HE representations received in response to the Cheltenham Plan consultation related to an allocation site boundary which extended north of the River Chelt up to Tewkesbury Road.
- 1.3. As anticipated, the heritage study commissioned by the Policy Team to support the local plan allocations has now been received. The report considers the setting of the scheduled monument and how best to preserve or enhance it through the allocation.
- 1.4. In reviewing the Phase 1 proposals, HE commented that, in their view, the proposed development site does not make any significant contribution to the scheduled monuments significant and that the development of this parcel of land would not cause harm to the identified Heritage Asset. The heritage assessment concurs with this view.
- 1.5. HE did however highlight concerns in respect of Phase 2 given the proximity of the site to the scheduled monument, whilst acknowledging that they had not had time to fully assess the setting or contribution the site makes to the monuments significance.
- 1.6. The desk-based heritage assessment considers that the development proposals on the western area of the site, to include Phase 2, would not harm the setting of the monument subject to the provision of a green buffer to the south of the River Chelt to provide a degree of separation between the new development and the monument. Careful consideration will also need to be given to the scale, massing, and number of dwellings.
- 1.7. Officers consider that the heritage assessment now gives the planning authority the comfort to proceed with Phase 1 of the broader allocation. It is clear that the allocation is essentially sound and that some form of development will be acceptable on Phase 2; and it is this phase that will help integrate Phase 1 into the existing built-up area.

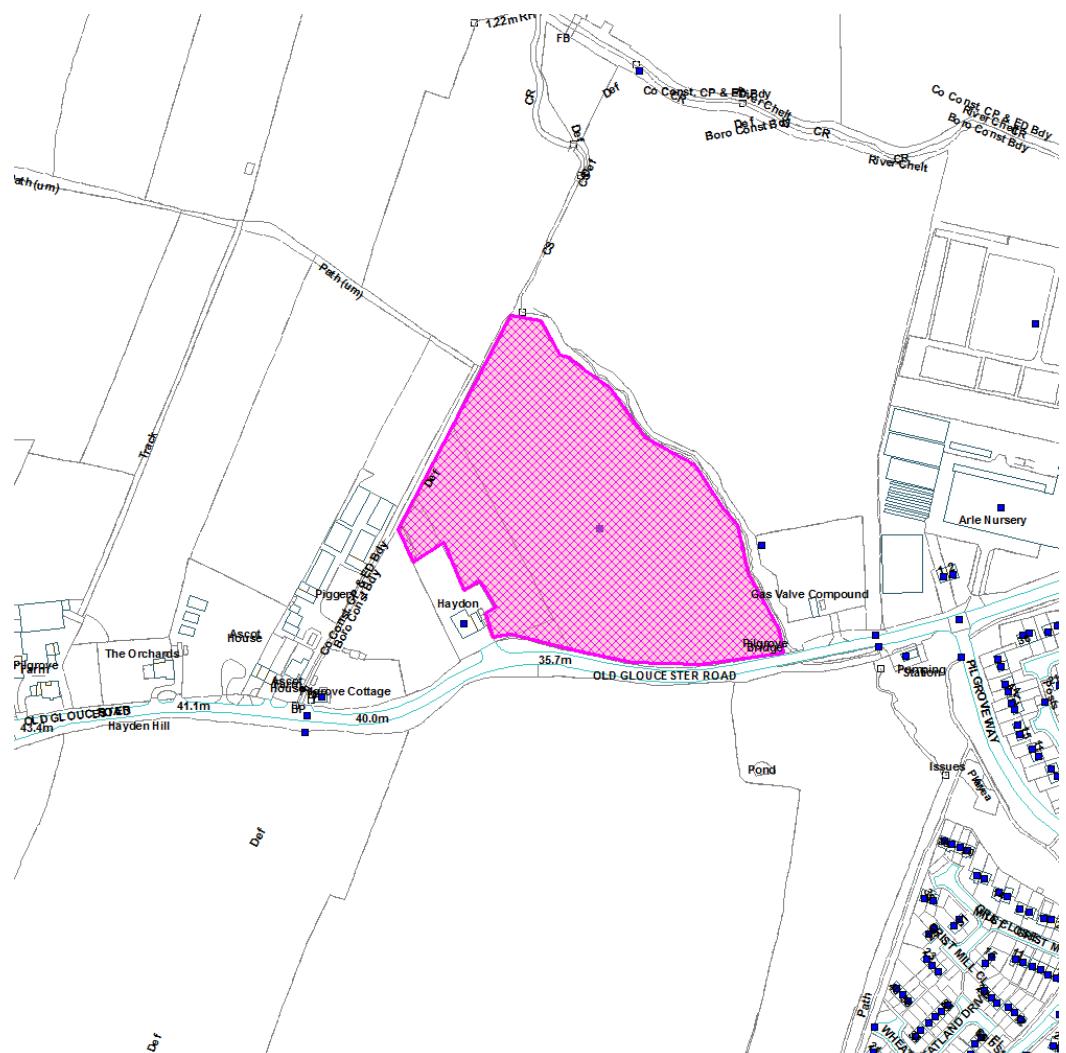
- 1.8. A further update will be provided following the vote by Council on the adoption of the Joint Core Strategy (JCS) on 11th December 2017 which, if successful, will result in the removal of this site from the Green Belt.
- 1.9. The recommendation remains to grant outline planning permission subject to a signed Unilateral Undertaking and a number of conditions relating to, but not limited to, highways, SuDs, landscaping, trees, external materials, etc. The full schedule of conditions will follow in an update.

# OFFICER REPORT

## circulated November 2017

<b>APPLICATION NO:</b> 17/01411/OUT	<b>OFFICER:</b> Miss Michelle Payne
<b>DATE REGISTERED:</b> 19th July 2017	<b>DATE OF EXPIRY:</b> 18th October 2017
<b>WARD:</b> Springbank	<b>PARISH:</b> n/a
<b>APPLICANT:</b>	Finch Investments Ltd
<b>AGENT:</b>	PJS Development Solutions Ltd
<b>LOCATION:</b>	Phase 1 Land At Old Gloucester Road Cheltenham
<b>PROPOSAL:</b>	Outline application for proposed residential development of up to 90 dwellings, associated open space, landscaping and infrastructure, including new vehicular access to Old Gloucester Road

**RECOMMENDATION:** Recommendation at Committee



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## 1. DESCRIPTION OF PROPOSAL

- 1.1 This application seeks outline planning permission for the erection of up to 90 houses (40% affordable) on a 3.14ha parcel of land located to the northwest of the borough, with all matters reserved. As the application is in outline, it is only seeking to establish the general principle of development, with matters relating to access, appearance, landscaping, layout and scale reserved for future consideration.
- 1.2 Notwithstanding the 'all matters reserved' nature of the outline application, the application is supported by an indicative layout which seeks to demonstrate that up to 90 houses could be successfully accommodated within the site.
- 1.3 The application has also been accompanied by the following detailed reports and statements:
  - Design and Access Statement
  - Planning Statement
  - Flood Risk Assessment
  - Sustainable Drainage Statement
  - Utilities Report
  - Tree Survey
  - Ecology Report
  - Historic Environment Desk Based Assessment
  - Archaeological Evaluation
  - Geophysical Survey
  - Landscape and Visual Impact Assessment
  - Transport Assessment
  - Travel Plan
  - Non-Motorised User Audit
  - Sustainability Checklist
  - Waste Minimisation Statement
  - Statement of Community Engagement
- 1.4 The application is before planning committee as it is one that would, if granted, be a departure from the adopted Local Plan. Members will visit the site on planning view.

## 2. CONSTRAINTS AND RELEVANT PLANNING HISTORY

### **Constraints:**

Airport safeguarding over 15m  
Flood Zone 2  
Greenbelt  
Smoke Control Order

### **Relevant Planning History:**

There is no planning history of any particular relevance to this application

## 3. POLICIES AND GUIDANCE

### **Adopted Local Plan Policies**

CP 1 Sustainable development  
CP 3 Sustainable environment  
CP 4 Safe and sustainable living  
CP 5 Sustainable transport  
CP 7 Design  
CP 8 Provision of necessary infrastructure and facilities

GE 5 Protection and replacement of trees  
GE 6 Trees and development  
GE 7 Accommodation and protection of natural features  
CO 1 Landscape character  
CO 5 Definition of green belt  
CO 6 Development in the green belt  
CO 14 Development abutting the countryside  
NE 1 Habitats of legally protected species  
NE 3 Biodiversity and geodiversity of local importance  
HS 1 Housing development  
HS 4 Affordable Housing  
RC 6 Play space in residential development  
UI 1 Development in flood zones  
UI 2 Development and flooding  
UI 3 Sustainable Drainage Systems  
UI 4 Maintenance strips for watercourses  
TP 1 Development and highway safety

#### **Supplementary Planning Guidance/Documents**

Affordable housing (2004)  
Development on garden land and infill sites in Cheltenham (2009)  
Flooding and sustainable drainage systems (2003)  
Landscaping in new development (2004)  
Planning obligations (2003)

#### **National Guidance**

National Planning Policy Framework

## **4. CONSULTATION RESPONSES**

#### **Planning Policy Team**

*24th August 2017*

It is worth drawing a parallel between this application and the application that is currently on appeal at Leckhampton. Both lie outside the PUA and both represent isolated development in a semi-rural location yet we are treating them differently in terms of their potential acceptability.

I feel the difference with the Old Gloucester Road application is that the landscape value of the site is a lot lower and there is probably more chance of getting a statement of intention from the neighbouring land owners (i.e. Gloucester CC and Cheltenham BC) to help demonstrate that their respective parcels of land will be developed and that a more comprehensive development will be achieved in future.

#### The site

The application site lies to the west of Arle nurseries on Old Gloucester Road to the north-west of Cheltenham.

#### Policy Framework

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning decisions should be taken in accordance with the relevant adopted Development Plan unless material considerations dictate otherwise. Therefore, in determining this application, the following must be considered;

- The saved policies of the Cheltenham Borough Local Plan (CLP) Second Review 2006, which comprise the adopted development plan, and;
- Relevant material considerations which include:
- National Planning Policy Framework (NPPF)
- National Planning Practice Guidance (nPPG)

- The emerging Joint Core Strategy (JCS) and its evidence base
- The emerging Cheltenham Plan and its evidence base.

## Core issues in this case

The core policy issues in the case of this proposal are considered to be:

- The need for sustainable development
- New residential development
- Development in the Green Belt

These are considered in turn below.

### The need for sustainable development

NPPF (2012)

Paragraph 14 of the NPPF states that a presumption in favour of sustainable development is a golden thread running through both plan making and decision taking. When making decisions, this means approving development proposals that accord with the development plan unless material considerations indicate otherwise.

Adopted Cheltenham Local Plan (2006)

The land which is subject to this proposal is not allocated for any particular use and lies outside the Principal Urban Area as defined on the Proposals Map of the adopted Cheltenham Local Plan. The purpose of the Principal Urban Area (PUA) is to help concentrate development to sustainable locations within the Borough.

Policy CP1 - Sustainable Development states:

"Development will be permitted only where it takes account of the principles of sustainable development. In particular, development should:

- a) conserve or enhance natural resources and environmental assets, and
- b) give priority to the use of previously developed land, and
- c) make the most efficient and effective use of land."

### New residential development

NPPF (2012)

Paragraph 49 states that:

"Housing applications should be considered in the context of the presumption in favour of sustainable development."

Cheltenham Borough Local Plan

Policy HS1 seeks to prevent the building of new dwellings other than on local plan allocations or brownfield land.

Policy HS2 requires housing development to be between 30 and 50 dwellings per hectare in order to demonstrate the efficient use of land.

Policy HS4 requires a minimum of 40% affordable housing to be provided in residential developments of 15 dwellings or more.

### Development in the Green Belt

NPPF (2012)

Para 87 states:

"As with previous Green Belt policy, inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances."

Para 88 states:

"When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will

not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations."

Para 89 states:

"A local planning authority should regard the construction of new buildings as inappropriate in Green Belt. Exceptions to this are:

- buildings for agriculture and forestry;
- provision of appropriate facilities for outdoor sport, outdoor recreation and for cemeteries, as long as it preserves the openness of the Green Belt and does not conflict with the purposes of including land within it;
- the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building;
- the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;
- limited infilling in villages, and limited affordable housing for local community needs under policies set out in the Local Plan; or
- limited infilling or the partial or complete redevelopment of previously developed sites (brownfield land), whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development."

Para 90 states:

"Certain other forms of development are also not inappropriate in Green Belt provided they preserve the openness of the Green Belt and do not conflict with the purposes of including land in Green Belt. These are:

- mineral extraction;
- engineering operations;
- local transport infrastructure which can demonstrate a requirement for a Green Belt location;
- the re-use of buildings provided that the buildings are of permanent and substantial construction; and
- development brought forward under a Community Right to Build Order."

Adopted Cheltenham Local Plan (2006)

Policy CO6: Development in the Green Belt, states:

"Within the Green Belt, except in very special circumstances, there will be a presumption against the construction of new buildings for purposes other than:

- agriculture and forestry; or
- essential facilities for outdoor sport and outdoor recreation, for cemeteries, or for other uses of land which preserve the openness of the Green Belt and which do not conflict with the purposes of including land in it; or
- limited rebuilding, replacement, or extension of existing dwellings, subject to policies CO7 (Rebuilding or replacement of dwellings in the green belt) and CO8 (Extension of dwellings in the green belt); or
- limited residential infilling within existing and previously undeveloped gaps in built up frontages along The Reddings, Shaw Green Lane and Bowbridge Lane, if there is no adverse impact on the openness of the Green Belt; or
- development in accordance with policy CO9 (Cheltenham Racecourse).

Engineering or other operations or any material change of use will not be permitted unless they maintain the openness of the Green Belt and do not conflict with the purposes of including land in it."

The emerging Gloucester, Cheltenham and Tewkesbury Joint Core Strategy - Main modifications version (2017)

The JCS is now well advanced in its preparation with adoption anticipated at the end of the year. It therefore should be taken into account as a significant material consideration in decision making on planning matters.

Policy SD6: Green Belt, states:

"To ensure the Green Belt continues to serve its key functions, it will be protected from harmful development. Within its boundaries, development will be restricted to those limited types of development which are deemed appropriate by the NPPF unless very special circumstances can be demonstrated...."

#### Assessment

##### The need for sustainable development

The site is located on the north-western edge of Cheltenham and occupies greenfield land beyond the Principal Urban Area (PUA) as defined on the Cheltenham Borough Local Plan Proposals Map. Whilst this is not a preferred location for development in the adopted plan, the NPPF has superseded the plan on this matter. Para 14 of that document indicates that where a development plan is out of date, planning permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits unless specific policies in the national framework indicate development should be restricted.

An example of such policies applies to sites located in the Green Belt where there is a strong presumption against development unless in very special circumstances (see 'Development in the Green Belt' below).

The site lies close to the strategic highway network which is reasonably well served by public transport at this location. It is also located approximately half a mile from Gallagher Retail Park and is approximately 2 miles from the wider services and facilities of Cheltenham Town Centre.

##### New Residential Development

The 2016 Local Development Framework Annual Monitoring Report (AMR) for Cheltenham Borough shows a supply of dwellings equating to 2.6 years over the period 1st April 2016 - 31st March 2019 (based on a 20% buffer). Whilst this falls short of meeting the 5 year requirements set out in the NPPF, the JCS and Cheltenham Plan are setting out proposals to remedy this situation and both documents make residential allocations that ensure the Objectively Assessed Housing Need for the Borough is met and that the statutory 5 year supply of housing land is also achieved. In the case of the JCS, the contribution arises from the West Cheltenham and North-West Cheltenham Strategic allocations. In the case of the Cheltenham Plan, the contribution arises from a number of smaller allocations that include an indicative proposal for residential development at Arle Nurseries.

The Arle nurseries proposal includes the land that is the subject of this outline application as well as the land that is shown as comprising the future Phases 2 and 3 of the development. An indicative capacity of around 200 dwellings is considered appropriate for the whole site taking into account the need to provide elements of green space / recreation space.

The Arle Nurseries proposal has been cascaded from the JCS process where the Inspector conducting the Examination recommended that the land be removed from the Green Belt. This recommendation was made on the basis that the site will no longer make a significant contribution to the Green Belt given the West Cheltenham and North-West Cheltenham strategic allocations which are being proposed to the north and south.

##### Development in the Green Belt

The proposal falls within the Green Belt where there is a strong presumption against development unless in very special circumstances.

With preparation of the JCS now well advanced, there is a strong likelihood that the Green Belt at this location will be amended as outlined above. Should this prove to be the case, it will free up the land from the constraining designation and allow the continued progression of the Arle Nurseries residential allocation through the Cheltenham Plan process.

The primary deciding factor on this planning application is therefore whether the advanced preparation of the JCS provides the special circumstances that would help facilitate the granting of planning permission. The policy team is of the view that by virtue of the Green Belt proposals contained within the JCS, special circumstances do indeed exist on this occasion.

#### Summary

The positive contribution that the proposed development could make is acknowledged, particularly in terms of helping to meet the Borough's objectively assessed housing need and statutory 5 year housing land supply.

Its position in the Green Belt which would normally prohibit development is tempered by the fact that by virtue of the advanced nature of emerging policy, very special circumstances exist that add weight to the argument for the application to be permitted.

Footnote: As outlined earlier, the site represents Phase 1 of 3 possible residential phases in this area with each phase occupying land owned by a different land owner. If Phases 2 and /or 3 did not come forward in future, the scheme embodied in this application would constitute a somewhat isolated development. To prevent this scenario from arising, it would be beneficial if a joint statement could be obtained from the 3 relevant parties that gives a commitment to developing the whole area in future (Phases 1,2 and 3) so that ultimately a comprehensive development is achieved.

#### **County Archaeology**

*27th July 2017*

Thank you for consulting me concerning the above planning application. I wish to make the following observations concerning the archaeological implications of this scheme.

I advise that the application site is located in the Severn Vale, where there is widespread evidence for settlement and activity of prehistoric and Roman date. Development proposed in this area therefore has the potential to have an adverse impact on significant archaeological remains.

I note that this planning application is supported by reports on an historic environment desk-based assessment (Ecus, July 2017), a geophysical survey (Thames Valley Archaeological Services, May 2017) and a report on an archaeological evaluation (Thames Valley Archaeological Services, June 2017).

No significant archaeological remains were observed during these investigations. On the basis of those results I am of the view that there is low potential for archaeological remains to be adversely affected by the proposed development.

Therefore, I am pleased to recommend that no further archaeological investigation or recording should be undertaken in connection with this planning application, and I have no further observations regarding this scheme.

#### **GCC Highways Development Management**

*6th October 2017*

I refer to the above outline planning application with all matters reserved received on the 1st August 2017, submitted with application form, Transport Assessment, Speed Survey,

## Location

The proposed development site is located approximately 3.5km northwest of Cheltenham town centre, off Old Gloucester Road, adjacent to Springbank, Cheltenham. The land is currently undeveloped agricultural land with no formalised access bound to the north east and north west by undeveloped land; to the south west by residential dwellings; to the east by the gas works; and to the south by the B4634 Old Gloucester Road.

The development site is to be accessed via Old Gloucester Road, a class 2 B Road (B4634) highway subject to the sign posted 40mph speed limit. There is no street lighting or footways fronting the site.

## Access & Visibility

The development will be served by a new vehicle/pedestrian access from Old Gloucester Road. Safe and suitable access in accordance with paragraph 32 of the NPPF has to be demonstrated in order to deem the access acceptable. The access therefore has to demonstrate sufficient levels of junction visibility. In the absence of a speed survey a 40mph road would require 2.4m x 120m of emerging visibility to the nearside carriageway edge.

A speed survey was undertaken in support of this application in accordance with DMRB TA22/81, with the 85th percentile speeds being 40.0mph for eastbound traffic and 43.5mph for westbound traffic. The survey was undertaken in dry conditions, therefore a wet weather reduction of 4kph (2.48mph) can be applied. Therefore as the mean vehicle speeds area above 37mph MfS2 visibility parameters of a 2s reaction time and 3.68m/s deceleration rate will be applied. The adjusted 85<sup>th</sup> percentile speeds of 37.6mph eastbound and 41.1mph westbound would require emerging visibility splays of 72m to the right and 83m to the left. The required forward visibility of 74m to the right and 85.1m to the left are considered to be achievable on Old Gloucester Road. Drawing no. SK03 has demonstrated that the required emerging visibility is achievable within land under applicant control or within highway land. It is therefore considered that a safe and suitable access can be provided along the site frontage.

## Pedestrian Access

Indicative drawing no SK03 illustrates a 2.0m wide footway linking the development site to the existing pedestrian footway along Pilgrove Way. As at this stage access is a matter reserved for future consideration, a condition requiring details to be submitted of a connecting footway at the reserved matters stage has been secured by way of planning condition.

## Vehicular Trip Generation

Automated Traffic Count (ATC) data has been interrogated from a local donor site to determine an average of the AM and PM inbound/ outbound movements across a five day survey. Given its relative proximity to the development, number of dwellings and geometry (cul-de-sac) with no through movements Roman Hackle Avenue is considered to be a suitable donor site to calculate the trip rate per dwelling from.

As the donor site Roman Hackle Avenue has 543 dwellings the average number of trips for each movement has been divided by the total number of dwellings to provide a trip rate for both arrivals and departures. This trip rate has then been multiplied by the number of proposed dwellings to provide the trip generation for both arrivals and departures.

Based on above calculations from the donor site used the development is anticipated to generate approximately 45 two-way trips in the AM peak (0800-0900) and 41 two-way

vehicle movements in the PM peak (1700-1800) equating to less than one additional vehicle trip during the peak hours.

### Distribution

Based upon origin and destination 2011 census data, the majority of peak hour trips would be distributed towards Cheltenham, Tewkesbury and Gloucester. The majority of the traffic with a work place origin in Cheltenham was to super output area Cheltenham 009 to south of the proposed development site. Based upon the census data it can be robustly demonstrated that approximately 15.1% of the developments peak hour traffic would be distributed towards the south, with the remaining 84.9% being distributed through various routes across Cheltenham, Tewkesbury, Gloucester and Cotswolds .

### Traffic Impact

A Manual Turning Count (MTC) survey was undertaken at the A4019 Tewkesbury Road / B4634 Old Gloucester Road / Gallagher Retail car park signalised junction on Tuesday 22nd September 2015 between 0700 - 1000 and 1600 - 1900. The data compiled from these resulted in the following flows;

AM peak: 2,605 vehicle movements through this junction

PM peak: 2,999 vehicle movements through this junction

70% of the AM peak hour trips will be distributed to the east towards this junction; this would result in an additional 24 eastbound trips increasing the traffic flow to 336 movements. With 29% of traffic distributed to the west, increasing the southbound flow by 10 trips to 320 movements.

The PM eastbound flow will increase by 19 trips from 332 movements to 351 movements. The westbound flow will increase by 8 trips from 389 to 397 movements.

As the flow of traffic on Old Gloucester Road is high the increase as a result of the development traffic is not considered to be significant in regards to capacity on the local network and at the A4019 / B4634 Old Gloucester Road / Gallagher Retail Park traffic signal controlled junction. Overall the impact traffic assessments identify that there will be a 3% increase on this junction in the future forecast year (2022) generated by the development.

### Personal Injury Collisions

A personal injury collision study was undertaken in the local area as demonstrated by figure 1 in Appendix D of the Transport Assessment.

Over the last 5 years, which is regarded as a robust time scale, 12 Personal Injury Collisions have occurred within the study area consisting of four collisions occurring at the junction between the B4634 Old Gloucester Road and Hayden Road, resulting in six slight injuries and one serious injury with the remaining eight occurring at various points along the B4634 Gloucester Road resulting eight slight injuries and two serious injuries.

No highway blame was attributed to the 8 slight injuries. Therefore it does not appear that the highway layout was attributed blame in any of the recorded injury collisions.

### Statement of Due Regard

Consideration has been given as to whether any inequality and community impact will be created by the transport and highway impacts of the proposed development. It is considered that no inequality is caused to those people who had previously utilised those sections of the existing transport network that are likely to be impacted on by the proposed development.

It is considered that the following protected groups will not be affected by the transport impacts of the proposed development: age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex, sexual orientation, other groups (such as long term unemployed), social-economically deprived groups, community cohesion, and human rights.

## Recommendation

The Highway Authority recommends that no highway objection be raised subject to the following conditions being attached to any permission granted:

### Condition #1 Visibility

The vehicular access hereby permitted shall not be brought into use until the existing roadside frontage boundaries have been set back to provide visibility splays extending from a point 2.4m back along the centre of the access measured from the public road carriageway edge (the X point) to a point on the nearer carriageway edge of the public road 72m to the right and 83m to the left distance (the Y points). The area between those splays and the carriageway shall be reduced in level and thereafter maintained so as to provide clear visibility between 1.05m and 2.0m at the X point and between 0.26m and 2.0m at the Y point above the adjacent carriageway level.

Reason: - To reduce potential highway impact by ensuring that adequate visibility is provided and maintained and to ensure that a safe, suitable and secure means of access for all people that minimises the conflict between traffic and cyclists and pedestrians is provided in accordance with the National Planning Policy Framework.

### Condition #2 Access, Layout & Parking

Details of the layout and access including right hand turning ghost island, (hereinafter called "the reserved matters") shall be submitted to and approved in writing by the local planning authority before any development begins and the development shall be carried out in accordance with the approved plans. No dwelling on the development shall be occupied until the carriageway(s) (including surface water drainage/disposal, vehicular turning head(s) and street lighting) providing access from the nearest public Highway to that dwelling have been completed to at least binder course level and the footway(s) to surface course level.

Reason: - To minimise hazards and inconvenience for users of the development by ensuring that there is a safe, suitable and secure means of access for all people that minimises the conflict between traffic and cyclists and pedestrians in accordance with the National Planning Policy Framework.

### Condition #3 Parking & Turning

The details to be submitted for the approval of reserved matters shall include vehicular parking and turning facilities within the site, and the building(s) hereby permitted shall not be occupied until those facilities have been provided in accordance with the approved plans and shall be maintained available for those purposes for the duration of the development.

Reason: - To ensure that a safe, suitable and secure means of access for all people that minimises the conflict between traffic and cyclists and pedestrians is provided in accordance with the National Planning Policy Framework.

### Condition #4 Vehicular Access Location

Means of vehicular access to the development hereby permitted shall be from B4634 Old Gloucester Road only.

Reason: - To minimise hazards and inconvenience for users of the development by ensuring that there is a safe, suitable and secure means of access for all people that

minimises the conflict between traffic and cyclists and pedestrians in accordance with the National Planning Policy Framework.

**Condition #5 Junction Completion**

No works shall commence on site (other than those required by this condition) on the development hereby permitted until the first 20m of the proposed access road, including the junction with the existing public road and associated visibility splays, has been completed to at least binder course level.

Reason: - To minimise hazards and inconvenience for users of the development by ensuring that there is a safe, suitable and secure means of access for all people that minimises the conflict between traffic and cyclists and pedestrians in accordance with the National Planning Policy Framework.

**Condition #6 Estate Roads**

Details of the layout and access, (hereinafter called "the reserved matters") shall be submitted to and approved in writing by the local planning authority before any development begins and the development shall be carried out in accordance with the approved plans. No dwelling on the development shall be occupied until the carriageways (including surface water drainage/disposal, vehicular turning heads and street lighting) providing access from the nearest public Highway to that dwelling have been completed to at least binder course level and the footways to surface course level.

Reason: - To minimise hazards and inconvenience for users of the development by ensuring that there is a safe, suitable and secure means of access for all people that minimises the conflict between traffic and cyclists and pedestrians in accordance with the National Planning Policy Framework.

**Condition #7 Estate Road Maintenance**

No development shall be commenced until details of the proposed arrangements for future management and maintenance of the proposed streets within the development have been submitted to and approved in writing by the local planning authority. The streets shall thereafter be maintained in accordance with the approved management and maintenance details until such time as either a dedication agreement has been entered into or a private management and maintenance company has been established.

Reason: - To ensure that safe, suitable and secure access is achieved and maintained for all people that minimises the conflict between traffic and cyclists and pedestrians in accordance with the National

Planning Policy Framework and to establish and maintain a strong sense of place to create attractive and comfortable places to live, work and visit as required by paragraph 58 of the Framework.

**Condition #8 Fire Hydrants**

No development shall commence on site until a scheme has been submitted to, and agreed in writing by the Council, for the provision of fire hydrants (served by mains water supply) and no dwelling shall be occupied until the hydrant serving that property has been provided to the satisfaction of the Council.

Reason: - To ensure adequate water infrastructure provision is made on site for the local fire service to tackle any property fire.

**Condition #9 Pedestrian Footway**

Prior to works commencing on the development permitted, details of a pedestrian footway with dropped tactile kerbing where necessary, from the site connecting to the existing footway located on Pilgrove Way shall be submitted to and agreed in writing by the local planning authority, and approved pedestrian links shall be provided including tactile

dropped paving with side of the access road, and linking the proposed footpaths on Gloucester Road linking to the existing footpath opposite, and made available for public use prior to first occupation of the dwellings hereby permitted.

Reason: - To ensure that the priority is given to pedestrian and cycle movements and that a safe and secure layout that minimises conflict can be created in accordance with Paragraph 35 of the NPPF.

**Condition #10 Pedestrian Crossing**

Prior to works commencing on the development hereby permitted, details of a pedestrian crossing for the bus stop closest to the site on Pilgrove Way to include tactile paving shall be submitted to and agreed in writing by the Local Planning Authority, the works shall then be constructed in accordance with the approved plan and made available for public use prior to the first occupation of the dwellings hereby permitted.

Reason: - To ensure that the priority is given to pedestrian and cycle movements and that a safe and secure layout that minimises conflict can be created in accordance with Paragraph 35 of the NPPF.

**Condition #11 Cycle Storage**

The development hereby permitted shall not be occupied until details of secure and covered cycle storage facilities for a minimum of 1no. bicycles per dwelling has been made available in accordance with details to be submitted to and approved in writing by the LPA.

Reason: - To ensure that adequate cycle parking is provided, to promote cycle use and to ensure that the opportunities for sustainable transport modes have been taken up in accordance with paragraph 32 of the National Planning Policy Framework.

**Condition #12 Construction Method Statement**

No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall:

- i. specify the type and number of vehicles;
- ii. provide for the parking of vehicles of site operatives and visitors;
- iii. provide for the loading and unloading of plant and materials;
- iv. provide for the storage of plant and materials used in constructing the development;
- v. provide for wheel washing facilities;
- vi. specify the intended hours of construction operations;
- vii. measures to control the emission of dust and dirt during construction

Reason: - To reduce the potential impact on the public highway and accommodate the efficient delivery of goods and supplies in accordance paragraph 35 of the National Planning Policy Framework.

**Informatics**

Note I: The applicant is advised that to discharge condition #6 that the local planning authority requires a copy of a completed dedication agreement between the applicant and the local highway authority or the constitution and details of a private management and maintenance company confirming funding, management and maintenance regimes.

Note II: The developer will be expected to meet the full costs of supplying and installing the associated infrastructure.

Note III: The proposed development will involve works to be carried out on the public highway and the applicant/developer is required to enter into a legally binding highway

works agreement (including appropriate bond) with the County Council before commencing those works.

Note IV: You are advised to contact Amey Gloucestershire 08000 514 514 to discuss whether your development will require traffic management measures on the public highway.

Note V: The proposed development will involve hedgerow/verge clearance in order to supply the required emerging visibility splays. Therefore under S142 of the Highways Act 1980, the applicant is advised to contact Amey Gloucestershire (08000 514 514) regarding a license to cultivate.

**Severn Trent Water Ltd**

*28th July 2017*

Thank you for the opportunity to comment on this planning application. Please find our response noted below:

With Reference to the above planning application the company's observations regarding sewerage are as follows.

I can confirm that we have no objections to the proposals subject to the inclusion of the following condition:

- The development hereby permitted should not commence until drainage plans for the disposal of foul and surface water flows have been submitted to and approved by the Local Planning Authority, and
- The scheme shall be implemented in accordance with the approved details before the development is first brought into use. This is to ensure that the development is provided with a satisfactory means of drainage as well as to prevent or to avoid exacerbating any flooding issues and to minimise the risk of pollution.

**Tree Officer**

*17th August 2017*

The CBC tree section does not object in principal to this application.

There does not appear to trees of particular individual merit (there are only 2 'B' class trees as per BS5837 (2012) detailed in the Ecus Tree Survey of May 2017. However whilst most of the trees are not of individual merit, as a whole they are significant (in terms of visual amenity and ecology) within the landscape, and as such efforts need to be made to create a design which retains as many trees as possible. Such an estate layout must consider the end-user (ie occupant's/inhabitant's) relationship to the belt of trees adjacent to the stream banks. Similarly there is a gas main to the west of this stream and it is assumed that no building will be above this. As such it is possible that the stream banks and adjacent could be transformed into public open space.

As a part of any full application or Reserved Matters application, it is anticipated that

- 1) All dwelling foundation details will take account of soil types so trees do not become a legal actionable nuisance.
- 2) A tree protection plan will be submitted and agreed.
- 3) A shade analysis of all retained trees at their anticipated full mature height will be made which will demonstrate that trees within the sphere of influence of buildings be the cause of undue shade.
- 4) Details of all tree removals and retention as well as proposed pruning works to any tree retained.

5) Proposed mitigation and other tree planting to be undertaken as a part of this proposed development. Such details must include species, size, location, root type, tree planting pit details, tree protection or other landscaping adjacent.

6) The ecology survey states that there is an infestation of Himalayan balsam within the site and recommends that this is addressed during the course of on-site works (para 4.4.25) However such treatment and eradication must occur prior to the commencement of works.

**Environment Agency**

*15th August 2017*

Thank you for referring the above application which was received on 25 July 2017. The Environment Agency has no objections to the proposed development but wishes to make the following comments:

We would not normally expect to be consulted for bespoke comments on this application as it does not feature in our local consultation checklist (it is 'green cell', G7, in our local flood risk consultation matrix). However in this instance we have reviewed the details as we commented on the corresponding site allocation in the emerging Cheltenham Local Plan. In addition we are investigating options for an ecological improvement project at land to the north which may have a bearing on/be affected by phase 2 and 3 of this development. This project is related to improving the geomorphology of the River Chelt to the north of this site, and would not affect the current proposed development.

We have reviewed the information submitted in support of the proposed development, including the Flood Risk Assessment (FRA) submitted by BWB Consultants dated June 2017.

The site is currently shown in Flood Zone 2 as shown on our Flood Map for Planning and defined in Table 1 of sub-section 25 within the Flood and Coastal Change section of the National Planning Practice Guidance (NPPG).

The proposals are considered to be a 'more vulnerable' use and as such is considered to be an appropriate use at this location as set out in Table 3 of sub-section 25 within the Flood and Coastal Change section of the National Planning Practice Guidance (NPPG).

The Flood Zone 2 shown on our flood map for planning is related to a historic event, but may be defining other forms of flooding that do not originate from the watercourses upon the site. We recommend you consult the Lead Local Flood Authority (LLFA) for any comments on other (non-fluvial) sources of flooding as the LLFA lead on these matters.

We can confirm that the most up to date climate change figures have also been investigated within section 2.18 of the FRA.

The resulting levels shown within table 3.1 of the technical note in Appendix 4 are well below the ground levels set out in the survey reference NOG-BWB-00-02-DR-G-0001/P2 and therefore in this instance we would not recommend any conditions in relation to floor levels.

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

**Environment Agency**

*20th October 2017*

I write further to our letter dated 15 August 2017, our reference SV/2017/109519/01-L01. Since then we have received notification of the application from the Health and Safety

Executive (HSE) on 4 September 2017. This in the context of the COMAH Regulations (Control of Major Accident-Hazards).

The Control of Major Accident Hazards Regulations 2015 is regulated by the Environment Agency and Health and Safety Executive as the joint competent authority.

The HSE has highlighted the gas pipeline in the vicinity of the application site, details as follows:

Pipeline HSE Ref: 7220  
Transco No: 1490  
Operator: Wales and West Utilities  
Pipeline: Uckington/Gloucester (Ref UG)

Accordingly I have consulted our Environmental Permitting Regulations Team for any additional comments on the application in the context of the COMAH Regulations. They have advised that we would have no additional/specific comments to make regarding the development and adjacent pipeline further to any comments made by the HSE.

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

### **Minerals and Waste Policy Gloucestershire**

*26th July 2017*

Please accept this correspondence as the initial view of the Minerals & Waste Planning Authority (M&WPA) for Gloucestershire concerning the aforementioned planning application(s).

All major planning applications (10 or more dwellings, residential sites of 0.5ha or more and other development in excess of 1,000m<sup>2</sup> or over 1ha) should be accompanied by an appropriately detailed Waste Minimisation Statement (WMS).

The production of a WMS is a specific requirement of the development plan for Gloucestershire as set out under WCS Core Policy 02 - Waste Reduction. It is needed to show how waste arising during the demolition (including site preparation), construction and occupation of development will be minimised and managed, and how recycling during the occupational life of the development will be provided for.

Full policy text and supporting information for WCS Core Policy 02 - Waste Reduction can be obtained online at: - <http://www.gloucestershire.gov.uk/planning-and-environment/planning-policy/gloucestershire-waste-core-strategy/>.

To support applicants preparing planning applications and assist decision makers in their consideration of waste minimisation matters, local guidance has been published - Gloucestershire Supplementary Planning Document: Waste Minimisation in Development Projects (WM-SPD).

The WM-SPD can be obtained online at: - <http://www.gloucestershire.gov.uk/planning-and-environment/planning-policy/waste-minimisation-in-development-projects-spd/>.

Please note that a WMS is not the same as a voluntary Site Waste Management Plan (SWMP), although much of the information required for both is very similar. A significant difference of a WMS is the need to consider waste minimisation commitments, which go beyond the construction phase.

Where decision makers are satisfied that the waste minimisation matters of a particular proposal have and / or will be sufficiently addressed in accordance with WCS Core Policy 02 - Waste Reduction, the advice of the M&WPA is to attach relevant conditions to any subsequent planning approval that may materialise. Examples of conditions for outline, full and reserved matters applications can be found in Appendix F of the WM-SPD.

Not engaging or providing insufficient information in respect of waste minimisation matters could put at risk the acceptability of proposed development. The failure to address waste minimisation may be a reasonable ground for a decision maker to refuse planning permission.

The M&WPA for Gloucestershire reserves the right to submit an additional response(s) to that contained in this correspondence with respect of the aforementioned planning application(s).

If you have any further queries regarding this consultation response, please do not hesitate to contact the M&WPA for Gloucestershire via: - [m&wplans@gloucestershire.gov.uk](mailto:m&wplans@gloucestershire.gov.uk).

**GCC Local Flood Authority (LLFA)**

*6th September 2017*

I have reviewed the above planning application on behalf of the Lead Local Flood Authority (LLFA) in respect of flood risk and surface water drainage.

The LLFA objects to the application in its current form due to a lack of information including the following:-

- The applicant has stated that post development discharge rates will be based on the pre-development whole site area rather than the post development impermeable area of each phase. Whilst this may be acceptable in certain circumstances the impermeable areas are relatively small and the proposed storage volumes of the attenuation ponds have been calculated based on the impermeable areas rather than the whole site area. Clarification is required regarding this strategy.
- The applicant considers that the site should not be classed as being in the Environment Agency's Flood Zone and that any overtopping of the River Chelt will be to the North rather than to the South. Clarification is sought how it is proposed to drain the site of surface water when the River Chelt is in flood and the tributary is also backed up.
- Whilst that applicant may be correct regarding the Flood Zone some form of validation or agreement from the Environment Agency is required.

NOTE 1: The Lead Local Flood Authority (LLFA) will give consideration to how the proposed sustainable drainage system can incorporate measures to help protect water quality, however pollution control is the responsibility of the Environment Agency.

NOTE 2: Future management of Sustainable Drainage Systems is a matter that will be dealt with by the Local Planning Authority and has not, therefore, been considered by the LLFA.

NOTE 3: Any revised documentation will only be considered by the LLFA when resubmitted through [suds@gloucestershire.gov.uk](mailto:suds@gloucestershire.gov.uk) e-mail address. Please quote the planning application number in the subject field.

**GCC Local Flood Authority (LLFA) – revised comments**

*17th October 2017*

I have reviewed the additional information from the applicant and discussed the Environment Agency's response with them in relation to the Flood Zone designation of this area and sources of flooding.

With regard to my previous correspondence dated 6th September, 2017 and one of the reasons for objection, the applicant has agreed to reduce the proposed surface water discharge rate to 5 l/s which is now acceptable to the Lead Local Flood Authority (LLFA).

My other objection point related to the modelling which the applicant refers to and which is in contradiction to the Environment Agency's modelled Flood Zone 2 (as shown on their Flood map for Planning (Rivers and Sea)).

Following consultation with the Environment Agency on this issue it is clear that there is no current intention to amend the Flood Zone in this area but that the historic flooding which occurred may have also been attributable to ground water and or surface water.

The concern for the LLFA remains that irrespective of the source of the flooding, flooding has occurred in the proposed development area which has necessitated its inclusion in the Flood Zone and any attenuation feature within that Zone will be compromised by future floods. Surface water discharged from the proposed development during that period of time will be uncontrolled and may increase flood risk elsewhere.

The applicant to date has not demonstrated how any future flood event irrespective of its source would be dealt with. The LLFA therefore, retains its recommendation to object to this application in its current form.

NOTE 1: The Lead Local Flood Authority (LLFA) will give consideration to how the proposed sustainable drainage system can incorporate measures to help protect water quality, however pollution control is the responsibility of the Environment Agency

NOTE 2: Future management of Sustainable Drainage Systems is a matter that will be dealt with by the Local Planning Authority and has not, therefore, been considered by the LLFA.

NOTE 3: Any revised documentation will only be considered by the LLFA when resubmitted through [suds@gloucestershire.gov.uk](mailto:suds@gloucestershire.gov.uk) e-mail address. Please quote the planning application number in the subject field.

#### **GCC Local Flood Authority (LLFA) – further revised comments**

*2nd November 2017*

I refer to the most recent correspondence dated 25th October 2017 from BWB, the applicant's consultant engineers for this application and to their argument for siting the proposed attenuation basin for the development within the Environment Agency's Flood Zone 2.

The LLFA concern to the applicant's proposal to locate the attenuation within FZ 2 has always been the increased flood risk this poses when the River Chelt and its tributaries are in flood. At that time the surface water runoff from the development will be in free flow with no control on the discharge rate at a time when it is most required, with the resultant increase in flood risk to properties elsewhere.

BWB argues that 'there is no planning or technical requirement for Surface Water Attenuation to be located outside Flood Zone 2'. The LLFA relies on the DCLG document, 'Technical Guidance to the NPPF' which states, 'as per NPPF inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk.....areas at risk of flooding means land within Flood Zones 2 and 3....'.

Additionally, the Ciria SuDS Manual (C753) comments that apart from managing routine rainfall, all storage volume should normally be provided within the development footprint, outside of the floodplain.

BWB's claim that 'any historic flooding from other sources should be disregarded' is difficult to accept; the Technical Guidance advises 'flood risk means risk from all sources of flooding'. Probably at the heart of BWB's argument is their site specific hydraulic model of the River Chelt and the comments on this application made by the Environment Agency. Despite having this model the applicant is not challenging the Flood Zones, which is a process open to them and which could result in a change to the Environment Agency's Flood Map for Planning if the modelling was validated and proved to be more accurate. Equally, the Environment Agency is not proposing to amend the Flood Zones and state 'the Flood Zone 2 designation stands and is the best available baseline information, notwithstanding obviously the fact that the applicant has produced a site specific Flood Risk Assessment that accompanies the planning application'.

It is clear that whilst the Environment Agency has no plans to amend the extent of the Flood Zones there is some uncertainty both to the source of the flooding and to its extent. In this respect the LLFA has some sympathy with the applicant who has produced a hydraulic model which may be more accurate than the current Flood Map for Planning. However, the LLFA's overriding concern is to ensure that flood risk is not increased as a result of inappropriate development and the locating of an attenuation basin within the current Flood Zone 2 is considered inappropriate especially when the development itself is within Flood Zone 1. Faced with conflicting information on the extent of the Flood Zone, the fact that the Flood Zone 2 designation stands compels the LLFA to maintain its objection to the surface water strategy in this application.

NOTE 1: The Lead Local Flood Authority (LLFA) will give consideration to how the proposed sustainable drainage system can incorporate measures to help protect water quality, however pollution control is the responsibility of the Environment Agency.

NOTE 2: Future management of Sustainable Drainage Systems is a matter that will be dealt with by the Local Planning Authority and has not, therefore, been considered by the LLFA.

NOTE 3: Any revised documentation will only be considered by the LLFA when resubmitted through [suds@gloucestershire.gov.uk](mailto:suds@gloucestershire.gov.uk) e-mail address. Please quote the planning application number in the subject field.

## 5. PUBLICITY AND REPRESENTATIONS

5.1 Letters of notification were sent out to 46 nearby properties. In addition, two site notices were posted adjacent to the site. In response to the publicity, one objection has been received from the immediate neighbour at Haydon, Old Gloucester Road. The objection has been circulated in full to Members but, in brief, relates to:

- Development in the Green Belt
- Increase in flood risk
- Potential for increase in road traffic accidents / traffic noise
- Danger to pedestrians and cyclists

## 6. OFFICER COMMENTS

### 6.1 Determining Issues

6.1.1 As set out above, the application is submitted in outline with all matters reserved, and therefore the main consideration relates to the principle of developing the site for residential purposes. Other relevant considerations include layout and scale; impact on neighbouring amenity; access and highway safety; drainage and flooding; trees and landscaping; and affordable housing and other planning obligations.

## 6.2 The site and its context

6.2.1 The application site is located at the edge of the town, to the north of Old Gloucester Road, just outside the Principal Urban Area (PUA). The site is currently located within the Green Belt and comprises open grassland; however, the applicant's Planning Statement confirms that the site has not been in formal productive use for many years, with the last grazing licence having expired over twenty years ago.

6.2.2 The only residential neighbour which abuts the site is a property known as Haydon which sits within a good sized plot to the southwest. To the northwest, the site is bounded by a public footpath with farmland beyond. The north-eastern boundary is formed by small brook with riparian vegetation and trees, with a large field beyond which is currently farmed, and owned by Gloucestershire County Council (GCC). To the east, the site is bounded by a Gas Valve Compound, with the Cheltenham Borough Council (CBC) owned Arle Nurseries site beyond. Land within the site gently rises from north to south.

6.2.3 A gas main runs beneath the site along the north-eastern edge of the site which connects to the Gas Compound. There are also two gas pipes running across the GCC land. The applicant, and adjacent land owners, has been in discussion with the utility operator, Wales and West Utilities, to understand the constraints posed by the gas pipes, and following these discussions, in order to maximise the developable area, it is proposed to upgrade and realign the pipe within the application site, closer to the brook.

6.2.5 Hope Farm is located immediately south of Old Gloucester Road, which forms part of the JCS strategic scale mixed-use allocation (employment and housing), known as 'West Cheltenham'. Residential development is located to the east.

6.2.6 The application site is one of three sites which combine to form a housing opportunity that has been recognised through the Joint Core Strategy (JCS). Phase 2 relates to the GCC land to the northeast; with Phase 3 proposed on CBC's Arle Nurseries site.

## 6.3 Principle of development

6.3.1 The relevant policy framework together with an assessment of the principle of development has been provided by the Planning Policy Team, and can be viewed in full in Section 4 above. It is recognised that the proposed development would make a positive contribution to the Borough's objectively assessed housing need and statutory 5 year housing land supply. In the case of the JCS, the contribution arises from the West Cheltenham and North-West Cheltenham Strategic allocations. In the case of the Cheltenham Plan, the contribution arises from a number of smaller allocations that include an indicative proposal for residential development at Arle Nurseries / Old Gloucester Road

6.3.2 Notwithstanding the above, it is acknowledged that the site is currently located in the Green Belt (GB) wherein there is a strong presumption against development except in very special circumstances. However, the site at Arle Nurseries / Old Gloucester Road has arisen from the JCS; the JCS Inspector having recommended that the site be removed from the Green Belt because, as areas to the north and south of the site will be developed, it will no longer make a significant contribution to the Green Belt. The JCS Inspector's Final Report dated October 2017, at paragraph 176, states that the release would "provide a more appropriate GB boundary to the north of the West Cheltenham

allocation and to the south of the North West Cheltenham allocation" and that "Exceptional circumstances exist" for its release.

6.3.3 With the above in mind, given the advanced nature of the JCS, there is a very strong likelihood that the Green Belt at this location will be amended and, as result, would free up the land from the constraining designation and allow the continued progression of the Arle Nurseries residential allocation through the Cheltenham Plan process. Therefore, whilst this application could be considered premature, officers consider that special circumstances exist on this occasion, and that the principle of development is acceptable subject to a number of material considerations set out below.

## 6.4 Layout and scale

6.4.1 The NPPF highlights the need to secure high quality and inclusive design through the planning system, and states at paragraph 56 that "Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people". The NPPF also sets out the need to provide for a mix of housing to meet the needs of the community; secure a good standard of amenity for existing and future occupants of land and buildings; and ensure that new developments are visually attractive.

6.4.2 As previously noted, the application is in outline with all matters reserved for future consideration, should the principle of the development be considered acceptable; however, the application has been accompanied by a Concept Site Plan, and a Design and Access Statement. These plans provide only an indication as to how the site could be developed but are likely to inform any subsequent reserved matters officers consider that the indicative layout is sufficient to demonstrate that up to 90 dwellings with adequately sized private gardens could be successfully accommodated within the site. The overall density of the development would be 29 dwellings per hectare, with building heights varying from 2 to 3.5 storeys; the taller buildings located more centrally within the site.

6.4.3 The indicative layout also provides for an equipped play area, areas of landscaped public open space, flood storage measures in the form of a permanently wet pond with enhanced biodiversity features, and a potential vehicle access point into Phase 2.

6.4.4 Additionally, the indicative layout suggests a softened building line and improved hedgerow and additional planting to the new rural-urban interface at the western edge.

## 6.5 Impact on neighbouring amenity

6.5.1 It is not considered that the development of this site would have any direct adverse impact on the amenity of adjoining land users or the locality.

6.5.2 As previously stated, there is only one residential neighbour which shares a boundary with the application site. The indicative layout suggests there is potential to provide an improved landscape buffer to this boundary edge. Additionally, the indicative plan provides for a minimum distance of 13 metres to the boundary from the rear of the adjacent dwellings. As such, officers are confident that the development of the site for housing would not result in any unacceptable impact on privacy, outlook or daylight to this neighbouring property.

## 6.6 Access and highway safety

6.6.1 Matters relating to access are reserved for future consideration. Notwithstanding this, the indicative proposals for the site have been fully considered by the GCC Highways Development Management Team and their detailed response, in Section 4 above, covers a wide range of issues including access and visibility, pedestrian access, vehicular trip

generation, traffic impact, and personal injury collisions. The response concludes that the Highway Authority raises no highway objection subject to a number of conditions.

### 6.7 Trees and landscaping

6.7.1 Landscaping is a further matter reserved for future consideration; however, the Trees Officer has reviewed the application and raises no objection in principle. The site is not the subject of any Tree Preservation Orders but whilst most of the trees within the site are not of individual merit, they are significant within the landscape as a whole. Additionally, the hedgerows which bound the site are of significance in this location. The indicative plans look to retain many of the trees along the brook which is welcomed, and it will be important at reserved matters stage to ensure that the new dwellings have an acceptable relationship to these trees. The indicative plan also provides for an improved 5m planted buffer to the northwest and the southwestern corner adjacent to Old Gloucester Road.

6.7.2 Clearly a robust, high quality landscaping scheme would be critical to the success of the development in this semi-rural location, and this will need to be the subject of an appropriately worded condition and the submission of further details at reserved matters stage. Matters in relation to existing trees could also be dealt with by condition.

### 6.8 Affordable housing and other planning obligations

6.8.1 Local plan policy HS4 (affordable housing) seeks the provision of 40% affordable housing in all new residential developments of 15 or more dwellings. This application is for up to 90 dwellings and therefore policy HS4 is triggered. Additionally, for a development of this nature, contributions to education and libraries will also normally be sought.

6.8.2 The Planning Statement which accompanies the application sets out a commitment to provide 40% affordable housing (up to 36 affordable homes). The applicant has also agreed to all other applicable contributions including education and libraries, and a scheme for the future maintenance of the open space. Should permission be granted, this has been secured through a suitably worded Unilateral Undertaking under section 106.

**At the time of publishing this report, matters relating to the drainage and flooding implications of the proposed development have not been finalised. Members will be updated in relation to these issues.**

<b>APPLICATION NO:</b> 17/01411/OUT	<b>OFFICER:</b> Miss Michelle Payne
<b>DATE REGISTERED:</b> 19th July 2017	<b>DATE OF EXPIRY:</b> 18th October 2017
<b>WARD:</b>	<b>PARISH:</b>
<b>APPLICANT:</b>	Finch Investments Ltd
<b>AGENT:</b>	Mr Philip Staddon
<b>LOCATION:</b>	Phase 1, Land At Old Gloucester Road, Cheltenham
<b>PROPOSAL:</b>	Outline application for proposed residential development of up to 90 dwellings, associated open space, landscaping and infrastructure, including new vehicular access to Old Gloucester Road

## Update to Officer Report

### 1. OFFICER COMMENTS

#### 1.1. Drainage and flooding

1.1.1 Local plan policy UI1 (development in flood zones) seeks to prevent residential development where it would adversely affect flood flows or flood storage capacities; and would not provide adequate protection against flooding. Policy UI2 (development and flooding) states that development will only be permitted where, in the case of new development, it would not increase the quantity or rate of surface water run-off.

1.1.2. In addition, policy UI3 (sustainable drainage systems) requires the incorporation of a SuDS scheme in all new developments.

1.1.3 As set out in the main report, the application has been accompanied by a Flood Risk Assessment and a Sustainable Drainage Statement.

1.1.4 The north-eastern part of the site is currently shown to be within Flood Zone 2 on the Environment Agency's Flood Map for Planning. The Environment Agency (EA) has reviewed the application, including the Flood Risk Assessment (FRA), and raises no objections to the proposed development. The proposals are considered to be 'more vulnerable', and within Flood Zone 2 such development is considered to be appropriate as set out in Table 3 (flood risk vulnerability and flood zone 'compatibility') of the nPPG.

1.1.5 Notwithstanding the above, the EA identifies that Flood Zone 2 shown on their flood map "is related to an historic event, but may be defining other forms of flooding that do not originate from the watercourses upon the site" and therefore recommend that the Lead Local Flood Authority (LLFA) be consulted in relation to other (non-fluvial) sources of flooding.

1.1.6 Members will have noted the responses from the LLFA in the main report, which set out the LLFA's objection to the proposals. The LLFA's overriding concern relates to the proposed location of an attenuation basin within the current Flood Zone 2; the LLFA considers this inappropriate when much of the development itself is within Flood Zone 1.

1.1.7 Whilst officers acknowledge the LLFA's objection, weight must be afforded to the EA's 'no objection' response. Additionally, it should be noted that the LLFA do not object 'in principle' to the development of the site.

1.1.8 With all of the above in mind, as this is an outline application with all matters reserved, it is suggested that this matter could be reasonably dealt with by way of a

condition, and this approach has been endorsed by the LLFA; the suggested condition reads:

*The reserved matters application shall include a scheme for the provision and implementation of a Sustainable Drainage System (SuDS), including the position of any above ground storage features and measures to control post development surface water drainage rates and quality to greenfield equivalents. The drainage works shall thereafter be constructed in accordance with the approved details prior to first occupation of any buildings on the site.*

*Reason: To ensure sustainable drainage of the development, having regard to Policy UI3 of the Cheltenham Borough Local Plan (approved 2006). Approval is required upfront because the design of the drainage is an integral part of the development and its acceptability.*

## **2. CONCLUSION AND RECOMMENDATION**

- 2.1. In conclusion, officers consider that when assessed against the provisions of the NPPF, Local Plan Policy, and the emerging JCS, the proposed development is acceptable in principle.
- 2.2. It should be remembered that the application is in outline with all matters reserved. The information submitted with the application is indicative and only seeks to demonstrate that it is technically feasible to accommodate the amount of development proposed in an acceptable manner.
- 2.3. It is acknowledged that matters relating to drainage and flooding have not been fully addressed at this time but there is no objection in principle, and the outstanding matters are not considered to be insurmountable and should not lead to the conclusion that the proposal is unacceptable.
- 2.4. The proposal would represent an appropriate and efficient use of the site, the principle of which should be supported.
- 2.5. The proposal is considered to be acceptable and is recommended for approval subject to a signed Unilateral Undertaking and a number of conditions relating to, but not limited to, highways, SuDs, landscaping, trees, external materials, etc.
- 2.6. A full schedule of conditions will follow in an update.

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<b>APPLICATION NO:</b> 17/01411/OUT	<b>OFFICER:</b> Miss Michelle Payne
<b>DATE REGISTERED:</b> 19th July 2017	<b>DATE OF EXPIRY :</b> 18th October 2017
<b>WARD:</b> Springbank	<b>PARISH:</b>
<b>APPLICANT:</b>	Finch Investments Ltd
<b>LOCATION:</b>	Phase 1, Land At Old Gloucester Road, Cheltenham
<b>PROPOSAL:</b>	Outline application for proposed residential development of up to 90 dwellings, associated open space, landscaping and infrastructure, including new vehicular access to Old Gloucester Road

## REPRESENTATIONS

Number of contributors	<b>6</b>
Number of objections	<b>6</b>
Number of representations	<b>0</b>
Number of supporting	<b>0</b>

Haydon  
 Old Gloucester Road  
 Cheltenham  
 Gloucestershire  
 GL51 0SW

**Comments:** 15th August 2017

We object to this proposal on three grounds. Our objections relate to the residential development on phase 1 land.

1. Preservation of the Green Belt outside Cheltenham.

In the planning statement, in section 6.6, it states that 'With regard to the Application site (and the adjacent phase 2 and 3 land), the JCS Inspector specifically identified that this land should be removed from the Green Belt.' This would obviously imply that there is no reason for the phase 1 land to be removed from the Green Belt and should therefore remain as Green Belt. It is proposed that 20 houses are built at this site. In the event that the residential development starts in phase 2 and 3 land, Pilgrove Brook would form a natural boundary that would continue to preserve the Green Belt outside Cheltenham.

2. Increase in flood risk.

It is well known that Pilgrove bridge becomes flooded during heavy rains. This is in spite of the bridge being replaced a few years ago. With houses, roads and associated tarmac on phase 1 land, the flow of water down hill will only increase the problem. The statement in the planning application 'Moreover, the development will not increase flood risk to the wider catchment area as a result of suitable management of surface water run-off discharging from the site' is only a statement of hope.

3. Possibility of an increase in road traffic accidents.

Before the new tarmac was laid in 2012, there were numerous accidents on the Old Gloucester Road. In one year, we counted 11 accidents (RTA) outside our house! It was only after these incidents that a speed limit restriction was enforced with suitable markings. However, even these markings have been damaged in recent years. The natural bends in the road are the primary cause of these accidents. The increase in traffic has meant that it is virtually impossible to walk from our house to the shops in Gallagher Park during the so-called rush hour. It is even more difficult for those living further up the hill. The bends also make it difficult for pedestrians to walk

on the 'correct' side of the road. An increase in car numbers would make it even more difficult. The ATC survey referred to in the planning application was carried out in April. It also numbers the traffic in one hour intervals. It does not show the intensity of traffic - ie, it does not show how many cars pass each other per minute. Therefore this survey is of limited value in assessing the probability of RTA. Even with the numbers of cars as shown in the survey, the traffic noise is quite unbearable. This will only worsen with the new development.

#### 4. Danger to pedestrians and cyclists.

We have already stated that the planned residential development will lead to increased traffic along the Old Gloucester Road and across Pilgrove Bridge. It is not clear from the submitted plans, of any new pedestrian or cycle pathway. The new pedestrian bridge is marked, but it is not clear how it will join on to a pedestrian/cycle path along Old Gloucester Road. This development will result in more car journeys at the expense of pedestrians and cyclists. This is contrary to the national drive to reduce car use.

#### Summary

We object to the the residential development on phase 1 land on the basis of

- noise/disturbance resulting from the increase in traffic.
- the increase in traffic will result in more RTAs and PICs.
- the loss of the Green Belt would be a disaster for West Cheltenham.
- there will be no improvement in any amenities associated with the development.

While we have no objection to residential development to ease the housing crisis, it is our belief that the residential development should be carried out on phase 2 & 3 land. The roads adjacent to phase 2 & 3 land have more capacity to handle increased traffic. Also, Tewkesbury Road is wide enough to enable proper cycle/foot paths to be constructed. With such a plan, the Green Belt, with its natural boundary being Pilgrove brook could be kept intact.

391 Swindon Road  
Cheltenham  
Gloucestershire  
GL51 9LB

#### Comments: 29th November 2017

I strongly object to this planning application for various reasons, some are:

Safety; The access/egress is on to a busy and sometimes fast road even though the speed limit is set at 40mph. Sharp bends and a restricted view are a hazard and the access will only increase this risk. The access brief states "MAY" include a right hand turn lane, why is this not definitive?

The pedestrian footway from the proposed development down the Old Gloucester Road towards Pilgrove way takes persons of what could be all ages close to fast moving and heavy haulage traffic and where is there a safe crossing to use the local resources in Springbank?

The area surrounding the proposed development suffers from flooding. The 2.3 land topography highlights that the application site should not flood but this does not help areas that are already prone to flooding it will only add to this problem and may cause further issues for following phases.

This is countryside and should be kept as such.

Grey Squirrels  
Homecroft Drive  
Cheltenham  
Gloucestershire  
GL51 9SN

**Comments:** 22nd November 2017

I am shocked to hear of this application. There is no road assessment for the Old Gloucester Road , particularly coming down Hayden Hill. I decided years ago this road with no footpath is very dangerous to walk down and traffic has increased considerably since then. We are all being encouraged to walk or cycle to the shops, not drive.

Another concern is the lack of flood assessment for this development. In 2007 my neighbour lost 6 feet (2 metres) of his garden and another flood may take the River Chelt under his very foundations. This could impact on my house as well if more riverbank is lost.

Please throw out this proposal as it is ill considered

Orchard End  
Lowdilow Lane  
Elmstone Hardwicke  
GL51 9<sup>TH</sup>

**Comments:** 15th November 2017

We wish to strongly object the above planning application. We have only today become aware of the planning application.

There has been no consultation with the adjoining neighbourhoods and Parishes of Uckington and Boddington. So there has been no time for these communities to make their concerns known.

Our main objections are concerning :-

- a. The lack of any transport modelling especially the cumulative affect of traffic movements on the local networks, with the addition of the proposed developments at West Cheltenham, and North West Cheltenham.
- b. The lack of evidence on schools, doctors surgeries etc as existing facilities are all at capacity.
- c. The lack of adequate flood modelling especially in relation to the existing properties to the north of the River Chelt in Homecroft Drive and the Civil Service Sports centre the Withybridge Gardens as well as Pilgrove and Glynbridge Gardens.

The LLFA has commented 'this may cause flooding elsewhere'.

d. The constraints of this site and the respective phasing will be massively constrained by the river Chelt floodplain as well as the high-pressure gas mains. There is no evidence from the Health and Safety executive as to whether they have any concerns.

e. The site is currently constrained by its Green Belt status.

The Moat House  
Moat Lane  
Uckington  
Cheltenham  
GL51 9SP

**Comments:** 15th November 2017

We echo the words of [name supplied] as detailed in the email below.

From the plans shown we see that not only does this proposed development cover an area of ground that was under deep water in 2007 but it also abuts our land and our 13th Century moat that surrounds our property. For your reference this moat constitutes a SCHEDULED MONUMENT (number 32340) and is protected by English Heritage. I should also point out that our house, which dates back to the early 17th century, its 17th Century barn, 19th century Coach House, lodges and bridge (cast at Coalbrookdale in 1851) are all protected by Grade 2 listing. I have spoken to English Heritage today and they know nothing about this proposal. As a matter of interest English Heritage tell us that we are not allowed to dredge the moat, or dig to any depth more than a spade in and around our property as this is likely to disturb the layers of 'history' that lie beneath the surface. This actually resulted in us withdrawing from an agreed planning permission for the building of garaging within our grounds.

Apart from the above there are other clear reasons to reject this proposal. Top quality farming land and this Counties wonderful green belt need protecting at all costs. There are numerous brown field sites in the Cheltenham area, why on earth are we not considering these first.

Our last observation is that no notice of such a proposal seems to have been circulated to local people or English Heritage. Surely this is WRONG!

25 Timperley Way  
Up Hatherley  
Cheltenham  
Gloucestershire  
GL51 3RH

**Comments:** 15th November 2017

Letter attached.

17/01411/OUT - Objection to non-Masterplanned development upon merely the CBC half of the 'Uckington Triangle's Apex' (i.e. the land JCS-planned for removal from Green Belt).

1

It is unwise to give this awkward small site any assent/permission now, before the JCS almost certainly becomes Adopted (decision on December 11th). Only then will this area of land have been confirmed as released from Green Belt.

Moreover, **after December 11th Cheltenham will HAVE its 'five year supply'** (notably from TBC's 'Site SD2' at Leckhampton being allocated 100% to meet Cheltenham's housing need). Then, IF any 'five-year supply' shortfall were to re-emerge in the future, the JCS would trigger its own mechanisms to deal with that eventuality, (i.e. a Review, and Cheltenham's 'stepped trajectory').

Thus there is **no haste or overriding need to determine** (fix in Outline) **this small application** (90 houses) which unwisely blocks a truly comprehensive masterplan for the 'Uckington Apex' (explained below).

2

The "Uckington Triangle" is the large triangle of land surrounding Uckington hamlet, **bordered by the A4019 (Tewkesbury Road), by the B4634 (Old Gloucester Road) and by Withybridge Lane**. This land was not allocated in the JCS, except that during the JCS the triangle's eastern apex (nearest to Cheltenham) was proposed for removal in order to better link Cheltenham's two major urban extensions (at North West and West Cheltenham).

The JCS Inspector finally recommended the removal of this apex to "**provide a more appropriate GB boundary to the north of the West Cheltenham allocation and to the south of the North West Cheltenham allocation**".

Part of this apex land's relationship with the two large urban extensions (north and south of it) must be to consider linkage, i.e.:

- (a) for residents of the 4000+ North West houses ('Elms Park'), travelling on foot/cycle or by car to work in the Cyber Park (West Cheltenham), and
- (b) for residents of the 1100 houses proposed just off the Old Gloucester Road ('West Cheltenham') needing to access Elms Park businesses, or just get to the A4019 westbound to M5-J10.

Some **corridor** whether footpath/ cycle or preferably a road through the apex is needed, but this planning application preempts and blocks that kind of masterplanning.

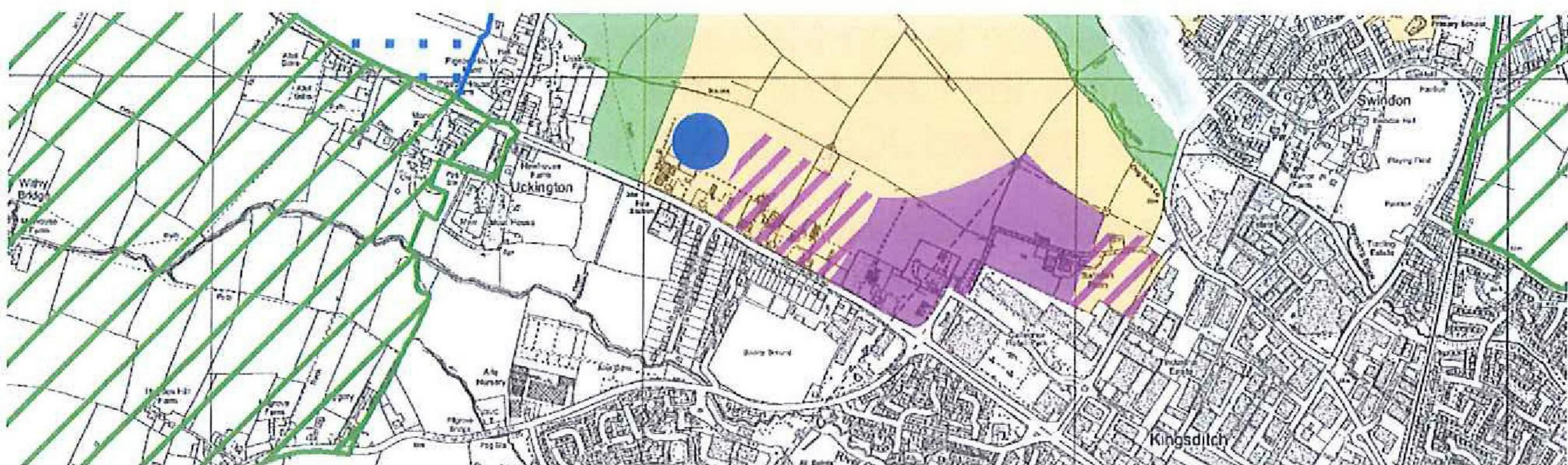
Properly "comprehensive" Masterplanning does not mean just the three "Phases" (Finch, GCC and CBC) lying within CBC territory, because more than half of this Apex (i.e. the land north of the River Chelt) lies in TBC territory, yet no cooperation with TBC is even being mentioned in the application papers, which is poor short-sighted planning.

TBC will gain considerable developable (non-GreenBelt) land, west of Holmcroft Drive, although any housing on this land would be solely for Cheltenham (according to the JCS 'apportionment' strategy).

Moreover, the latest 'Indicative Site Layout A4 - North West Cheltenham' (published by Gloucester City: Item 6 at:

<http://democracy.goucester.gov.uk/ieListDocuments.aspx?CId=238&MId=6291>

shows TBC intending to take **even the Moat** at Uckington out of Green Belt, (which has certainly not been consulted upon). See map below:



Cheltenham Plan (Preferred Options) states in para. 6.6.4:  
**"The site will require masterplanning ..."**

Why has Tewkesbury BC not been consulted for the **masterplanning** of the whole 'Uckington Apex' (whose layout this application acts to preempt) ?  
 This is a serious omission, considering that Finch Developments' site borders TBC territory.

### 3

The applicant's Planning Statement claims that during the JCS process his site "*proved to be uncontentious. Indeed, not a single objection or comment was lodged in respect of the Application site (one representor made some comment on the nursery site).*"

This misrepresents the lengthy comments which I submitted on the Uckington Apex, both to the JCS and to the Cheltenham Plan (Preferred Options).

I expect all these issues concerning 'comprehensive masterplanning' of the Apex to be picked up now and be resolved properly in the Local Plans, (not be pre-determined via a minor 'Outline' planning application).

A principal reason for requesting the removal of the 'Uckington Apex' from Green Belt was to enable a Link Road to come forward, to **continue the West Cheltenham 'spine road' onwards to reach the A4019**, and thereby provide some relief for Princess Elizabeth Way (which is already overloaded).

Regrettably, this application would rule out (prematurely) any through-route ever being considered.

### 4

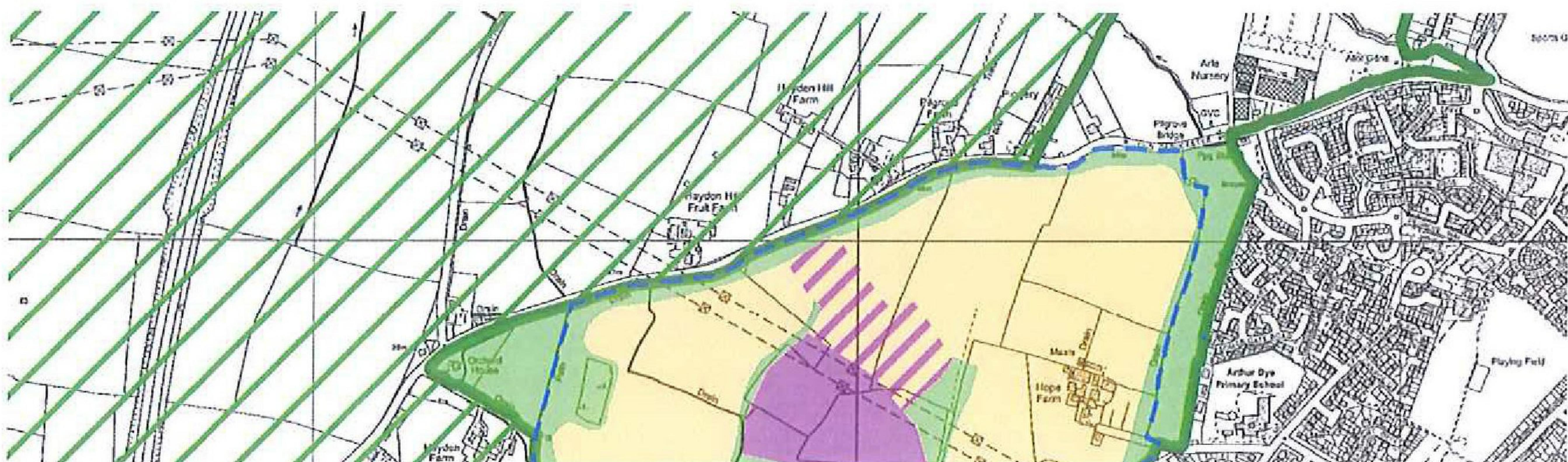
There will inevitably be a spine road through the large 'West Cheltenham' urban extension, from Telstar Way to Old Gloucester Road. There will also inevitably be a road from 'West Cheltenham' to reach the A4019 and M5 Junction 10.

If the latter road retains the option of going across the 'Uckington Apex', then that would also amount to a "Western Bypass" (from A40 to A4019) to relieve Princess Elizabeth Way, which will otherwise be dire once the 4000+ Elms Park houses contribute their traffic, (much of it needing to access the Golden Valley Bypass towards Gloucester).

This application should not be allowed to block that possible route, prematurely and piecemeal.

The JCS Transport Strategy for West & NorthWest Cheltenham is still far from finalised in any detail. The need for a 'Western Bypass' for Cheltenham was acknowledged in the last-but-one transport scheme (called DS5), although its replacement (DS7) has removed all detail. In effect, Gloucestershire Highways has ducked out of committing to any transport details at Cheltenham, merely assuring the JCS Inspector that some roads solution will be found. Therefore, highways options need to be kept open.

This application's access (off Old Gloucester Road) ought to fit with the much more important entrance into the **1100 houses** in the 'West Cheltenham' strategic site, preferably via a joint junction on the B4634. This 'West Cheltenham' access road is not yet defined.



**Indicative Site Layout A7 - West Cheltenham**

Incidentally, the indicative capacity for Finch Investments' site (called "Phase 1") in the JCS Interim Findings (EXAM-232, para. 145, plot CP035) is 59 units (not 90, which would be 50% more). Perhaps space for a 'link road' through the Apex was envisaged.

## 5

The planning officer's report is too concessionary, inadequate for such a key site linking between two major urban extensions.

In particular, the following formula is far too 'put off' and therefore unreliable.

*"If Phases 2 and /or 3 did not come forward in future, the scheme embodied in this application would constitute a somewhat isolated development. To prevent this scenario from arising, it would be beneficial if a joint statement could be obtained from the 3 relevant parties that gives a commitment to developing the whole area in future (Phases 1,2 and 3) so that ultimately a comprehensive development is achieved."*

Instead, the "comprehensive development" needs to be specified (masterplanned) first.

The **prematurity** is clear; the claimed 'special/exceptional circumstances' are not.

*"whilst this application could be considered premature, officers consider that special circumstances exist on this occasion"*

With the JCS virtually in place, there is no ('five year supply') haste to permit these few tens of houses.

**Refuse**, in the absence of a fully comprehensive, detailed masterplan.

Do not permit this piecemeal application within the 'Uckington Apex'.

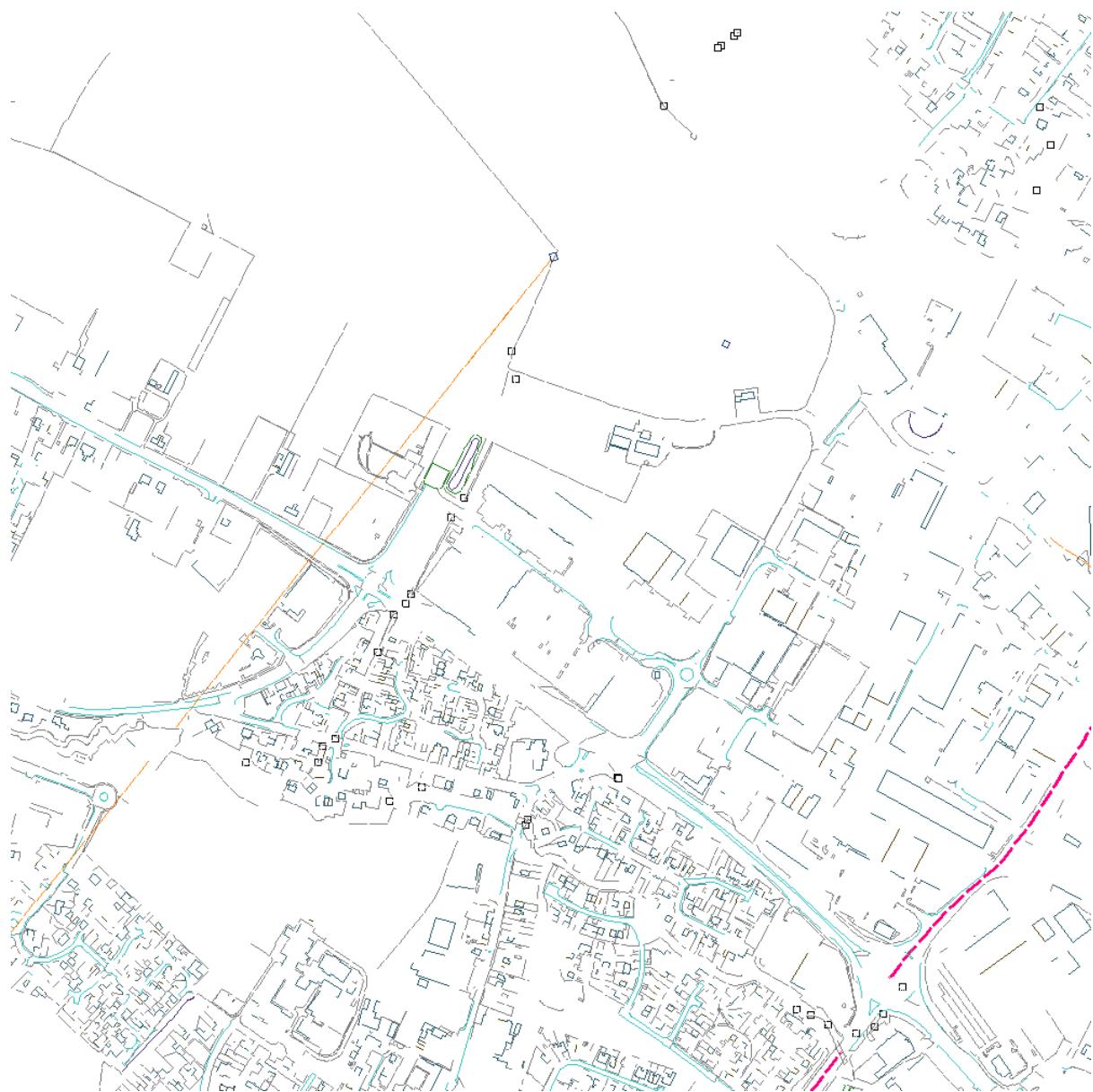
It is premature to hinder the highway options for a major UE, just for one minor application.

(JCS Examination participant)



APPLICATION NO: 17/01459/FUL	OFFICER: Mrs Victoria Harris
DATE REGISTERED: 15th August 2017	DATE OF EXPIRY: 14th November 2017
WARD: Swindon Village	PARISH: Swindon
APPLICANT:	The Gibraltar Limited Partnership
AGENT:	WYG Planning and Environment
LOCATION:	Gallagher Retail Park, Tewkesbury Road, Cheltenham
PROPOSAL:	Erection of a Class A1 retail unit comprising 929 sqm at ground floor with full cover mezzanine, car parking, re-alignment of service yard access, renewal / adjustment of service yard drainage, diversion of a Class 5 highway, and associated works to the west of Unit A Gallagher Retail Park.

**RECOMMENDATION:** Permit



This site map is for reference purposes only. OS Crown Copyright. All rights reserved Cheltenham Borough Council 100024384 2007

## 1. DESCRIPTION OF SITE AND PROPOSAL

- 1.1 This application seeks full planning permission for the erection of a Class A1 retail unit, 9 additional customer parking spaces in front of the unit, and 32 staff parking spaces on land adjacent to the Sainsbury's service yard at Gallagher Shopping Park. The application also seeks to redirect service yard access road around the new retail unit.
- 1.2 The application site comprises of two areas of land within the Gallagher Retail Park. One area is adjacent to unit A1/A2 which is currently in use as Next, the land is currently the service yard entrance and an area of land with over-grown shrubs and trees. The second area of land proposed for the staff parking is behind Sainsbury's and is made up of shrubs and trees. A public right of way runs through the middle of these areas and appears to be regularly used.
- 1.3 The administrative boundary of Tewkesbury Borough Council and Cheltenham Borough Council dissects the site of the proposed development; because of this duplicate applications have been submitted to each Authority. Approximately 64% of the application site is within Cheltenham Borough Council.
- 1.4 The planning application is presented to committee at the request of Councillor Flo Clucas who has concerns with access to the site, anti-social behaviour and the diversion of the public right of way.

## 1.5 CONSTRAINTS AND RELEVANT PLANNING HISTORY

### Constraints:

Airport Safeguarding over 45m

### Relevant Planning History:

**91/00319/PF 25th April 1991 PER**

Application To Vary Conditions Vi and Viii Of Planning Permission T 198/1/X Dated 16th June 1989

**91/00830/AI 26th September 1991 PER**

Display Of Illuminated And Non-Illuminated Advertisements

**91/01148/AN 19th December 1991 REF**

Erection Of Hoarding

**92/00051/PF 27th February 1992 PER**

Construction Of 4.5 Metre High Boundary Fencing To Proposed Retail Park

**93/00167/AI 25th March 1993 PER**

Display Of Various Illuminated Signs

**94/00865/PM 20th October 1994 PER**

Reserved Matters Application (External Appearance, Siting, Design, Means Of Access And Landscaping) For Non Food Retail Units, Car Park And Service Area

**05/00225/FUL 6th April 2005 NOTREQ**

Provision of steel barriers to three entrances and bollards to lowered kerb pedestrian access

**06/00899/ADV 2nd August 2006 WDN**

Free-standing, externally illuminated (static) retail park identification totem and free-standing, externally illuminated (static) retail park identification banners

**06/01273/ADV 10th October 2006 REF**

Free-standing, internally illuminated (Static) retail park identification totems, free-standing, externally illuminated (static) retail park identification banners

**07/01381/ADV 29th November 2007 REF**

Display of five lamp post mounted 6 sheet illuminated advertisements

**08/01287/FUL 7th November 2008 PER**

To construct a brick built outbuilding to store an electricity meter

**09/00596/CONDIT 23rd June 2009 REF**

Application to vary condition 6 attached to planning permission CB19773/00 to allow the sale of footwear

**11/00550/CLPUD 15th June 2011 CERTPU**

Amalgamation of Units M(2) and N(1) into one Class A1 unrestricted retail unit

**91/01333/PF 12th March 1991 PER**

Alteration to existing car park and service yard.

**91/01334/PF 12th March 1991 PER**

Retail park with non-food retail stores, petrol filling station, car parking, service yards, access road and ancillary facilities.

**90/01379/PF 18th December 1990 PER**

Construction of access road and junction/highway improvements to A4019

**89/01658/PF 16th June 1989 PER**

Outline application for the erection of non food retail store on the form of a retail park including parking, service yards, access roads, landscaping, petrol filling station and ancillary facilities.

**82/00684/PF 23rd December 1982 PER**

Erection of a detached garage for storage purposes

**13/02107/FUL 20th January 2014 PER**

Provision of new electricity sub station within existing service yard

**14/00523/FUL 23rd June 2014 PER**

Proposed erection of retail warehouse unit on car parking adjacent to Unit K Gallagher Retail Park

**14/01313/FUL 28th August 2014 PER**

External alterations involving front and flank elevations; reconfiguration of car parking; provision of 27 staff car parking spaces within the service area (net increase of 11 spaces), and enhancements to the public realm including new pedestrian crossings to units A3, B and E

**15/01008/DISCON 19th August 2015 DISCHA**

Discharge of condition 3 - construction phasing method statement on planning permission 14/01313/FUL

**15/01012/AMEND 23rd June 2015 PAMEND**

Non material amendment to planning permission 14/01313/FUL, to alter side of Unit E (change from full height glazing to full height brickwork)

**15/02158/AMEND 17th December 2015 PAMEND**

Non material amendment to planning permission ref: 14/01313/FUL - amendment to elevations to omit the proposed high level cladding and decorate the existing sloping mansard

**16/01897/AMEND 8th November 2016 PAMEND**

Non-material amendment to planning permission ref. 14/01313/FUL to replace an element of approved glazing with cladding on the front elevation of Unit A3

**17/00028/FUL 9th February 2017 PER**

Installation of cameras and supporting equipment in association with car park management (Retrospective)

**17/00028/ADV 9th February 2017 GRANT**

45 signs associated with the car park management system comprising, 4 entrance signs, 34 internal signs and 7 signs relating to disabled parking (Retrospective)

**17/00097/FUL 30th May 2017 PER**

Planning permission to allow the erection of temporary Class A1/A3/A5 retail pop-up units within defined areas encompassing 276 sqm of the existing Gallagher Retail Park car park

**17/01842/FUL PCO**

Temporary siting of a single storey Portakabin building

## 1. POLICIES AND GUIDANCE

Adopted Local Plan Policies

CP 1 Sustainable development

CP 3 Sustainable environment

CP 4 Safe and sustainable living

CP 5 Sustainable transport

CP 7 Design

GE 2 Private green space

GE 5 Protection and replacement of trees

GE 6 Trees and development

CO 1 Landscape character

CO 5 Definition of green belt

CO 6 Development in the green belt

NE 1 Habitats of legally protected species

NE 3 Biodiversity and geodiversity of local importance

RT 1 Location of retail development

RT 2 Retail development in the core commercial area

RT 7 Retail development in out of centre locations

UI 3 Sustainable Drainage Systems

UI 4 Maintenance strips for watercourses

TP 1 Development and highway safety

National Guidance

National Planning Policy Framework

## 2. CONSULTATIONS

### Minerals And Waste Policy Gloucestershire

11th August 2017

Please accept this correspondence as the initial view of the Minerals & Waste Planning Authority (M&WPA) for Gloucestershire concerning the aforementioned planning application(s).

All major planning applications (10 or more dwellings, residential sites of 0.5ha or more and other development in excess of 1,000m<sup>2</sup> or over 1ha) should be accompanied by an appropriately detailed Waste Minimisation Statement (WMS).

The production of a WMS is a specific requirement of the development plan for Gloucestershire as set out under WCS Core Policy 02 - Waste Reduction. It is needed to show how waste arising during the demolition (including site preparation), construction and occupation of development will be minimised and managed, and how recycling during the occupational life of the development will be provided for.

Full policy text and supporting information for WCS Core Policy 02 - Waste Reduction can be obtained online at: - <http://www.goucestershire.gov.uk/planning-and-environment/planning-policy/goucestershire-waste-core-strategy/>.

To support applicants preparing planning applications and assist decision makers in their consideration of waste minimisation matters, local guidance has been published - Gloucestershire Supplementary Planning Document: Waste Minimisation in Development Projects (WM-SPD).

The WM-SPD can be obtained online at: - <http://www.goucestershire.gov.uk/planning-and-environment/planning-policy/waste-minimisation-in-development-projects-spd/>.

Please note that a WMS is not the same as a voluntary Site Waste Management Plan (SWMP), although much of the information required for both is very similar. A significant difference of a WMS is the need to consider waste minimisation commitments, which go beyond the construction phase.

Where decision makers are satisfied that the waste minimisation matters of a particular proposal have and / or will be sufficiently addressed in accordance with WCS Core Policy 02 - Waste Reduction, the advice of the M&WPA is to attach relevant conditions to any subsequent planning approval that may materialise. Examples of conditions for outline, full and reserved matters applications can be found in Appendix F of the WM-SPD.

Not engaging or providing insufficient information in respect of waste minimisation matters could put at risk the acceptability of proposed development. The failure to address waste minimisation may be a reasonable ground for a decision maker to refuse planning permission.

The M&WPA for Gloucestershire reserves the right to submit an additional response(s) to that contained in this correspondence with respect of the aforementioned planning application(s).

If you have any further queries regarding this consultation response, please do not hesitate to contact the M&WPA for Gloucestershire via: - [m&wplans@goucestershire.gov.uk](mailto:m&wplans@goucestershire.gov.uk).

**Building Control**  
3rd August 2017

No comment.

**Parish Council**  
21st November 2017

Swindon Parish Council is concerned that (1) the height of the proposed new building is greater than that of the neighbouring buildings, and (2) this represents a further significant increase in retail floor area without a significant or commensurate increase in customer car parking.

**Severn Trent Water Ltd**  
15th August 2017

Thank you for the opportunity to comment on this planning application. Please find our response noted below:

With Reference to the above planning application the company's observations regarding sewerage are as follows.

I can confirm that we have no objections to the proposals subject to the inclusion of the following condition:

- The development hereby permitted should not commence until drainage plans for the disposal of foul and surface water flows have been submitted to and approved by the Local Planning Authority, and
- The scheme shall be implemented in accordance with the approved details before the development is first brought into use. This is to ensure that the development is provided with a satisfactory means of drainage as well as to prevent or to avoid exacerbating any flooding issues and to minimise the risk of pollution.

Severn Trent Water advise that there is a public sewer located within this site. Public sewers have statutory protection and may not be built close to, directly over or be diverted without consent. You are advised to contact Severn Trent Water to discuss the proposals. Severn Trent will seek to assist in obtaining a solution which protects both the public sewer and the building. Please note, when submitting a Building Regulations application, the building control officer is required to check the sewer maps supplied by Severn Trent and advise them of any proposals located over or within 3 meters of a public sewer. Under the provisions of Building Regulations 2000 Part H4, Severn Trent can direct the building control officer to refuse building regulations approval.

Please note if you wish to respond to this email please send it to [Planning.apwest@severntrent.co.uk](mailto:Planning.apwest@severntrent.co.uk) where we will look to respond within 10 working days. Alternately you can call the office on 01902 793851.

If your query is regarding drainage proposals, please email to the aforementioned email address and mark for the attention of Rhiannon Thomas (Planning Liaison Technician).

**Tree Officer**  
29th August 2017

The Tree Section Objects to this application.

The majority of the trees on the site are proposed to be removed to facilitate the new unit and staff car parking, however, the quantity of trees to be replaced is much less than that removed. More needs to be made of the planting plans to maintain the green screen currently in place. Whilst individually many of the trees are not significant, as a group they have cohesion as well as visual and ecological value. The trees are proposed to be removed from the service yard and no replacement trees planted. Trees which only have a small ultimate size could be planted here for example hawthorns.

The trees provide a screen barrier to the retail park behind and provide an important green visual barrier at the entrance to Cheltenham from the west but also locally. This green façade needs to be maintained to help visually soften the appearance of the retail park behind. Some parking provision could be created behind Sainsbury's whilst maintaining the green border by cutting an entrance through the bund and clearing the scrub behind, leaving the trees in situ around the edges. This would enable staff to park but would not drastically alter the appearance of the site as the retained bund would screen the parked cars and provide the visually important green frontage to the road.

Should this proposal above be considered acceptable, it is strongly advised to create a management plan for the short, medium and long term maintenance of this area. This should be submitted as a part of any modified application.

*31st October 2017*

The Tree Section appreciates the additional information submitted and does not object to the current proposals. However, more could have been made of landscaping to the side of the service yard planting smaller trees in addition to the current proposals, such trees would act as an important boundary screen. Small trees for example; Crataegus monogyna may be appropriate additions to this location.

*24th November 2017*

The Tree Section welcomes the additional trees added to the landscaping to the side of the service yard, as these trees are of mixed ultimate sizes they should not compete for resources and will provide an appropriate boundary screen for the service yard.

**Architects Panel**

*13th October 2017*

Design Concept The panel had no objection to the principle of the development but questioned the site layout and in particular the relationship of the staff new parking area and service road adjacent to the west access road and what will become the North Cheltenham access road in due course.

**Design Detail**

The building design was generally considered acceptable and in keeping with adjoining retail units. The panel felt the screen planting on the east side of the staff car park would be better located on the west side to screen the cars from the west access road.

The alignment of the service road behind the new unit would not be compatible with the future North Cheltenham access road design. Access off this road to the north of the site would greatly improve the south frontage, which might be given over to further soft landscaping and additional parking.

Recommendation: Submit revised design proposals.

**GCC Local Flood Authority (LLFA)**

*27th September 2017*

I have reviewed the above planning application on behalf of the Lead Local Flood Authority (LLFA) in respect of surface water drainage and flood risk.

This application is joint with Tewkesbury Borough Council (planning application 17/00827/FUL) and to which I responded on the 10th August, 2017 with an objection due to a lack of any surface water drainage or flood risk information. Cheltenham Borough Council Planning Officers have subsequently been included in subsequent email correspondence with the applicant's drainage consultant's WYG and have received as part of this application the revised Flood Risk Assessment dated September 2017, Second Edition.

As is evident from the email correspondence to date there remains insufficient information to satisfy the LLFA and further information has been sought from WYG on the existing drainage regime of the site and the applicant's proposed drainage strategy.

The LLFA maintains its objection to this application in its current form due to a lack of information.

NOTE 1 :The Lead Local Flood Authority (LLFA) will give consideration to how the proposed sustainable drainage system can incorporate measures to help protect water quality, however pollution control is the responsibility of the Environment Agency

NOTE 2 : Future management of Sustainable Drainage Systems is a matter that will be dealt with by the Local Planning Authority and has not, therefore, been considered by the LLFA.

NOTE 3: Any revised documentation will only be considered by the LLFA when resubmitted through [suds@gloucestershire.gov.uk](mailto:suds@gloucestershire.gov.uk) e-mail address. Please quote the planning application number in the subject field.

*25th October 2017*

I have reviewed the revised Flood Risk Assessment and Drainage Strategy document dated 12 October 2017 outlining the existing and post development strategy for the 2 development parcels, identified as north and south. Whilst the document goes some way in clarifying my earlier queries dated 20 September regarding the drainage proposals there still remains some confusion over the proposals for the northern parcel's drainage.

I am satisfied with the proposal that the southern parcel will be drained to the existing surface water sewer and that appropriate attenuation will be provided underneath the permeable paving.

The northern area remains confused. Paragraphs 4.1.5 & 4.1.6 refer to a proposed discharge to a surface water sewer south of the area which seems to contradict paragraph 4.1.13 which states that it 'will be drained in accordance with the existing drainage regime'. The existing regime according to the document relates to there being no formalised flow route.

The proposed discharge rate for both parcels is low, at 0.5 l/s and 1.1 l/s and some confirmation from Severn Trent Water as to their discharge requirements would be welcomed.

*28th November 2017*

Further to my previous correspondence regarding the above planning application I

have reviewed the additional information provided by WYG on the 22 November, 2017 relating to the proposed surface water discharge arrangements for this development.

The site area is in two sections, divided by the access road which runs North East / South West on the retail park and referred to as 'North' and 'South' in the Flood Risk assessment (FRA).

The applicant has considered the SuDS discharge hierarchy and whilst infiltration testing has not been carried out, intends to do so before discounting this as a drainage strategy. Should infiltration be viable then this could be considered as a strategy.

As there is no convenient watercourse close to the site, the applicant proposes porous paving and underground attenuation in crates, calculated adequate for the 1 in 100 year rainfall event including 40% climate change and discharging to the Severn Trent surface water sewer system close to the North and South sections. Discharge will be restricted by a flow control to 1.1 l/s (N) and 0.5 l/s (S) and in the North section will initially flow into the adjacent ditch West of the site. These are very low discharge rates and the minimum flow rates will need to be agreed by Severn Trent Water Co.

As it is intended that the site will be used to park up to 72 vehicles an oil interceptor will need to be incorporated into the surface water discharge system.

The LLFA does not object to the drainage strategy but recommends that any approval includes the following conditions:

### Conditions:

1. No development shall commence on site until a detailed Sustainable Drainage System (SuDS) Strategy document has been provided for approval by the Local Planning Authority, this should be in accordance with the proposal set out in the applicant's submission (Gallagher Retail Park, Cheltenham. The Gibraltar Limited Partnership. Flood Risk Assessment (FRA) and Drainage Strategy. September 2017). The SuDS Strategy must include a detailed design, maintenance schedule, confirmation of the management arrangements and a timetable for implementation. The SuDS Strategy must also demonstrate the technical feasibility/viability of the drainage system through the use of SuDS to manage the flood risk to the site and elsewhere and the measures taken to manage the water quality for the life time of the development. The scheme for the surface water drainage shall be carried out in accordance with the approved details before the development is first put in to use/occupied.

Reason: To ensure the development is provided with a satisfactory means of drainage and thereby preventing the risk of flooding. It is important that these details are agreed prior to the commencement of development as any works on site could have implications for drainage, flood risk and water quality in the locality.

2. No development shall be brought in to use/occupied until a SuDS management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime, has been submitted to and approved in writing by the Local Planning Authority. The approved SUDS maintenance plan shall be implemented in full in accordance with the agreed terms and conditions.

Reason: To ensure the continued operation and maintenance of drainage features serving the site and avoid flooding.

NOTE 1 :The Lead Local Flood Authority (LLFA) will give consideration to how the proposed sustainable drainage system can incorporate measures to help protect water quality, however pollution control is the responsibility of the Environment Agency

NOTE 2 : Future management of Sustainable Drainage Systems is a matter that will be dealt with by the Local Planning Authority and has not, therefore, been considered by the LLFA.

NOTE 3: Any revised documentation will only be considered by the LLFA when resubmitted through [suds@gloucestershire.gov.uk](mailto:suds@gloucestershire.gov.uk) e-mail address. Please quote the planning application number in the subject field.

**GCC Highways Planning Liaison Officer**

*25th October 2017*

I refer to the above planning application received 2nd August 2017 on with Plans Nos: AAA4817-A-P-01, AAA4817-A-P29-02, AAA4817-A-P29-03, AAA4817-A-P29-04, Transport Statement and revised details received 18th October 2017 including AAA4817-A-A29-01 Rev A, AAA4817-A-P29-02 Rev B, AAA4817-A-P29-03 Rev A, AAA4817-A-P29-04 Rev B, AAA4817-A-P29-08 Rev B and Revised Transport Statement.

The proposed development is for the construction of a new Class A1 non food retail store located to the west of the existing Next Home Store to provide an additional 1858 m<sup>2</sup> of floorspace. In addition the application proposes a new car park to the south of the new unit which is proposed to provide staff car parking for employees at the stores on the Gallagher Retail Park, this car park will be accessed from the access road to the Retail park separate to the main car park.

**Access-**

The site is accessed from the internal carriageway and footways of the Gallagher Retail Park with vehicle access to the wider car park area which in turn leads to the small extension to the car park at the front of the new building.

The application site currently includes the access to the service yard at the rear of the retail units. The proposals include the alteration to this access to re-align the access road around the new building. This creates a tight left hand bend for large vehicles approaching from the west which is likely to be the predominate route for delivery vehicles. Vehicle tracking has been submitted which demonstrates that this movement is possible for the largest vehicles requiring access to the service yard however given the nature of this movement the vehicle requires the majority of the access road carriageway to make the turn and therefore would prevent vehicles leaving the service road at the same time. Currently the area between the access road and the retail park spine road is open and therefore on the rare occasion that a HGV arrives at the same time as one is leaving the service yard there would be sufficient opportunity for the vehicle leaving to give way and a vehicle waiting on the spine road for a short period is unlikely to cause a hazard.

**Accessibility-**

There are two main access points to the retail park firstly on to Manor Road at the south east and the unnamed access road from the Tewkesbury Road (A4019). The surrounding streets have footways providing access to the surrounding network. The A4019 Tewkesbury Road is served by regular bus services to Cheltenham and Tewkesbury meaning that future employees as well has customers have the opportunity to travel to the site by means other than the private car.

**Car Parking -**

As part of the proposals an additional 9 parking spaces will be provided to the front of the proposed building as an extension to the existing car park. These spaces will

be shared with the other retail units on the park and will add to the overall parking provision of the site. In addition to these extra spaces the proposals also include 32 parking spaces on the south side of the retail park which are intended to be used as staff parking for staff at the retail units. This would free spaces within the main car park for use by customers.

The Transport Statement includes the results of a car parking survey of the existing car park on a Friday and Saturday in February 2017. This showed that through the peak Friday afternoon period the occupation of the existing car park peaked at 48% with 243 spaces available.

The Saturday survey showed a much higher level of car park occupation with a peak of 90% occupation in the afternoon.

The development could be expected to add to the car parking demand by around 16 vehicles which could be accommodated within the proposed car park however the actual number is likely to be lower as some vehicles will already be visiting other units on the retail park as part of linked trips.

#### Traffic Impact -

The submitted Transport Statement has used the industry standard TRICS database to review surveys of other similar sites to calculate a predicted trip rate for the development which gives a development trip rate for the development below-

Time Period	Arrivals	Departures	Total
Friday AM	7	3	10
Friday PM	16	18	34
SaturdayPM	46	41	87

This has been calculated on a floor space of 1858m<sup>2</sup> which includes the mezzanine floor. The Transport Statement recommends that the mezzanine floor trades at a lower rate than the ground floor area and therefore the associated vehicle trip rate could be considered to be lower however for robustness an unreduced trip rate has been used.

In addition to this the figures stated above are a total number of vehicle movements at the site however research has shown that for retail developments a significant portion of development trips are known as non-primary in that these vehicles are already on the highway network visiting other retail units or as pass-by or diverted trips which call at the site when passing nearby. Given the nature of the Gallagher retail park it is considered likely that a significant number of these movements would not be new to the retail park.

The Transport Statement has undertaken a review of the Manor Road/Rutherford Way roundabout at the south east of the retail park and the Tewkesbury Road/Hayden Road signalised junction at the north west of the development as these are the two routes in to the retail park.

The results of the Manor Road/Rutherford Way junction assessment show that there is a slight decrease in spare capacity and a corresponding small increase in queuing during the peak periods however the junction remains with spare capacity post development.

A similar result is observed for the Tewkesbury Road/Hayden Road junction with a small reduction of spare capacity on the retail park arm of the junction. The results

show that this junction has least spare capacity in the Friday PM peak period however this is likely to be due to an overlap with the commuter peak which generally occurs earlier on a Friday afternoon than other weekdays.

Therefore I recommend that no highway objection be raised subject to the following conditions being attached to any permission granted:-

1) The development hereby permitted shall not be occupied until details of secure and covered cycle storage facilities for a minimum of 5 bicycles has been made available in accordance with details to be submitted to and approved in writing by the Local Planning Authority.

Reason:- To ensure that adequate cycle parking is provided, to promote cycle use and to ensure that the opportunities for sustainable transport modes have been taken up in accordance with paragraph 32 of the National Planning Policy Framework.

2) The building hereby permitted shall not be occupied until the vehicular parking and turning and loading/unloading facilities have been provided in accordance with the submitted plan AAA4817-A-P29-04 Rev B and those facilities shall be maintained available for those purposes thereafter.

Reason:- To ensure that a safe, suitable and secure means of access for all people that minimises the conflict between traffic and cyclists and pedestrians is provided in accordance with the National Planning Policy Framework.

3) No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall:

- i. specify the proposed route for delivery and service vehicles
- ii. provide for the parking of vehicles of site operatives and visitors;
- iii. provide for the loading and unloading of plant and materials;
- iv. provide for the storage of plant and materials used in constructing the development;
- v. provide for wheel washing facilities;
- vi. specify the intended hours of construction operations;
- vii. measures to control the emission of dust and dirt during construction

Reason: To reduce the potential impact on the public highway and accommodate the efficient delivery of goods and supplies in accordance paragraph 35 of the National Planning Policy Framework.

NOTE: The implementation of this permission will require the stopping up of established highway rights by separate Order before works can commence and the Applicant/Developer is advised to instigate that process as soon as possible.

NOTE: The site is traversed by a public right of way and this permission does not authorise additional use by motor vehicles, or obstruction, or diversion.

### Statement of Due Regard

Consideration has been given as to whether any inequality and community impact will be created by the transport and highway impacts of the proposed development. It is considered that no inequality is caused to those people who had previously utilised those sections of the existing transport network that are likely to be impacted on by the proposed development.

It is considered that the following protected groups will not be affected by the transport impacts of the proposed development: age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex, sexual orientation, other groups (such as long term unemployed), social-economically deprived groups, community cohesion, and human rights.

**County Archaeology**

*15th November 2017*

Thank you for consulting me concerning the above planning application. I wish to make the following observations concerning the archaeological implications of this scheme.

I advise that I have checked the proposed development area against the County Historic Environment Record. In my view the proposed development in Cheltenham Borough has low potential to have any adverse impact on archaeological remains, since much of the land has been developed previously. I therefore recommend that no archaeological investigation or recording should be required in connection with this application.

You may wish to note that the westernmost part of the application site, which is located in Tewkesbury Borough, has some potential to contain Roman settlement remains. Therefore, in respect of the parallel application (17/00827/FUL) for this development made to Tewkesbury Borough Council I have recommended the attachment of a planning condition to secure archaeological monitoring there.

I have no further observations.

**Environmental Protection**

*29th August 2017*

In relation to application 17/01459/FUL for Gallagher Retail Park, Tewkesbury Road, Cheltenham there are no objections from Environmental Protection.

**Environmental Health**

*15th August 2017*

I write in relation to the above application and highlight the following to yourselves and request that the concern relating to workplace transport be considered by WYG and also be passed onto the applicant.

I telephoned and spoke briefly to Louise Darch today to highlight this email.

The above planning application was passed for consideration to the Occupational Health and Safety Team, within Public and Environmental Health. I write in the interests of public health and the general health and safety of those who work in our district. Please note any comments are made separate to our pollution (noise / dust) or food safety colleagues and the housing enforcement team also based in Environmental Health.

Health and safety enforcement at the council have no objections to the application but the following health and safety concerns following review of the plans are highlighted:

Workplace Transport

The following detail could not be found on the application and would benefit from being clarified in the interests of potential person and vehicle interaction.

The delivery area in drawings A098132-TS002 & 3 (fig 4.7 & 4.8 in the appendix of the transport statement) and the overall plan of the site is unclear to me in that:

- There is a thickened line between the road and the loading bay but I could not find what this was. I hope it is a barrier offering protection from the road to the loading bay area, as operators of unit AA will be unloading vehicles with their back to the access road.
- The dimensions of the loading area were not clear because on the transport plan a loading bay is designated but on the overall plan a loading bay is not present.

(In addition to the workplace transport concerns consideration should also be made if the position of a loading bay has the potential to affect any fire escape routes from the unit AA.)

There are high risks surrounding workplace transport and so new developments should plan for a safe foreseeable process. Design features that could reduce the risks during delivery and waste removal should be planned and where possible discussed with users of the site so that any appropriate risk reduction elements implemented before operations begin. Please see:

The guide to workplace transport, HSE document HSG136 -  
<http://www.hse.gov.uk/pubns/priced/hsg136.pdf>  
and for a brief overview the HSE leaflet workplace transport a brief overview:  
<http://www.hse.gov.uk/pubns/indg199.pdf>

I hope the above is useful and wish you well in the development.

## **Strategic Land Use Team**

*30th August 2017*

17/01459/FUL: Land at Gallagher Retail Park, Tewkesbury Road, Cheltenham

Policy considerations in relation to a proposal for the erection of a Class A1 retail unit comprising 929 sqm at ground floor with full cover mezzanine, car parking, re-alignment of service yard access, renewal / adjustment of service yard drainage, diversion of a Class 5 highway, and associated works.

### **The site**

The application site lies to the west of Unit A, Gallagher Retail Park in north-west Cheltenham. It straddles the administrative boundary between Cheltenham and Tewkesbury councils. The site comprises partly undeveloped greenfield land, and is also partly occupied by the service yard and access route to the relevant part of the retail park i.e. brownfield land.

### **Policy Framework**

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning decisions should be taken in accordance with the relevant adopted Development Plan unless material considerations dictate otherwise. Therefore, in determining this application, the following must be considered:

- The saved policies of the Cheltenham Borough Local Plan (CLP) Second Review 2006, which comprise the adopted development plan, and;
- Relevant material considerations which include:
- National Planning Policy Framework (NPPF)
- National Planning Practice Guidance (nPPG)

- The emerging Joint Core Strategy (JCS) and its evidence base
- The emerging Cheltenham Plan and its evidence base.

## Core issues in this case

The core policy issues in the case of this proposal are considered to be:

- The need for sustainable development
- New retail development
- Development in the Green Belt

These are considered in turn below.

## The need for sustainable development

NPPF (2012)

Paragraph 14 of the NPPF states that a presumption in favour of sustainable development is a golden thread running through both plan making and decision taking. When making decisions, this means approving development proposals that accord with the development plan unless material considerations indicate otherwise.

## Adopted Cheltenham Local Plan (2006)

The land which is subject to this proposal is not allocated for any particular use but lies primarily within the Principal Urban Area as defined on the Proposals Map of the adopted Cheltenham Local Plan. The purpose of the Principal Urban Area (PUA) is to help concentrate development to sustainable locations within the Borough.

## Policy CP1 - Sustainable Development states:

"Development will be permitted only where it takes account of the principles of sustainable development. In particular, development should:

- a) conserve or enhance natural resources and environmental assets, and
- b) give priority to the use of previously developed land, and
- c) make the most efficient and effective use of land."

## The emerging Gloucester, Cheltenham and Tewkesbury Joint Core Strategy - Main modifications version (2017)

Policy SA1 of the JCS outlines the planned provision of approximately 4285 new homes and 23.4 hectares of employment land at the North-West Cheltenham strategic allocation. The boundary of this urban extension (site A5) includes part of the area of land that is the subject of this proposal and the indicative site layout for the allocation denotes the area as being for employment and related infrastructure.

## New retail development

NPPF (2012)

Para 24 states:

"Local planning authorities should apply a sequential test to planning applications for main town centre uses that are not in an existing centre and are not in accordance with an up-to-date Local Plan. They should require applications for main town centre uses to be located in town centres, then in edge of centre locations and only if suitable sites are not available should out of centre sites be considered. When considering edge of centre and out of centre proposals, preference should be given to accessible sites that are well connected to the town centre. Applicants and local planning authorities should demonstrate flexibility on issues such as format and scale".

Para 26 states:

"When assessing applications for retail, leisure and office development outside of town centres, which are not in accordance with an up-to-date Local Plan, local planning authorities should require an impact assessment if the development is over a proportionate,

locally set floorspace threshold (if there is no locally set threshold, the default threshold is 2,500 sq m)....."

Adopted Cheltenham Local Plan (2006)

Policy RT1 - Location of Retail Development states:

"Retail development will be permitted, subject to the availability of suitable sites or buildings suitable for conversion, which relate to the role and function of retailing centres and their catchments only in the following sequence of locations:

- a) the Central Shopping Area, subject to Policy RT2
- b) the Montpellier Shopping Area or the High Street West End Shopping Area, subject to Policy RT2
- c) elsewhere within the Core Commercial Area, subject to Policy RT2
- d) district or neighbourhood shopping centres, subject to Policy RT3
- e) out-of-centre sites which are accessible by a regular choice of means of transport, subject to Policies RT7 and CP5.

In considering the location of retail development, developers and operators should demonstrate flexibility and realism in format, design, scale and car parking."

Policy RT7 - Retail Development in Out of Centre Locations states:

"Subject to Policy RT1, retail development outside defined shopping areas will be permitted only where:

- a) a need for additional floorspace has been demonstrated, and the proposals:
- b) individually or in conjunction with other completed and permitted retail development would not harm the vitality and viability of the town centre as a whole or of a district or neighbourhood centre."

Whilst Local Plan Policy RT7 deals with the demonstration of retail need, it is noted that this policy is now out of sync with the national directive. Consequently, RT7 should be disregarded in favour of the NPPF.

Policy CP5 - Sustainable Transport states:

"Development will be permitted only where it is located and designed so as to:

- a) minimise the need to travel; and
- b) provide adequate accessibility to the site for vehicles, including public transport, pedestrians, cyclists and people with disabilities; and
- c) meet travel demands in safe and energy efficient ways; and
- d) provide a level of parking space that will encourage walking, cycling and public transport and discourage use of the private car; and
- e) meet Local Transport Plan targets for the proportion of trips to the site by each mode of transport."

The emerging Gloucester, Cheltenham and Tewkesbury Joint Core Strategy - Main modifications version (2017)

Policy SD3 relates to the retail hierarchy and indicates that proposals for retail uses that are not located in a designated centre or in accordance with a policy either under the JCS or District Plans, will be assessed against the requirements of the sequential test and impact test as set out in National Planning Policy Guidance or locally defined impact assessment thresholds as appropriate.

Development in the Green Belt

NPPF (2012)

Para 87 states:

"As with previous Green Belt policy, inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances."

Para 88 states:

"When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations."

Para 89 states:

"A local planning authority should regard the construction of new buildings as inappropriate in Green Belt. Exceptions to this are:

- buildings for agriculture and forestry;
- provision of appropriate facilities for outdoor sport, outdoor recreation and for cemeteries, as long as it preserves the openness of the Green Belt and does not conflict with the purposes of including land within it;
- the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building;
- the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;
- limited infilling in villages, and limited affordable housing for local community needs under policies set out in the Local Plan; or
- limited infilling or the partial or complete redevelopment of previously developed sites (brownfield land), whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development."

Para 90 states:

"Certain other forms of development are also not inappropriate in Green Belt provided they preserve the openness of the Green Belt and do not conflict with the purposes of including land in Green Belt. These are:

- mineral extraction;
- engineering operations;
- local transport infrastructure which can demonstrate a requirement for a Green Belt location;
- the re-use of buildings provided that the buildings are of permanent and substantial construction; and
- development brought forward under a Community Right to Build Order."

Adopted Cheltenham Local Plan (2006)

Policy CO6: Development in the Green Belt, states:

"Within the Green Belt, except in very special circumstances, there will be a presumption against the construction of new buildings for purposes other than:

- agriculture and forestry; or
- essential facilities for outdoor sport and outdoor recreation, for cemeteries, or for other uses of land which preserve the openness of the Green Belt and which do not conflict with the purposes of including land in it; or
- limited rebuilding, replacement, or extension of existing dwellings, subject to policies CO7 (Rebuilding or replacement of dwellings in the green belt) and CO8 (Extension of dwellings in the green belt); or
- limited residential infilling within existing and previously undeveloped gaps in built up frontages along The Reddings, Shaw Green Lane and Bowbridge Lane, if there is no adverse impact on the openness of the Green Belt.
- development in accordance with policy CO9 (Cheltenham Racecourse).

Engineering or other operations or any material change of use will not be permitted unless they maintain the openness of the Green Belt and do not conflict with the purposes of including land in it."

The emerging Gloucester, Cheltenham and Tewkesbury Joint Core Strategy - Main modifications version (2017)

The JCS is now well advanced in its preparation with adoption anticipated at the end of the year. It therefore should be taken into account as a significant material consideration in decision making on planning matters.

Policy SD6: Green Belt, states:

"To ensure the Green Belt continues to serve its key functions, it will be protected from harmful development. Within its boundaries, development will be restricted to those limited types of development which are deemed appropriate by the NPPF unless very special circumstances can be demonstrated....."

## Assessment

The need for sustainable development

Whilst the site is located out of town and on the edge of Cheltenham, it comprises partially of brownfield/Previously developed land and is close to the strategic highway network which is well served by public transport. The proposal, though comprising a free standing retail unit, is located in close proximity to a terrace of existing retail units and relates reasonably well to the immediate surroundings. Nevertheless, the proposal is partly located in the Green Belt where there is a strong presumption against development unless in very special circumstances (see below).

## New Retail Development

The sequential test

The NPPF requires local authorities to ensure that the sequential test has been followed and that developers adequately demonstrate that no sequentially preferable sites could accommodate the proposed development in or closer to town centres. The policy team is content that the applicant has adequately demonstrated compliance with this requirement to show that there are no suitable, available and viable sequentially preferable sites available on this occasion.

## Retail impact

There is currently no locally set threshold for retail impact assessments to be undertaken in Cheltenham, so the default threshold of 2,500 sq. m set by the NPPF applies. However, as the proposal is somewhat smaller than this, there is no requirement for a retail impact assessment to be submitted on this occasion. Notwithstanding, it is noted that the applicant has undertaken a brief assessment of the proposal's impact based on likely turnover rates. If considered necessary and appropriate, the accuracy of this assessment should be evaluated by the Council's retail advisor.

## Development in the Green Belt

The proposal falls within the Green Belt where there is a strong presumption against development unless in very special circumstances. The erection of a retail unit does not constitute acceptable green belt development as set out in the NPPF and, consequently, it is not considered that this proposal outweighs the overriding importance of Green Belt policy.

Whilst the applicant draws attention to the fact that the Inspector conducting the JCS examination has indicated that comprehensive redevelopment as part of a significant urban extension would be acceptable and that exceptional circumstances exist to justify this urban extension (with corresponding Green Belt removal), it does not follow that exceptional circumstances exist for the construction of a single retail unit.

The proposal therefore contravenes national planning policy and is also contrary to the Green Belt policies of the adopted Cheltenham Borough Local Plan and the emerging Gloucester, Cheltenham and Tewkesbury Joint Core Strategy as set out above.

Other matters

The proposed development would have the effect of extending the retail park and encroaching into an undeveloped area beyond the Principal Urban Area as defined in the adopted Local Plan. This area is currently being advanced for new housing and employment generating development in the indicative layout of a large-scale urban extension at North-West Cheltenham contained within the emerging JCS.

The JCS is a well advanced plan that is currently moving towards the conclusion of its examination, where discussions before an independent planning inspector have proved largely positive in relation to progressing the proposed allocation.

As the access road to the existing retail park is also planned to be the main access into the North-West Cheltenham allocation, the policy team is concerned that development on or in close proximity to this highway could have the effect of prejudicing the realisation of this important strategic allocation thus undermining the JCS and eradicating many of the anticipated benefits to Cheltenham and the wider JCS area.

North West Cheltenham as a concept has been under discussion for several years to the extent that an outline planning application for the development was submitted to the Council during the latter part of 2016 and is still under determination. (1602000.OUT - Land at Elms Park refers)

For the above reasons, it is considered that the proposal for a freestanding retail unit at this location remains inappropriate at this stage. As submitted, the scheme does not sufficiently take into account the context of north-west Cheltenham and the potential impacts thereupon, particularly, the effect on the access to the proposed strategic allocation (yet to be approved) and the appropriateness of developing on Green Belt land.

**Natural England**

*18th August 2017*

Natural England has no comments to make on this application.

**Gloucestershire Centre For Environmental Records**

*16th August 2017*

Report available to view online.

**Cheltenham Civic Society**

*21st September 2017*

Our opinion regarding this application was divided; some considered that development was within a pattern of development already established in this area. Others considered that more 'out of town' retail would only undermine Cheltenham town centre even further. The building is the usual 'nowhere realm' architecture.

### **3. PUBLICITY AND REPRESENTATIONS**

Number of letters sent	<b>21</b>
Total comments received	<b>3</b>
Number of objections	<b>2</b>
Number of supporting	<b>0</b>
General comment	<b>0</b>

**3.1** The application was publicised by way of letters to 21 properties, a site notice and a notice in the Gloucestershire Echo. 2 objections were received which relate to the following issues:

- Public right of way should be retained
- Inappropriate development in the Green Belt
- Loss of trees and shrubs
- Increased traffic congestion

## **4. OFFICER COMMENTS**

### **4.1 Determining Issues**

**4.2** The key issues in determining this application are considered to be principle, design and layout, impact on neighbouring properties, access and highways issues, and ecological impact.

### **4.3 The site and its context**

**4.4** Gallagher Retail Park is located adjacent to Tewkesbury Road, a key approach road into Cheltenham, with the main vehicular access from Manor Road. The retail park is located in an established retail park which is characterised by large retail warehouses.

**4.5** The application site straddles the administrative boundary between Cheltenham and Tewkesbury Borough Councils. The boundary line runs along the east side of the two areas of land with dense vegetation. The service yard, service yard entrance, a small part of the land to the side of the service yard entrance and small part of land to the rear of Sainsbury's is within CBC. Most of the two vegetated areas of land and the public right of way are within TBC.

**4.6** Land to the west of the retail park is allocated in emerging policy documents for the large North West Cheltenham urban extension comprising of homes, employment land, hotel, mixed use centre providing retail, community uses, transport hub, primary and secondary school; alongside green infrastructure. This allocation is currently the subject of a live outline planning application, known as Elm's Park (LPA ref: 16/02000/OUT). The outline application has means of access as an unreserved matter, including proposed Site Access C, which is positioned at the location of the western vehicular access into the Gallagher Retail Park. It is currently proposed that this access is upgraded to form a five lane highway off of Tewkesbury Road with a roundabout providing access into the retail park.

**4.7** There are no specific constraints which cover the land within Cheltenham, but at the time of writing this report the land within Tewkesbury is within the Green Belt.

### **4.8 Principle**

**4.9** Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning decisions should be taken in accordance with the relevant adopted Development Plan unless material considerations dictate otherwise. Therefore, in determining this application, the following must be considered:

- The saved policies of the Cheltenham Borough Local Plan (CLP) Second Review 2006, which comprise the adopted development plan, and;
- Relevant material considerations which include:
  - National Planning Policy Framework (NPPF)
  - National Planning Practice Guidance (nPPG)
  - The emerging Joint Core Strategy (JCS) and its evidence base
  - The emerging Cheltenham Plan and its evidence base.

**4.10** The core policy issues in the case of this proposal are considered to be:

- The need for sustainable development
- New retail development
- Development in the Green Belt

**4.11** These are considered in turn below.

**4.12** The need for sustainable development

**4.13** NPPF (2012)

**4.14** Paragraph 14 of the NPPF states that a presumption in favour of sustainable development is a golden thread running through both plan making and decision taking. When making decisions, this means approving development proposals that accord with the development plan unless material considerations indicate otherwise.

**4.15** Adopted Cheltenham Local Plan (2006)

**4.16** The land which is subject to this proposal is not allocated for any particular use but lies primarily within the Principal Urban Area as defined on the Proposals Map of the adopted Cheltenham Local Plan. The purpose of the Principal Urban Area (PUA) is to help concentrate development to sustainable locations within the Borough.

**4.17** Policy CP1 - Sustainable Development states:

**4.18** "Development will be permitted only where it takes account of the principles of sustainable development. In particular, development should:

- a) Conserve or enhance natural resources and environmental assets,
- b) Give priority to the use of previously developed land, and
- c) Make the most efficient and effective use of land."

**4.19** The emerging Gloucester, Cheltenham and Tewkesbury Joint Core Strategy - Main modifications version (2017)

**4.20** Policy SA1 of the JCS outlines the planned provision of approximately 4285 new homes and 23.4 hectares of employment land at the North-West Cheltenham strategic allocation. The boundary of this urban extension (site A5) includes part of the area of land that is the subject of this proposal and the indicative site layout for the allocation denotes the area as being for employment and related infrastructure.

**4.21 New retail development**

**4.22 NPPF (2012)**

**4.23** Para 24 states: "Local planning authorities should apply a sequential test to planning applications for main town centre uses that are not in an existing centre and are not in accordance with an up-to-date Local Plan. They should require applications for main town centre uses to be located in town centres, then in edge of centre locations and only if suitable sites are not available should out of centre sites be considered. When considering edge of centre and out of centre proposals, preference should be given to accessible sites that are well connected to the town centre. Applicants and local planning authorities should demonstrate flexibility on issues such as format and scale".

**4.24** Para 26 states: "When assessing applications for retail, leisure and office development outside of town centres, which are not in accordance with an up-to-date Local Plan, local planning authorities should require an impact assessment if the development is over a proportionate, locally set floorspace threshold (if there is no locally set threshold, the default threshold is 2,500 sq m)....."

**4.25** Adopted Cheltenham Local Plan (2006)

**4.26** Policy RT1 - Location of Retail Development states:

**4.27** "Retail development will be permitted, subject to the availability of suitable sites or buildings suitable for conversion, which relate to the role and function of retailing centres and their catchments only in the following sequence of locations:

- a) The Central Shopping Area, subject to Policy RT2
- b) The Montpellier Shopping Area or the High Street West End Shopping Area, subject to Policy RT2
- c) Elsewhere within the Core Commercial Area, subject to Policy RT2
- d) District or neighbourhood shopping centres, subject to Policy RT3
- e) Out-of-centre sites which are accessible by a regular choice of means of transport, subject to Policies RT7 and retail CP5.

**4.28** In considering the location of development, developers and operators should demonstrate flexibility and realism in format, design, scale and car parking."

**4.29** Policy RT7 - Retail Development in Out of Centre Locations states:

**4.30** "Subject to Policy RT1, retail development outside defined shopping areas will be permitted only where:

- a) A need for additional floorspace has been demonstrated, and the proposals:
- b) Individually or in conjunction with other completed and permitted retail development would not harm the vitality and viability of the town centre as a whole or of a district or neighbourhood centre."

**4.31** Whilst Local Plan Policy RT7 deals with the demonstration of retail need, it is noted that this policy is now out of sync with the national directive. Consequently, RT7 should be disregarded in favour of the NPPF.

**4.32** Policy CP5 - Sustainable Transport states:

**4.33** "Development will be permitted only where it is located and designed so as to:

- a) Minimise the need to travel;
- b) Provide adequate accessibility to the site for vehicles, including public transport, pedestrians, cyclists and people with disabilities;
- c) Meet travel demands in safe and energy efficient ways;
- d) Provide a level of parking space that will encourage walking, cycling and public transport and discourage use of the private car;
- e) Meet Local Transport Plan targets for the proportion of trips to the site by each mode of transport."

**4.34** The emerging Gloucester, Cheltenham and Tewkesbury Joint Core Strategy - Main modifications version (2017)

**4.35** Policy SD3 relates to the retail hierarchy and indicates that proposals for retail uses that are not located in a designated centre or in accordance with a policy either under the JCS or District Plans, will be assessed against the requirements of the sequential test and impact test as set out in National Planning Policy Guidance or locally defined impact assessment thresholds as appropriate.

**4.36** The application was accompanied by a report from the agent, addressing these points and this has been assessed by an independent consultant, who has produced a report.

**4.37** The report confirms that the sequential test is relevant and appropriate to the application and the proposal does have the potential to significantly affect the town centres vitality and viability.

**4.38** The independent consultant has made the following conclusion below;

*"The sequential test is relevant and appropriate to the application. The applicant has in our view approached the test in line with recent Court judgments and it is a matter of planning judgement whether the test is met in any particular situation. The main town centre alternatives are the former BHS unit in Regent Arcade, North Place/Portland Street and the unoccupied units at the Brewery. It appears to us that refurbishment works now under way together with the applicant's research indicates that the BHS unit is no longer available. In relation to the North Place/Portland St, there are no current proposals which could provide an alternative to the proposed unit so far as we are aware. We would of course comment further if the Council can up-date us. The units at the Brewery are available now and capable of providing similar floorspace to the proposal. However, they would not, in our judgement, be suitable for bulky goods retailing because the parking is rather remote. We therefore conclude that, provided a condition such as that proposed by applicant is applied, the sequential test is passed.*

*The proposal does have the potential to significantly affect the town centres vitality and viability because it could prove attractive to a leading town centre retailer which would either otherwise consider a town centre location or which is already present in the town centre and would consider moving out. An open A1 unit in this location would also create a precedent which the Council would find it difficult to resist on the Gallagher Retail Park and elsewhere and there is very considerable of centre floorspace in the town. This objection would not apply if a sale of goods condition as suggested by the applicant were applied.*

*We also consider that a non-subdivision condition would be necessary to make the development acceptable.*

*Subject to these conditions we consider the proposal complies with the relevant retail policies."*

- 4.39** The part of the proposal within Tewkesbury at the time of writing this report falls within the Green Belt. There is a strong presumption against development within the Green Belt unless in very special circumstance. The Planning Policy Officer has objected to the proposal on the grounds that the erection of a retail unit does not constitute acceptable green belt development as set out in the NPPF and, consequently it is not considered that this proposal outweighs the overriding importance of Green Belt policy.
- 4.40** The land will be removed from the Green Belt once the JCS is adopted.
- 4.41** The Gloucester, Cheltenham and Tewkesbury Joint Core Strategy (JCS) has been examined in public to establish if the plan meets the tests of legal compliance and soundness as set out in the National Planning Policy Framework (NPPF). On 26th October 2017 the Planning Inspector issued the final report, which states:
- 4.42** "I conclude that with the recommended main modifications set out in the Appendix the Gloucester, Cheltenham and Tewkesbury Joint Core Strategy satisfies the requirements of Section 20(5) of the 2004 Act and meets the criteria for soundness in the National Planning Policy Framework." 1
- 4.43** The three Council's now intend to move towards adoption, and the JCS will be taken to Cheltenham full Council meeting on the 11th December 2017.
- 4.44** Once the JCS is adopted the site will no longer be in the Green Belt and the object will no longer relate to the site.
- 4.45 Design and layout**
- 4.46** Policy CP7 of the Local Plan states that Development will only be permitted where it is of a high standard of architectural design, adequately reflects principles of urban design, and complements and respects neighbouring development and the character of the locality and/or landscape.
- 4.47** 6.6.2 Chapter 7 of the NPPF also places great emphasis on the importance of the design of the built environment, stating that good design is indivisible from good planning. It goes onto state that decisions should not attempt to impose architectural styles or particular tastes although it is proper to reinforce local distinctiveness. The NPPF also talks about the importance of integration of new development into the existing environment.
- 4.48** The design of the new unit is considered to be appropriate; it will be a detached building that will sit to the side of unit A1/A2 and step forward of the building line of the existing terrace. The building design has a more contemporary approach to the existing terrace. It is taller, will be clad in vertical dark grey cladding with a variety of panel widths, will have areas of brickwork to match the existing terrace and have a large entrance feature surround to the front and side.
- 4.49** Officers were concerned that the design of the new unit failed to respect the character and scale of the existing building. The Design and Access Statement explains the reason behind this approach and states,

*"The proposed façade of the new unit is a similar design to that approved as part of the original Master-plan for this overall development, with the exception of the height of the proposed building and cladding design; which have been updated to provide a more*

*useable and generous space at mezzanine level and visually to provide a stronger and more purposeful contemporary design. The increase in height also provides an opportunity to punctuate the end of the terrace.*

*In order to adequately address the issues presented by the design of the principle façade, a new concept has been developed to create a more contemporary version based on the entrance features on the other units A to E, which will be sympathetic to the new entrance recently delivered by Next in Unit A1.*

*Entrance features are formed to serve each unit using a rendered board to create a uniform surround in a contrasting stone coloured finish to the adjacent cladding, which frames the Tenant's signage zone above each shop entrance. The proposed elevation has a brickwork plinth at low level but looks to introduce new vertical cladding panels in place of the continuation of the brickwork and mansard detail which is not contemporary and in need of replacement at some point in the future. The entrance features are repeated using the same family of materials to provide a simple solution as required by the proposed Tenant."*

- 4.50** Both the Civic Society and Architects Panel felt the design was acceptable and did not have an objection.
- 4.51** A dense vegetation strip will be removed to accommodate the new access road for the service yard and the new retail unit. The new service road is located close to the new road proposed as part of the NWC urban extension. Officers were originally concerned about this close relationship and if it had an impact on the resulting setting of the area. To mitigate this impact a stronger vegetation/landscape buffer has been proposed. 13 new trees are proposed in the landscaping strip, and drawing no. P-29-008-REV C (Proposed Alternative Road Layout Plan) highlights an area of potential further landscape screening that exists as road-side verge in the NWC Urban Extension. This additional land for further landscaping is not within the red line and therefore out of the applicant's control however the agent has made the following comments,

*"In practice, this area of land could not be materially used for any other purpose ('access' is not a reserved matter) and as such a swath of highway-verge of up to circa 5m will be available for landscaping. This zone will further strengthen the additional landscaping provided as part of the Unit AA application, creating a substantial buffer between the retail park and the urban extension, ensuring that the character of the locality is not harmed."*
- 4.52** This is not an unrealistic assumption that an additional 5m strip of land will be available to the side of the proposed landscaping strip and therefore on balance subject to a landscaping condition the new landscape buffer is acceptable.
- 4.53** The dense vegetation strip behind Sainsbury's will be partly removed to accommodate 32 Staff Parking Spaces with access from the North. A large number of trees will be retained to the east, south and west with two additional trees to the south. The retained trees will ensure the land still helps to provide a soft transfer from a semi-rural context to the urban area of Cheltenham along with providing a potential green buffer between the strategic allocation and the retail park. The trees will also screen the car park and the unsightly service area and rear elevations of the Sainsbury's building.
- 4.54** The Tree Officer does not object to the loss of the trees and welcomes the additional trees added to the landscaping to the side of the service yard. The new trees are a mix of sizes that should not compete for resources and will provide an appropriate boundary screen for the service yard.
- 4.55** On balance the design is acceptable, given the context of the site and the existing buildings, the proposal is considered to represent an acceptable form of development which will enhance the site and preserve its contribution to the Tewkesbury Road.

**4.56 Impact on neighbouring property**

**4.57** Policy CP4 of the Local Plan states that development will only be permitted where it would not cause unacceptable harm to the amenity of adjoining land users.

**4.58** The building is surrounded by commercial development and therefore has no residential neighbours. It is not considered to result in any adverse impact upon neighbouring uses or properties. As such the application is in accordance with policy CP4 of the Local Plan development to protect the existing amenity of neighbouring land users and the locality.

**4.59 Access and highway issues**

**4.60** The application has been accompanied by a transport statement. A full and detailed response has been provided by Gloucestershire County Council which has been reproduced above.

**4.61** The transport statement concluded that the development could be expected to add to the car parking demand by around 16 vehicles, which could be accommodated within the proposed car park. The Highways Officer concluded that the actual number would likely be lower as some vehicles will already be visiting other units on the retail park as part of linked trips.

**4.62** The Transport Statement undertook a review of the Manor Road/Rutherford Way roundabout at the south east of the retail park and the Tewkesbury Road/Hayden Road signalised junction at the north west of the development as these are the two routes in to the retail park.

**4.63** The Highway Officer concluded that the results of the Manor Road/Rutherford Way junction assessment showed that there was a slight decrease in spare capacity and a corresponding small increase in queuing during the peak periods however the junction remains with spare capacity post development.

**4.64** A similar result was observed for the Tewkesbury Road/Hayden Road junction with a small reduction of spare capacity on the retail park arm of the junction. The results show that this junction has least spare capacity in the Friday PM peak period however this is likely to be due to an overlap with the commuter peak which generally occurs earlier on a Friday afternoon than other weekdays.

**4.65** The Highway Officer has confirmed that they have no objection to the proposal. Therefore subject to conditions the proposal is considered to be acceptable from a highways and parking point of view and is therefore in accordance with policy TP1(Development and highway safety) of the Local Plan.

**4.66 Ecological impact**

**4.67** An extended Phase 1 Habitat Survey has been submitted as part of this application. The site was inspected for evidence of and its potential to support protected or notable species. Following this a Bat Emergence and Re-entry Survey report, Hazel Dormouse Presence/ Likely Absence Interim Report and Reptile Report have been submitted.

**4.68** The reports showed that no reptiles or hazel dormice were recorded.

**4.69** The Bat Emergence and Re-entry Survey report showed that no bats were recorded roosting within the trees. However small numbers of common bat species (common pipistrelle and soprano pipistrelle) and two single passes of rarer bats (noctule and myotis genus likely whiskered or natterer's) were recorded foraging and commuting within the habitats.

- 4.70** To minimise the risk of disturbance to bats and potentially improve current levels of artificial lighting, the report recommended mitigation that included external lighting will be carefully designed to minimise disturbance to foraging and commuting bats that use the adjacent habitats.
- 4.71** Also the report recommended six bat boxes should be installed on retained trees, to provide alternative roosting features for bats on the site.
- 4.72** Therefore subject to a condition to mitigate the impact to the Bats the proposal is considered to be acceptable and is therefore in accordance with policy NE3 (Biodiversity and Geodiversity of Local Importance) of the Local Plan.

#### **4.73 Other considerations**

- 4.74** The proposed development will require the footpath which runs through the site in a north-south alignment to be stopped up and diverted by way of an order under section 247 of the Town and Country Planning Act 1990. The proposed route of the diverted footpath will run on the pavement from Tewkesbury Road and then adjacent to the reconfigured service yard access.
- 4.75** There would not appear to be any significant implications with regards to the proposed footpath diversion; the new route would be similar in location/length and should not inconvenience pedestrians. However, GCC are the determining local authority for this element of the proposal.
- 4.76** Concern has been expressed in relation for the potential of the site to attract 'boy racers'. The agent has been asked how 'boy racers' will be mitigated and this response will follow in an update to members.

## **5. CONCLUSION AND RECOMMENDATION**

- 5.1** For the reasons outlined above the application is considered to be acceptable and is therefore recommended for approval subject to the following conditions.

## **6. CONDITIONS / INFORMATIVES**

- 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.  
Reason: To accord with the provisions of Section 91 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.
- 2 The development hereby permitted shall be carried out in accordance with 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 No external facing or roofing materials shall be applied unless in accordance with
  - a) a written specification of the materials; and
  - b) physical sample/s of the materials,The details of which shall have been submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of the character and appearance of the area, having regard to Policy CP7 of the Cheltenham Borough Local Plan (adopted 2006).

- 4 The retail unit which is the subject of this permission shall be used only for the sale of carpets, furniture, electrical good, DIY, maintenance and improvements for the home, garden and car, and the sale of ancillary goods which are part of the usual product mix of retailers of the foregoing and for no other purpose.  
Reason: To ensure that the sale of goods at this site does not harm the integrity of the town centre in accordance with policy RT7 of the Adopted Cheltenham Local Plan and Section 2 of the National Planning Policy Framework 2012.
- 5 The retail unit which is the subject of this permission shall not be subdivided without express planning permission.  
Reason: Any further subdivision requires consideration to ensure that the sale of goods at this site does not harm the integrity of the town centre in accordance with policy RT7 of the Adopted Cheltenham Local Plan and Section 2 of the National Planning Policy Framework 2012.
- 6 The development shall be carried out in strict accordance with the recommendations and requirements of the Extended Phase 1 Habitat Survey report dated March 2017, Bat Emergence and Re-entry Survey Report dated July 2017 and Reptile Report dated July 2017, submitted with the planning application.  
Reason: To safeguard ecological species, having regard to Policies NE1 and NE 3 of the Cheltenham Borough Local Plan (2006).
- 7 Tree protective fencing shall be installed in accordance with the specifications set out within BS 5837:2012. The fencing shall be erected by the applicant and subsequently inspected and approved in writing by the Local Planning Authority prior to the commencement of any works on site (including demolition and site clearance). It shall remain in place until the completion of the construction process.  
Reason: In the interests of local amenity, in accordance with Local Plan Policies GE5 and GE6 relating to the retention, protection and replacement of trees.
- 8 No fires shall be lit within 5m of the Root Protection Area(s) and materials that will contaminate the soil such as cement or diesel must not be discharged within 10m of the tree stem. Existing ground levels shall remain the same within the Root Protection Area(s) and no building materials or surplus soil shall be stored therein. No trenches for services or drains shall be sited within the crown spread of any trees to be retained.  
Reason: In the interests of local amenity in accordance with Local Plan Policies GE5 and GE6 relating to the retention, protection and replacement of trees.
- 9 The works hereby approved shall not be carried out unless in accordance with the approved Tree Protection Plan. The measures set out in the Tree Protection Plan shall remain in place until the completion of the construction.  
Reason: To safeguard existing tree(s) in the interests of visual amenity, having regard to Policies GE5 and GE6 of the Cheltenham Borough Local Plan (2006).
- 10 All landscaping works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation of any part of the development unless otherwise agreed in writing by the Local Planning Authority. Any trees or plants indicated on the approved scheme which, within a period of five years from the date of planting, die, are removed or become seriously damaged, diseased or dying shall be replaced during the next planting season with other trees or plants of a location, species and size to be first approved in writing by the Local Planning Authority. Reason: To ensure that the planting becomes established, having regard to Policies CP1 and CP7 of the Cheltenham Borough Local Plan (2006).

- 11 No development shall commence on site until a detailed Sustainable Drainage System (SuDS) Strategy document has been provided for approval by the Local Planning Authority, this should be in accordance with the proposal set out in the applicant's submission (Gallagher Retail Park, Cheltenham. The Gibraltar Limited Partnership. Flood Risk Assessment (FRA) and Drainage Strategy. September 2017). The SuDS Strategy must include a detailed design, maintenance schedule, confirmation of the management arrangements and a timetable for implementation. The SuDS Strategy must also demonstrate the technical feasibility/viability of the drainage system through the use of SuDS to manage the flood risk to the site and elsewhere and the measures taken to manage the water quality for the life time of the development. The scheme for the surface water drainage shall be carried out in accordance with the approved details before the development is first put in to use/occupied.  
Reason: To ensure the development is provided with a satisfactory means of drainage and thereby preventing the risk of flooding. It is important that these details are agreed prior to the commencement of development as any works on site could have implications for drainage, flood risk and water quality in the locality.
- 12 No development shall be brought in to use/occupied until a SuDS management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime, has been submitted to and approved in writing by the Local Planning Authority. The approved SUDS maintenance plan shall be implemented in full in accordance with the agreed terms and conditions.  
Reason: To ensure the continued operation and maintenance of drainage features serving the site and avoid flooding.
- 13 The development hereby permitted shall not be occupied until details of secure and covered cycle storage facilities for a minimum of 5 bicycles has been made available in accordance with details to be submitted to and approved in writing by the Local Planning Authority.  
Reason:- To ensure that adequate cycle parking is provided, to promote cycle use and to ensure that the opportunities for sustainable transport modes have been taken up in accordance with paragraph 32 of the National Planning Policy Framework.
- 14 The building hereby permitted shall not be occupied until the vehicular parking and turning and loading/unloading facilities have been provided in accordance with the submitted plan AAA4817-A-P29-04 Rev B and those facilities shall be maintained available for those purposes thereafter.  
Reason:- To ensure that a safe, suitable and secure means of access for all people that minimises the conflict between traffic and cyclists and pedestrians is provided in accordance with the National Planning Policy Framework.
- 15 No development shall commence on site unless a Highways Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority.

The Management Plan shall:

- a) specify the type of vehicles used during construction
- b) provide for the parking of vehicles of site operatives and visitors
- c) provide for the loading and unloading of plant and materials
- d) provide for the storage of plant and materials used in constructing the development
- e) provide for wheel washing facilities; and
- f) specify the access points to be used and maintained during the construction phase.

The development shall not be carried out unless in accordance with the details so approved.

Reason: In the interests of highway safety, having regard to Policy TP1 of the Cheltenham Borough Local Plan (adopted 2006). This information is required up front because highway safety could otherwise be compromised at the beginning of construction.

## INFORMATIVES

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

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

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

- 2 The applicant will need to enter into a Building over Sewer Agreement with Severn Trent Water PLC as the development lies over or within 3 metres of a public foul sewer.
- 3 The implementation of this permission will require the stopping up of established highway rights by separate Order before works can commence and the Applicant/Developer is advised to instigate that process as soon as possible.
- 4 The site is traversed by a public right of way and this permission does not authorise additional use by motor vehicles, or obstruction, or diversion.

<b>APPLICATION NO:</b> 17/01459/FUL	<b>OFFICER:</b> Mrs Victoria Harris
<b>DATE REGISTERED:</b> 15th August 2017	<b>DATE OF EXPIRY :</b> 14th November 2017
<b>WARD:</b> Swindon Village	<b>PARISH:</b> SWIND
<b>APPLICANT:</b>	The Gibraltar Limited Partnership
<b>LOCATION:</b>	Gallagher Retail Park Tewkesbury Road Cheltenham
<b>PROPOSAL:</b>	Erection of a Class A1 retail unit comprising 929 sqm at ground floor with full cover mezzanine, car parking, re-alignment of service yard access, renewal / adjustment of service yard drainage, diversion of a Class 5 highway, and associated works to the west of Unit A Gallagher Retail Park.

### REPRESENTATIONS

Number of contributors	<b>2</b>
Number of objections	<b>2</b>
Number of representations	<b>0</b>
Number of supporting	<b>0</b>

Whiterose  
 Stanton's Drive  
 Swindon Village Cheltenham  
 Gloucestershire  
 GL51 9RL

**Comments:** 6th August 2017

The existing footpath is an essential right of way because it provides a car-free route from Sainsbury's to Dog Bark Lane. There are important safety and health and wellbeing benefits from the availability of this path.

The path is not well maintained, however, and sometimes the brambles make it impassable, which is why it is not used as much as it should be. With better maintenance this path has the potential to be an important asset to the area.

I think it is essential therefore that the plans are modified to provide a clear path through to connect to the footpath on the other side which leads to Dog Bark Lane.

2 Mews Cottage  
 St Peters Lane  
 Dumbleton  
 WR11 7TL

**Comments:** 8th September 2017

Uckington Parish Council strongly oppose the above application on the following grounds (numbered 1 to 5):

1. The land subject to the application falls within the designated Green Belt. The construction of a new building in the Green Belt is by definition inappropriate development unless very special circumstances exist. It is difficult to conceive how the construction of an additional retail unit could possibly constitute very special circumstances.

2. The application site is located directly on a public right of way - known locally as Greeny Lane - shown on the OS Map. This forms part of an ancient highway. It currently runs through the residential development to the South of the A4019, through the application site on the North of the A4019 to the West of the Sainsbury's building, continuing to the West of the 'Next' retail unit and joining up with Dog Bark Lane. It is an important local amenity and should be retained as such. It also provides some respite from the intensity of the Gallagher Retail Park with the associated heavy traffic use. The emphasis should be on improving and enhancing this amenity rather than destroying it.

3. The application also seeks the complete clearance of mature trees and shrubs through which Greeny Lane passes. The trees and other vegetation have several benefits, including:

- 3.1 They create a pleasant environment for Greeny Lane to pass through;
- 3.2 They provide natural screening to the stark and unappealing western end of the Gallagher Retail Park;
- 3.3 They provide air quality enhancement particularly as to CO<sub>2</sub> absorption from vehicle emissions; and
- 3.4 They provide some traffic noise pollution mitigation.

Again, the emphasis should be on improving and enhancing this amenity.

4. The application seeks permission for 63 additional staff car parking places. This is contrary to policies responding to the need to promote alternative forms of transport to the private car. The area in question already suffers excessive private car use. The proposed application is likely to result in increased traffic congestion around Tewkesbury Road and the retail park as more people visit the proposed unit.

5. Whilst this Parish Council maintains its objections to the JCS A5 Strategic Allocation, the application is inconsistent with those objectives.

<b>APPLICATION NO:</b> 17/01566/CONDIT	<b>OFFICER:</b> Mrs Emma Pickernell
<b>DATE REGISTERED:</b> 11th August 2017	<b>DATE OF EXPIRY:</b> 6th October 2017
<b>WARD:</b> Lansdown	<b>PARISH:</b>
<b>APPLICANT:</b> Door 4 Montpellier Ltd	
<b>AGENT:</b>	
<b>LOCATION:</b> 4 Montpellier Walk, Cheltenham	
<b>PROPOSAL:</b>	Variation of condition 5 of 16/01888/FUL -to extend opening hours to 00:30 Thursday, Friday and Saturday nights and 01:00 on Bank Holiday Sundays, race days (up to 16 race days per calendar year), Christmas Day and New Years Eve

**RECOMMENDATION:** Permit



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## 1. DESCRIPTION OF SITE AND PROPOSAL

- 1.1 The application site is a mid terrace Grade II\* listed building within the Montpellier Character Area of the central conservation area. Planning permission and listed building consent were granted in December 2016 to change the use of the building from A3 to A3 and/or A4.
- 1.2 The approved planning permission was subject to the following condition (condition 5):

*The premises shall not be open to customers between the hours of 00:00 (midnight) hrs to 0800hrs. The premises shall be vacated by all customers at 00:00hrs at the latest and there shall be no allowance for 'drinking-up time'.*

*Reason: To safeguard the amenities of adjoining properties and the locality in accordance with Local Plan Policy CP4 relating to safe and sustainable living.*

- 1.3 The approved consent has now been implemented and the bar is now operating under the name 'door 4'.
- 1.4 The applicant is now seeking to vary the above mentioned condition in order to allow the bar to be opened until 00:30 on Thursday, Friday and Saturday nights (i.e. an additional 30 minutes). In addition the applicant seeks permission to open until 01:00 on bank holiday Sunday nights, Christmas Day, New Year's Eve and up to 16 'race days' per calendar year.
- 1.5 The application has been amended since its original submission. Originally the application was seeking consent to open until 01:30 Thursday, Friday and Saturday nights with an additional 30 minutes for 'drinking up time'.
- 1.6 The application has been brought to committee at the request of Cllr Mason due to amenity considerations.

## 2. CONSTRAINTS AND RELEVANT PLANNING HISTORY

### Constraints:

Airport Safeguarding over 45m  
Conservation Area  
Core Commercial Area  
Listed Buildings Grade 2star  
Montpellier Shopping Area  
Smoke Control Order

### Relevant Planning History:

**16/01163/FUL 25th August 2016 WDN**  
Change of use from class A3 to Class A3 and A4

**16/01163/LBC 25th August 2016 WDN**  
Change of use from class A3 to class A3 and A4 with internal alterations

**16/01888/FUL 15th December 2016 PER**  
Change of use from class A3 to class A3 and A4 (resubmission 16/01163/FUL)

**16/01888/LBC 15th December 2016 GRANT**

Internal alterations associated with change of use from A3 to A3 and A4 (resubmission 16/01163/LBC)

**17/00269/DISCON 8th March 2017 DISCHA**

Discharge of condition 4 (scheme for the provision of refuse and recycling storage facilities) on planning permission ref. 16/01888/FUL

### **3. POLICIES AND GUIDANCE**

Adopted Local Plan Policies

CP 3 Sustainable environment  
CP 4 Safe and sustainable living

Supplementary Planning Guidance/Documents

Central conservation area: Montpellier Character Area and Management Plan (Feb 2007)

National Guidance

National Planning Policy Framework

### **4. CONSULTATIONS**

**Ward Councillors**

*21st November 2017*

Thank you for your letter dated 16th November 2017. As a Ward Councillor I have received a number of complaints about extending the licensing/opening hours of the bar "Door 4". As this part of Montpellier is a mixed area with a substantial number of residential properties I believe that there should be no variation of condition 5 of 16/01888/FUL. As a Council we want to encourage people to live in our town centre. Accordingly it is up to the Borough Council to ensure that residents have an acceptable quality of life. The knock on effect of agreeing to this variation must also be born in mind.

In summary I would like my objection to changing the the variation to be noted. Should the matter go to the Planning Committee I would like to address the Members.

**Environmental Health**

*17th November 2017*

I am of the opinion that the proposed extension by half an hour on Thursdays to Saturdays (to 0030 hrs the following day), and the extension to 0100 hrs on Bank Holiday Sundays, Race Days, Christmas Day, and New Year's Day, is acceptable.

Please note that these timings refer to the final closing of the premises and that there should be no customers on site after those times.

*14th September 2017*

With reference to this application I can confirm that the Council continues to receive complaints of excessive noise later than the time allowed via a planning condition, i.e. midnight.

For the above reason I OBJECT to the extension of the closing hours to 2am.

## 5. PUBLICITY AND REPRESENTATIONS

Number of letters sent	<b>20</b>
Total comments received	<b>16</b>
Number of objections	<b>16</b>
Number of supporting	<b>0</b>
General comment	<b>0</b>

- 5.1** The application was publicised by way of a site notice, a notice in the paper and letters to 20 neighbouring properties. The consultation was repeated upon amendment to the proposal. 16 objections were received which relate to the following issues:

- Increased noise and disturbance
- Increase in litter
- Increase in commercial waste
- Increase in anti-social behaviour
- Imbalance of uses in area at expense of local residents
- Commercial viability arguments unconvincing
- Precedent

## 6. OFFICER COMMENTS

### 6.1 Determining Issues

As mentioned above the use of the unit has been approved and has been implemented along with the renovation of this Grade II\* listed building. As such the determining issues here are those associated with the additional opening hours proposed.

- 6.2** Policy CP4 of the Local Plan states that development will be permitted only where it would, amongst other things, not cause unacceptable harm to the amenity of adjoining land users.
- 6.3** The NPPF requires that a good standard of amenity is achieved for all existing and future occupants of land and buildings.
- 6.4** The site is located within the Montpellier area which has a mixed character comprising shops, restaurants and bars as well as dwellings, generally in flats above ground floor commercial premises and flats within The Courtyard development.
- 6.5** When the application for the change of use was made originally the applicant did not request specific opening hours and officers attached the condition stated above as this was considered to be sufficient to allow the bar to operate whilst protecting the amenity of local residents. The applicant now wishes to extend these hours in order to improve the viability of the business. No figures have been submitted in support of the viability argument and it is noted that the bar is seemingly operating successfully within the existing restrictions. However the NPPF requires that Local Authorities facilitate sustainable development and there would be economic benefits as well as an increase in

consumer choice. Furthermore it must be remembered that the building is Grade II\* listed and it is advantageous to have such buildings in viable use, although the fact that it is currently in use, having recently been refurbished means that limited weight can be attached to this argument.

- 6.6** Therefore the consideration of this proposal boils down to a balance between the benefits of the proposal and the potential harm to neighbour amenity. It is clear from the objections that have been received that noise and disturbance from late night drinking establishments in the area does impact in amenity and in light of this the original request to open until 2am resulted in an objection from the Environmental Health team.
- 6.7** However the revised request for an additional 30 minutes on Thursday, Friday and Saturday nights and an additional hour on bank holidays and race days is considered to be much more modest and reasonable and has resulted in the withdrawal of the objection from the Environmental Health team. Whilst the additional opening hours may result in a minor negative impact on neighbour amenity officers are of the view that this impact is not sufficiently harmful to warrant the refusal of the application. In the view of officers this proposal strikes an appropriate balance between neighbour amenity and the economic benefits of the proposal.

**6.8 Other considerations**

- 6.9** Concerns have been raised in relation to anti-social behaviour, however it is not considered that there is anything inherent in this proposal which would result in anti-social behaviour and any such issues would be most appropriately dealt with through separate legislation.
- 6.10** Concerns have also been raised in relation to the treatment of commercial waste. The original consent was subject to a condition requiring the submission of a waste management strategy. This condition has been discharged and as part of this process it was confirmed that movement of bins could only take place between 08:00 and 20:00 Monday to Saturday. This proposal would result in a new permission being issued and as such a condition is suggested which ties it back to that condition.

**7. CONCLUSION AND RECOMMENDATION**

- 7.1** In taking into account the planning balance it is considered that the revised proposal strikes an appropriate balance between the competing interests. As such it is recommended that the application is permitted. The conditions which relate to the ongoing operation of the premises, in addition to the revised opening hours condition are recommended as detailed below.

**8. CONDITIONS / INFORMATIVES**

- 1 No cooking of hot food shall take place within the premises unless otherwise agreed in writing by the Local Planning Authority.  
Reason: To safeguard the amenity of adjoining properties and the general locality, having regard to Policy CP4 of the Cheltenham Borough Local Plan
- 2 The approved use shall not operate unless in accordance with the approved scheme for the provision of refuse and recycling storage facilities which was approved in writing in connection with 17/00269/DISCON which shall be retained as such at all times.

Reason: In the interests of sustainable waste management and recycling, having regard to Policy W36 of the Gloucestershire Waste Local Plan.

- 3 The premises may only be open to customers between the following hours:
  - Sunday to Wednesday 08:00 - 00:00 (midnight)
  - Thursday to Saturday 08:00 - 00:30 the following morning

On the following occasions the premises may only be open to customers between the hours of 08:00 - 01:00 the following morning:

- Bank Holiday Sundays
- Christmas Day
- New Years Eve
- Up to 16 days per calendar year upon which there are horse racing events being held at Cheltenham Race Course.

The premises shall be vacated by all customers at the closing time stated above and there shall be no allowance for 'drinking-up time'.

Reason: To safeguard the amenities of adjoining properties and the locality in accordance with Local Plan Policy CP4 relating to safe and sustainable living.

## INFORMATIVES

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

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

In this instance, the authority sought revisions to the proposal in order to make it acceptable.

Following these negotiations, the application now constitutes sustainable development and has therefore been approved in a timely manner.

<b>APPLICATION NO:</b> 17/01566/CONDIT	<b>OFFICER:</b> Mrs Emma Pickernell
<b>DATE REGISTERED:</b> 11th August 2017	<b>DATE OF EXPIRY :</b> 6th October 2017
<b>WARD:</b> Lansdown	<b>PARISH:</b>
<b>APPLICANT:</b>	Door 4 Montpellier Ltd
<b>LOCATION:</b>	4 Montpellier Walk, Cheltenham
<b>PROPOSAL:</b>	Variation of condition 5 of 16/01888/FUL -to extend opening hours to 00:30 Thursday, Friday and Saturday nights and 01:00 on Bank Holiday Sundays, race days (up to 16 race days per calendar year), Christmas Day and New Years Eve

## REPRESENTATIONS

Number of contributors	<b>16</b>
Number of objections	<b>16</b>
Number of representations	<b>0</b>
Number of supporting	<b>0</b>

15 Royal Parade  
 Bayhill Road  
 Cheltenham  
 Gloucestershire  
 GL50 3AY

**Comments:** 31st August 2017

I am writing to object to the above application on the grounds of:

- Increased noise pollution
- Increase in commercial waste
- Increase in anti - social behaviour
- Exacerbating the in-balance of an area that is already too heavily weighted in favour of bars/restaurants at the expense of quality of the environment for local residents

We notice that the justification offered by the applicant is that the commercial viability of the venue is untenable unless they can extend their opening hours. One has to beg the question as to why they felt that the business was viable under the terms originally agreed with the council, and therefore whether it was the intention of the owner to open the business under your existing terms knowing that they would subsequently seek to extend the opening hours? Commercial viability cannot be a justification. Either the terms were appropriate in the first place, in which case the owner knew full well what the business constraints were, or the council's original terms were unreasonable. As local residents we feel the licencing arrangements are already weighted in favour of the business, particularly the awarding of a live music licence and that there cannot be any reasonable justification for extending the opening hours further on the grounds of noise pollution alone.

With respect to point 2. We assume this issue fall outside your jurisdiction but as residents we are fighting a constant battle with the businesses that use the bin area at the rear of The Courtyard. The capacity of this facility is undersized for the number of businesses now using it and whilst Door 4 isn't part of The Courtyard development, it uses this bin area adding to the already squalid, vermin infested environment that the residents of Royal Parade and Royal Parade Mews are having to live with. In addition to the health issues caused by the overflow of waste, the noise of disposing of hundreds of glass bottles into these commercial bins in the early hours of the

morning is extremely disruptive. These issues will only be exacerbated by any extension to the opening hours.

Finally a contextual point in relation to points 3& 4. We recognise the need for a healthy commercial community, however this is a mixed community , both business and residential. The attractiveness of the neighbourhood, and its draw as a place to live and work is dependent on maintaining a sensitive balance between these two constituencies. We feel that the momentum is currently in favour of commercial interests at the expense of the broader environmental considerations which have a detrimental impact on the quality of life for residents. We all understand that policing is stretched and therefore oversight of laws with respect to public disturbance and anti - social behaviour are all but impossible to enforce. These issues cannot be left to local residents to simply put up with, and shut up about. We strongly request that this application is rejected.

25 The Courtyard  
Montpellier Street  
Cheltenham

**Comments:** 29th August 2017

I am writing on behalf of my mother,[name supplied], who lives at 25 The Courtyard, Montpellier Street, Cheltenham to express her views on the above application.

My mother and all our family are totally against the above application being granted for the following reasons:-

Montpellier is a distinct and separate area to the rest of the town centre. My mother has lived here for over 30 years and when she first came here it was almost 'village' like in its atmosphere with a strong community spirit among its many residents and many small shops - butcher, flower shop, greengrocer, bakery, a couple of cafes and a few pubs/restaurants. Over the years this has changed dramatically and there has been a proliferation of bars and restaurants alongside a decline of small foodshops and an increase in overall noise levels at night.

It would be completely wrong to increase this noise pollution further in this area by allowing any bar or restaurant to open until the early hours of the morning. The only result would be an increase to noise, nuisance and sometimes unruly behaviour of people leaving the bars and restaurants for many more hours into the night at the weekends. You must remember that this is a 'residential area', not a town centre high street and there are many flats above the current premises along Montpellier Street and surrounding area. There are also many elderly people living in the area and it would be completely wrong to affect their lives so adversely by allowing this application. Litter and vandalism would increase too, as people who have been drinking until the early hours rarely leave quietly and peacably and shops could well suffer from vandalism.

If you allow one business to extend its opening hours so late then others will want to follow suit and that would have a hugely negative impact on the area and the quality of lives of all those people who live here. There are enough clubs/pubs etc in the town centre if people want to stay out until the early hours. Please do not allow this 'nightlife' to spread out into other areas. Montpellier is a picturesque area with two beautiful parks - the whole area could deteriorate with drunken and/or violent activity in the parks by people under the influence of alcohol and possible risk of attacks could increase too where there are no street lights.

We strongly oppose this application.

**Comments:** 4th September 2017

Below copied from previous email sent to you - just wanted to add I fully endorse this complaint and would like to add my name to it for the reasons given below. Also my Mother lives in the residential area (Flat 25); the flat was bought as it was going to be in an up market retail area

NOT a late night drinking area. The addition of the Tattoo shop has already undermined this. My Mother is also recovering from a stroke and I (and she) agree that lat enight noise would not be appreciated

I am writing on behalf of Montpellier Courtyard Residents Limited - the company that oversees the interests of the 10 apartments that form part of the retail complex known as 'The Courtyard'.

It has come to our attention that the bar 'Door 4' has requested an extension to their opening hours, we only found out about this through a very small announcement in the local paper, please can someone from your offices confirm that this has been requested? If it has, surely there is a duty to inform and advise local people so they can object if they wish?

If Door 4 has applied for an extension, we would have to object due to the close proximity to the residential apartments, some of which are occupied by very elderly people. We object to the extension for the sale of alcohol as this would encourage people to drink, late at night, which will give rise to noise that is unacceptable so near to a residential complex where people are trying to sleep.

We cannot emphasise strongly enough that this is a residential development, people tend to forget this, and think of the whole street as a mixture of shops and restaurants, but there are residents living in the apartments.

7 The Courtyard  
Back Montpellier Terrace  
Cheltenham  
Gloucestershire  
GL50 2XS

**Comments:** 29th August 2017  
Letter attached.

The Old Coach House  
Bayhill Lane  
Bayhill Road Cheltenham  
Gloucestershire  
GL50 3AX

**Comments:** 28th August 2017  
I believe that the nature of the proposed extended hours does not suit the location and character of the area in that this is a retail and residential neighbourhood.

Montpellier is nationally well known as a regency shopping/ eatery area which will bring late night noise and disturbance. This will as we have seen on Saturday evening result in shop refuse being distributed by late night revellers all over the pavement and therefore higher Borough Council costs to clean up,plus the need for extra policing.

Being situated in a parallel street we have experience of excessive noise at 2/3am, car doors slamming and enough noise for sleeping people to be woken up, and will become a public nuisance, even with closed windows, less so since the closure of Subtone in The Promenade.

I firmly believe that the later opening hours contravene the location, character and marketing value of the Montpellier area which will lead to more independent retailers who reside above there premises or gain revenue from letting to close and therefore alter the character of the area

10 Rotunda Terrace  
Montpellier Street  
Cheltenham  
Gloucestershire  
GL50 1SW

**Comments:** 22nd August 2017

Please accept this as formal notice to object to the application by "Door Four" 4 Montpellier Walk Cheltenham to extend their licence until 2am. I object as I believe this would result in a further late night noise nuisance .

**Comments:** 20th November 2017

This would potentially add to the noise level ,disturb my peace and interrupt my sleep.

12 Montpellier Walk  
Cheltenham  
Gloucestershire  
GL50 1SD

**Comments:** 22nd August 2017

I object to the plans to extend opening hours to 2am on Thursday Friday and Saturdays.

I live a few doors away and can already hear the music in my bedroom. During summer months when the doors and windows are open at Door 4 I have to keep my windows, blinds and bedroom door closed in an attempt to lessen the music, but can still hear it from my bed.

This is a residential area and I feel that there are many local people who will be disturbed by the extended hours.

Cheltenham Ladies College  
Bayhill Road  
Cheltenham  
Gloucestershire  
GL50 3EP

**Comments:** 30th August 2017

On behalf of the Cheltenham Ladies' College, I wish to formally object to the proposed extended opening hours and change of use application for Door 4 Montpellier, currently logged for consideration.

The grounds of objection are based upon public nuisance and potential crime and disorder.

As you are no doubt aware, much of our Estate is residential, some of which is located within a very short distance of the premises in question. Extended opening hours until the early hours of the morning would no doubt cause significant noise nuisance to our residents as merry revellers leave the premises with raised voices, opening and closing of car doors, revving engines and the inevitable public disorder associated with drunken disagreements.

We have over many years been subjected to criminal damage, graffiti, littering and anti-social behaviour in the proximity of our buildings and on occasions within our property boundaries, and extending licencing hours to yet another establishment can only exacerbate this problem.

In addition to the above the operation of the facility must also be considered. Live music from Door 4 is already intrusive so extending the licensing hours can only add to this problem. Further

noise nuisance will come from the staff after closing by filling external bins with empty bottles and themselves leaving the premises later into the night.

Another bar with extended hours in Montpellier is not necessary and has far reaching implications. This is a growing trend and needs to be curtailed before the characteristics of this delightful area of Cheltenham is permanently and detrimentally changed.

10 Royal Parade  
Bayhill Rd  
Cheltenham  
GL50 3AY

**Comments:** 31st August 2017

We are writing to object to the above application on the grounds of:

1. Increased noise pollution
2. Increase in commercial waste
3. Increase in anti - social behaviour
4. Exacerbating the in-balance of an area that is already too heavily weighted in favour of bars/restaurants at the expense of quality of the environment for local residents

We notice that the justification offered by the applicant is that the commercial viability of the venue is untenable unless they can extend their opening hours. One has to beg the question as to why they felt that the business was viable under the terms originally agreed with the council, and therefore whether it was the intention of the owner to open the business under your existing terms knowing that they would subsequently seek to extend the opening hours? Commercial viability cannot be a justification. Either the terms were appropriate in the first place, in which case the owner knew full well what the business constraints were, or the council's original terms were unreasonable. As local residents we feel the licencing arrangements are already weighted in favour of the business, particularly the awarding of a live music licence and that there cannot be any reasonable justification for extending the opening hours further on the grounds of noise pollution alone.

With respect to point 2. We assume this issue fall outside your jurisdiction but as residents we are fighting a constant battle with the businesses that use the bin area at the rear of The Courtyard. The capacity of this facility is undersized for the number of businesses now using it and whilst Door 4 isn't part of The Courtyard development, it uses this bin area adding to the already squalid, vermin infested environment that the residents of Royal Parade and Royal Parade Mews are having to live with. In addition to the health issues caused by the overflow of waste, the noise of disposing of hundreds of glass bottles into these commercial bins in the early hours of the morning is extremely disruptive. These issues will only be exacerbated by any extension to the opening hours.

Finally a contextual point in relation to points 3& 4. We recognise the need for a healthy commercial community, however this is a mixed community , both business and residential. The attractiveness of the neighbourhood, and its draw as a place to live and work is dependent on maintaining a sensitive balance between these two constituencies. We feel that the momentum is currently in favour of commercial interests at the expense of the broader environmental considerations which have a detrimental impact on the quality of life for residents. We all understand that policing is stretched and therefore oversight of laws with respect to public disturbance and anti - social behaviour are all but impossible to enforce. These issues cannot be left to local residents to simply put up with, and shut up about. We strongly request that this application is rejected.

Second Floor  
10 Montpellier Walk  
Cheltenham  
Gloucestershire  
GL50 1SD

**Comments:** 24th August 2017

I have already been in touch with the council with relation to this bar and the already late noise that local residents have to accept every week with live music and loud drinkers. As they have always stayed within their 11pm curfew I have not made any further complaints, however I am seriously concerned about the application to make the licence later than it already is.

As I work non-standard hours, I am normally in bed by 10pm. On the nights where the bar is playing loud music (mostly a Thursday) neither myself or my partner get to sleep before their 11pm curfew, once the noise dies down. This has had a terrible effect on my ability to work on the following days where I need to be alert in the early hours. Should their licence be extended I would be extremely concerned that this would happen throughout the weekend, disturbing our right to quiet sleep.

We do support local businesses and bars, but are increasingly concerned about the number of new bars and restaurants popping up all the time, with revelers getting louder and the street getting messier. Whilst a sensible finish time of 11pm is a compromise for us that we understand we need to accept in order to live in this location, anything later is totally unacceptable for us.

I hope these concerns are taken into serious consideration.

With thanks

11A Royal Parade Mews  
Cheltenham  
Gloucestershire  
GL50 1SZ

**Comments:** 31st August 2017

We were recently notified that Door4 has applied to extend their opening to 2:00 on Thursdays, Fridays, and Saturdays. We were disappointed to hear about this from a neighbor who noticed a small flier placed on a light post nearby, and not directly from Door4. As a neighbor living across the street from Door4, we would have appreciated Door4 asking for our input and feedback. Ultimately, for the reasons noted below, we oppose the application.

We were excited when Door4 opened, as we were glad to see another new business that helps bring life and excitement to Cheltenham. We were a bit disappointed, however, when we realized they planned to place a patio on both sides of their business, including the side that faces Montpellier Street. After speaking with the owner or manager shortly before opening, they assured us that they intended to be an upscale lounge and that we would not likely experience any annoyance due to noise as that was not the crowd they were looking for. Montpellier Street is a relatively quiet street with mostly retail shopping that closes by 18:00, though there are a few restaurants and bars that give life to the area after 18:00. To my knowledge, only one of them is open after 23:00 on Thursdays, and most are closed by midnight or at the latest, 1:00 on Fridays and Saturdays. Of the restaurants and bars that are open later, none, to my knowledge, have outdoor seating directly across from any residences. Furthermore, most of these restaurants and bars keep their doors and windows closed so as to minimize any impact on the neighbors.

We understand that living in a city results in unwanted noise at times, and we are used to the drunken groups talking or singing loudly as they walk down the street at night. However, this

summer, Door4 has kept their door and windows facing Montpellier Street open until they close. They also have a sizeable patio on Montpellier Street. This results in quite a bit of noise that travels across the street until midnight. Numerous residents, like us, have had to keep windows open due to the heat which makes the noise even worse. In addition, Door4 has live music on Thursdays until around 23:00, which results in quite a bit of noise in our homes, where we can hear the songs being played and the words being sung quite clearly. This has resulted in a rather negative experience, and is contrary to Door4's initial promises and our hopes for the bar.

We oppose Door4's application for extended hours because it is not keeping with the character of the street to have a bar open until 2:00. As mentioned above, none of the businesses on Montpellier Street are open this late. Door4's suggestion in their application that the economic viability of their business depends on having opening hours in line with nearby bars so as not to be at a disadvantage suggests, at best, a lack of research by the applicant, as none of the nearby bars are open until 2:00. As was stated in the Delegated Officer Report and the resulting Decision Notice granting the permit for Door4 in Application No.: 16/01888/FUL, "The premises shall not be open to customers between the hours of 00:00 (midnight) hrs to 0800hrs . . . and there shall be no allowance for 'drinking-up time'. Reason: To safeguard the amenities of adjoining properties and the locality in accordance with Local Plan Policy CP4 relating to safe and sustainable living." This logic still holds true and should result in the rejection of this application.

We also oppose Door4's application because they have not been good neighbors and have already allowed significant noise to be emitted from their business on a regular basis, which would only be exacerbated by staying open even later when the crowds get drunker and louder.

26 The Courtyard  
Montpellier Street  
Cheltenham  
GL50 1SR

**Comments:** 1st September 2017

I am writing on behalf of Montpellier Courtyard Residents Limited to object to the above application for an extension to the opening hours at 4 Montpellier Walk to 02:00 on Thursdays, Fridays and Saturdays. We are the residents / owners of the 10 apartments located above the retail units in the complex known as 'The Courtyard' situated opposite the bar Door 4.

It is the extension to 2am that we object to as people congregate outside the bar, on both sides (Montpellier Walk and Montpellier Street) all year round unless it is pouring with rain - ie it is not just in the summer months that people are outside on the pavements - and after consuming alcoholic beverages people are far noisier in their conversations. The noise can clearly be heard from the flats and we think it is unreasonable for people living in the flats to have to put up with the noise. It would not 'stop' at 02.00 either - people linger and if very inebriated they shout and swear, urinate in the streets and generally cause a lot of distress to the residents of the surrounding flats.

We have several elderly residents (two in their nineties), and one has recently had a stroke and is confined to her front facing bedroom (from which she can see Door 4).

We are delighted that Montepellier Street is an eclectic mix of shops, bars and restaurants, and there are many bars and restaurants, including those within The Courtyard itself, but it is also a residential area and we feel the wishes of the residents should be taken into account. The restaurants within the Courtyard (Flynn's and Montpellier Café) are mindful of this and have never caused any problems to the residents so we request that this application for an extension be refused.

17 Rotunda Terrace  
Montpellier Street  
Cheltenham  
GL50 1SW

**Comments:** 21st August 2017  
Letter attached.

4 The Courtyard  
Montpellier Street  
Cheltenham  
Gloucestershire  
GL50 1SR

**Comments:** 5th September 2017  
I object to the extension of the licence for Bar door No 4.

I have a Flat that will be affected by the extension of the licence.

22 The Courtyard  
Montpellier Street  
Cheltenham  
GL50 1SR

**Comments:** 6th September 2017  
I write in relation to the above application for extension of license until 2am.

I cannot object more profusely to this. The current license already means that music is still being played often after 1am. Their windows are open and it is necessary to put the volume on the TV right up to drown out the noise in your own front room. In addition, rubbish and discarded glasses are left outside. They have live music on a Thursday and it is impossible to hear anything but this.

We had a bar, Maitai, in the Courtyard a few years ago and it was an absolute nightmare for local residents. This is very reminiscent of this and the noise is already at an unacceptable level and far too late without granting a later license.

Please do not grant this application, I fear it will cause residents to have to consider moving and as a result drastically affect property prices and popularity locally.

Trereece Mill  
Llangarron  
Ross-on-Wye  
HR9 6NH

**Comments:** 25th November 2017

I have owned and rented out a neighbouring property for over thirty years and both my and tenant's experience has been always that, with extended opening hours, noise and vandalism increase. The present tenant is entitled to "quiet enjoyment" An adjacent drinking club, open until three .a.m is detrimental to this right and for this reason I object to this application.

16 Royal Parade  
Bayhill Road  
Cheltenham  
Gloucestershire  
GL50 3AY

**Comments:** 30th October 2017

We are a family of 4 who live within close proximity to this bar. We feel extending the business hours of not only this bar but any bar in Montpellier will cause disruption to our children's sleep, increase the risk of anti social behaviour and set a precedent which completely changes the feel of Montpellier and the area. There are many areas in the town that provide entertainment until the early hours for people to enjoy. Please don't turn Montpellier into a party zone.

**Comments:** 27th November 2017

I have received a letter stating that this licence is now to be extended to 12.30am on Thursday to Saturday and 1am on Bank holidays and race days. All my previous comments still apply, any extension of opening hours is setting a precedent and residents of Montpellier do not wish this area to cater to drinking into the early hours. If Door 4 are also unable to stick to the terms of their current licence frequently creating noise disturbance past closing time, I see no evidence that they won't be able to stick to their proposed new terms either.

Page 688  
7 The County  
Royal Parade Mews  
Cheltenham  
Glos

BUILT  
Recd 29 AUG 2017  
ENVIRONMENT

Tel/Fax [REDACTED]

22nd August 2017

Ms Emma Pickernell  
Built Environment Division  
Municipal Offices.  
**CHEL滕HAM**  
Glos

Dear Ms Pickernell

With reference to the very small advertisement regarding Door4's application to extend their opening to 2 a.m. on Thursdays, Fridays and Saturdays I am writing to oppose this as I live opposite. They are already a disturbance and should never have been allowed a licence in the first place! There are residents all around them and it is all ready intolerable on Thursday nights with live music. Summer is particularly difficult when our windows need to be open with the noise emanating through our properties. Some of us have to get up early due to work and they start their noise as we are trying to sleep. To have music intruding at all is unacceptable but to have it up to 2 am would mean formal investigations.

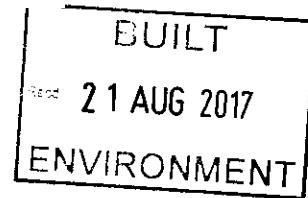
I have been a resident in Montpellier for 30 years and there has been a steady decline in the area due to the amount of bars and restaurants that have been allowed in, causing noise and unrest due to drunks, music etc. let alone our safety comes under threat. Montpellier used to be a peaceful place.

If this is allowed the conduct of the Council must come into question as to what is really going on? And this would get the proper publicity unlike Door4 as to what they have wanted to do all along.

I trust the matter is not needed to be taken any further.

Yours sincerely

[REDACTED]



**THE  
SQUARE  
PILLOW  
LTD**

Emma Pickernell  
Planning Officer  
Cheltenham Borough Council  
Municipal Offices  
The Promenade  
Cheltenham  
GL50 9SA

17 ROTUNDA TERRACE  
MONTPELLIER STREET  
CHELTENHAM  
GL50 1SW

TEL: (01242) 577027  
FAX: (01242) 510512

18<sup>th</sup> August 2017

Dear Ms/Mrs Pickernell,

**Ref :- 17/01566/CONDIT – 4 Montpellier Walk**

I write to you as a resident in Montpellier.

I live above my shop at the address as above 17 Rotunda Terrace, Montpellier Street across the road from Door 4 that has an application in for extending thier opening hours until 2am Thursday through to Saturday.

I object most strongly to this as already I have to keep my windows closed at night as the music thumps out of their opened windows till midnight; then I have to listen to the shouting , slamming of car doors etc of people leaving the area.

This is not only a shopping area but very much a residential neighbourhood and if we allow this extention of license to happen for them it will be all the other bars that will to want to extend their licenses and this should just not be allowed to happen.

I also have a worry that it will reduce the prices of property and rents in this area and it will lose its charm , sophistication and character of the area that we have built up over the years.

It will bring activity from the town centre until 3am, revellers kicking the shop refuse around the streets – as they do now but with more drinkers this will increase.

The whole area will needing more policing !

Please consider my objection .

Yours sincerely

[Redacted signature]

[Redacted signature]

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<b>APPLICATION NO:</b> 17/01566/CONDIT	<b>OFFICER:</b> Mrs Emma Pickernell
<b>DATE REGISTERED:</b> 11th August 2017	<b>DATE OF EXPIRY :</b> 6th October 2017
<b>WARD:</b> Lansdown	<b>PARISH:</b>
<b>APPLICANT:</b> Door 4 Montpellier Ltd	
<b>LOCATION:</b> 4 Montpellier Walk, Cheltenham	
<b>PROPOSAL:</b>	Variation of condition 5 of 16/01888/FUL -to extend opening hours to 00:30 Thursday, Friday and Saturday nights and 01:00 on Bank Holiday Sundays, race days (up to 16 race days per calendar year), Christmas Day and New Years Eve

### ADDITIONAL REPRESENTATIONS

Flat 2  
8 Royal Parade  
Bayhill Road  
Cheltenham  
GL50 3AY

**Comments:** 11th December 2017

I have been a resident of Royal Parade for some 23 years and in that time I have enjoyed (and still frequently enjoy) the vibrant social scene that the area has to offer.

Door 4 is a welcome addition to the high quality establishments that we have in the area. Since opening, they have demonstrated a professional and responsible approach that is in keeping with the stature of our area. Indeed, I would suggest that the addition of Door 4 has improved the choice of high quality organisations operating in Montpellier and I am pleased to be, with my friends, a (very) regular customer, as I am with all of our top end bars and restaurants. I particularly enjoy the opportunity to sit outside with a glass of wine and enjoy some music played at a sensitive and appropriate level.

I understand that Door 4 has applied for a licence extension to 1am in respect of Race days, New Years Eve, Christmas and Bank Holidays, and beyond 12 midnight at weekends. I would, wholeheartedly, support this application as I believe that we must do everything we can to continue to attract and retain the very best establishments to ensure that Montpellier's hard won reputation remains intact. I believe that this is important, not only for the commercial wellbeing of Montpellier businesses but for Cheltenham as a whole.

Door 4, significantly, enhances that reputation and, I believe, deserves the opportunity to demonstrate this to visitors and locals alike on the most commercially important days of the calendar.

Flat Above 5 Montpellier Walk  
Cheltenham  
Gloucestershire  
GL50 1SD

**Comments:** 12th December 2017

I understand that you are the person to contact regarding this matter; apologies in advance if this is not the case...

I would like to voice my support for the above application by my next door neighbour, Door 4 bar and bistro, to extend their permitted hours of business to bring them in line with all the other bars in this street.

## Page 692

As their immediate neighbour, I would like to assure you that Door 4 is professionally and competently run by experienced people who are paying constant attention to retaining the respectability and reputation of the establishment.

I can assure you that live music played on the premises (generally only on 1 night of the week) is of a respectable level and standard, & finishes promptly!

The outside terraced areas are smart, well run and I feel complement the street. These areas are comprehensively covered by CCTV, which itself adds I believe to the general feeling of well-being of residents and visitors in the street.

I have lived at the above address for nearly 8 years now, and can assure you I regard Door 4 as a welcome addition to the street!

I believe an extension to their licensing hours will allow them to compete on a level playing field with their near neighbours in the same line of business, and can only enhance the quality of the thriving nightlife in this unique part of town...

I thank you for your attention to this matter

<b>APPLICATION NO:</b> 17/02022/FUL & LBC	<b>OFFICER:</b> Mr Joe Seymour
<b>DATE REGISTERED:</b> 17th October 2017	<b>DATE OF EXPIRY:</b> 12th December 2017
<b>WARD:</b> Pittville	<b>PARISH:</b>
<b>APPLICANT:</b> Mr E M Lumley	
<b>AGENT:</b>	
<b>LOCATION:</b>	The Cheltenham Townhouse 12 - 14 Pittville Lawn Cheltenham
<b>PROPOSAL:</b>	Change of use from C1 (hotel) to C3 (residential) to revert from guest house to two dwellings

**RECOMMENDATION:** Permit

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## 1. DESCRIPTION OF SITE AND PROPOSAL

- 1.1 12 - 14 Pittville Lawn is a pair of semi-detached villas that is currently also known as 'The Cheltenham Townhouse' due to its use as a hotel. The building was constructed in 1848 as part of Joseph Pitt's original Pittville Estate and is now listed Grade II.
- 1.2 The building's frontage is on to Pittville Lawn which now forms a cul-de-sac enclosed by the green-painted iron Pittville Gates, which are also listed Grade II. The application site is also within Pittville Character Appraisal Area of Cheltenham's Central Conservation Area.
- 1.3 The proposal seeks planning permission and listed building consent to change the building back into its original use as a pair of semi-detached dwellings.
- 1.4 The applications have been referred to the Planning Committee because the proprietor of the existing hotel business is a Ward Councillor.

## 2. CONSTRAINTS AND RELEVANT PLANNING HISTORY

### **Constraints:**

Airport Safeguarding over 45m  
Conservation Area  
Listed Buildings Grade 2  
Smoke Control Order

### **Relevant Planning History:**

**85/01058/PC 23rd January 1986 PER**  
14 Pittville Lawn Cheltenham Gloucestershire - Change Of Use To Residential Hotel

**85/01059/PC 23rd January 1986 PER**  
12 Pittville Lawn Cheltenham Gloucestershire - Change Of Use To Residential Hotel

**85/01262/PC 12th December 1985 PER**  
14 Pittville Lawn Cheltenham Gloucestershire - Change Of Use To Nursing Home

**85/01263/PC 12th December 1985 PER**  
12 Pittville Lawn Cheltenham Gloucestershire - Change Of Use To Nursing Home

**96/01052/PC 20th February 1997 PER**  
Change Of Use To Hotel/Guest House

### **04/00541/LBC 24th May 2004 GRANT**

Erection of decking at rear ground floor level with storage area below; increased height of boundary wall; creation of new door opening to deck by alteration of ground floor window; internal alterations to basement bedroom; new door to basement; and alterations to provide store in basement (retrospective)

### **04/00547/FUL 24th May 2004 PER**

Erection of decking at rear ground floor level and increased height of boundary wall (retrospective)

### 3. POLICIES AND GUIDANCE

#### Adopted Local Plan Policies

CP 1 Sustainable development  
CP 3 Sustainable Environment  
CP 4 Safe and sustainable living  
CP 7 Design

BE 2 Residential character in conservation areas  
BE 6 Back lanes in conservation areas  
BE 9 Alteration of listed buildings  
BE 10 Boundary enclosures to listed buildings

#### Supplementary Planning Guidance/Documents

Central conservation area: Pittville Character Area and Management Plan (July 2008)

#### National Guidance

National Planning Policy Framework

### 4. CONSULTATIONS

#### **Heritage And Conservation**

*13th November 2017*

12-14 Pittville Lawn is a Grade II listed pair of semi-detached property. Although originally two individual houses in the twentieth century they were joined to create a nursing home, which has subsequently been converted into a hotel. The conversions have resulted in a large number of en-suites being added to rooms, in addition to subdivisions to create corridors connecting the two properties.

#### Legislative Framework

In providing comments on the application Building Conservation has regard to Sections 16, 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act (PLBCAA) which requires the local authority to have special regard to the desirability of preserving the listed building its setting and any features of special architectural or historic interest which it possesses; and the desirability of preserving and enhancing the character of the Conservation Area. The National Planning Policy Framework (NPPF) is a significant material consideration and cognisance has been given to Chapters 7 'Requiring Good Design' and 12 'Conserving and Enhancing the Historic Environment'.

#### Assessment of Development Proposals

The application seeks to change of use from a hotel to two individual dwellings. The principle of this is welcomed and will result in the properties being converted back to the historical use. In addition to the removal of a number of unsympathetic intervention such as en suite bathrooms to rooms.

Please could clarification be provided that cornicing, and skirting is to match where rooms are to be restore back to the original proportions?

Reinstatement of the rear garden is welcomed, with further details to be conditioned at a later date.

Plaster has fallen away in the rear boiler room, and a chemical DPC been injected into the wall. This work requires listed building consent, and is not something we would usually support. However, as this work has already taken place I would recommend that it is included within this application. As a result of damp the plaster appears to have failed, with

the remainder removed. As traditionally the walls would not be exposed, in order to preserve the architectural and historic character of the building they should be re-plastered. Whilst a lime plaster would be preferred, there is evidence of a modern plaster on the walls, so a modern gypsum based plaster would be acceptable in this instance.

It should be noted that chemical DPCs are rarely effective on historic building, and where inappropriately installed, can be damaging, ineffective and an unnecessary expense. The walls of many historical buildings are constructed with an irregular mix of materials that could not be expected to accept or sustain contemporary injected chemical damp proof courses (DPC's). Due to the wall thickness and the sparse population of physical mass, modern, injectable chemical DPC's do not achieve an even distribution throughout the substrate.

Subterranean areas will always be subject to penetrating damp due to the earth that bears against the structure. Whilst the work is complete now, it would be worth including this within this application.

Clarification is needed as to whether any hard surfacing is proposed to the front gardens of no. 12 as it is currently grass, or will this form part of a later application?

#### Conclusion

Building Conservation has evaluated the application having regard to Sections 16 and 66 of the PLBCAA and the policies set out in the NPPF.

It is considered that the significance of the buildings would be enhanced by returning them back to their original historical use. Overall, the changes are welcomed, and whilst clarification is needed on the above points the application in principle would be supported.

## 5. PUBLICITY AND REPRESENTATIONS

Number of letters sent	<b>10</b>
Total comments received	<b>0</b>
Number of objections	<b>0</b>
Number of supporting	<b>0</b>
General comment	<b>0</b>

## 6. OFFICER COMMENTS

### 6.1 Determining Issues

- 6.2** The main issues that need to be assessed for this application are the principle of the proposed use change, the impact it would have on the listed building, the impact it would have on neighbouring properties and parking.

### 6.3 Principle of Proposed Use Change

- 6.4** The building has been used as a hotel for the last 20 years and before that a nursing home, however the building was originally constructed as two dwellings in 1848. The proposal is to return the building back into its original residential use, which is welcomed. There is no Local Plan Policy specifically seeks to protect or retain C1 (hotel) uses within the Borough. Consequently, there is no objection to the principle of a building with a hotel use being changed into a residential use.

- 6.5** The proposed change of use has benefits in historic building conservation terms because it means invasive additions from its former uses as a nursing home and hotel (such as

stud partitions, fire safety equipment, stair lifts etc.) can be removed and more of the building's significance can be revealed.

- 6.6 The proposal would also make a small contribution to alleviating the Council's current five-year housing land supply deficit. The site is within the principal urban area of Cheltenham and is therefore a sustainable location for residential development due to the ability for future occupants to access a variety of services and amenities without relying on the use of a private car.
- 6.7 The proposed re-use of a listed building to create two new dwellings in this location is considered to be a sustainable form of development in principle as it accords with Local Plan Policies CP1 and CP3 and the core planning principles set out in paragraph 17 of the National Planning Policy Framework (NPPF).

## 6.8 Impact on the Listed Building

- 6.9 The Heritage and Conservation Officer has set out their findings in section 4 of this report above. It was concluded that the principle of changing the use of the listed building from a hotel into two dwellings is acceptable because it involves reverting the building back into its original use.
- 6.10 No external alterations to the building would be required and the internal alterations that are proposed largely involve the removal of modern additions that were inserted for the nursing home and hotel uses.
- 6.11 In response to the queries raised by the Heritage and Conservation Officer, the applicant has confirmed the following:
  - Any altered structure, particularly in the reinstated rooms, will have skirting and Cornicing re-instated to the match the original.
  - There will be no alterations to surfaces and paving to the front. It will remain as grass as existing.
  - In the short term the boiler room walls will be left as bare brick to allow the wall to breathe and increase any water evaporation from the wall. If the walls are altered they will be stripped of modern plaster, repaired in matching brickwork and finished with a lime plaster.
- 6.12 The final point relates to the unauthorised works that have taken place in the boiler room. It is considered that this issue can be regularised with a separate retrospective application for listed building consent and it should not have a bearing on the outcome of this proposal.
- 6.13 NPPF paragraph 131 states that local planning authorities should take account of the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation. It is considered that this proposal achieves this aim.

## 6.14 Impact on Neighbouring Properties

- 6.15 Pittville Lawn is a predominantly residential street with the exception of a dentist and a doctor's surgery. It is considered that returning the building to its former residential use would have a negligible impact on the existing residents at neighbouring properties.
- 6.16 The disruption caused by guests checking in and checking out of the hotel is arguably more harmful to the amenity of neighbouring residents compared to the prospect of the building being occupied by permanent owners or tenants.

#### **6.17 Parking**

- 6.18** The two properties benefit from private parking to the rear which is accessed via the cul-de-sac Pittville Mews. There is parking for up to 10 vehicles to the rear of the two buildings at the moment. The proposal involves removing large sections of the tarmac and creating a small garden for each property and leaving space for the parking of two vehicles per dwelling and an area for bin storage.
- 6.19** Two parking spaces per dwelling in addition to the permit parking spaces available on Pittville Lawn are considered to be a sufficient amount of parking for the proposed development.

### **7. CONCLUSION AND RECOMMENDATION**

- 7.1** The application is recommended for approval, subject to the conditions listed below.

### **8. CONDITIONS**

- 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.  
Reason: To accord with the provisions of Section 91 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.
- 2 The development hereby permitted shall be carried out in accordance with the approved plans listed in Schedule 1 of this decision notice.  
Reason: For the avoidance of doubt and in the interests of proper planning.

<b>APPLICATION NO:</b> 17/02022/FUL & LBC	<b>OFFICER:</b> Mr Joe Seymour
<b>DATE REGISTERED:</b> 17th October 2017	<b>DATE OF EXPIRY:</b> 12th December 2017
<b>WARD:</b> Pittville	<b>PARISH:</b>
<b>APPLICANT:</b>	Mr E M Lumley
<b>AGENT:</b>	
<b>LOCATION:</b>	The Cheltenham Townhouse, 12 - 14 Pittville Lawn Cheltenham
<b>PROPOSAL:</b>	Change of use from C1 (hotel) to C3 (residential) to revert from guest house to two dwellings

## OFFICER UPDATE

### CONDITIONS

- 1 The works hereby granted shall be begun before the expiration of three years from the date of this consent.

Reason: To accord with the provisions of Section 18 of the Planning (Listed Buildings and Conservation Areas) Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

- 2 The development hereby permitted shall be carried out in accordance with 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 The following elements of the scheme shall not be installed, implemented or carried out unless in accordance with details which shall have been submitted to and approved in writing by the Local Planning Authority.

- A.) Internal doors and architraves
- B.) Timber gates
- C.) Landscaping plan
- D.) Steps, including treads, risers, and balustrade, handrails
- E.) Blocking up doorways- method statement
- F.) Bicycle storage
- G.) Schedule of works for the lift removal and making good

The details of the above shall include the following:

- a) Materials, finishes and colour.
- b) Elevations and section drawings to include moulding cross sections, where mouldings are used.

The works shall not be carried out unless in accordance with the details so approved.

Reason: In the interests of the special architectural and historic qualities of the Listed Building, having regard to Policy BE9 of the Cheltenham Borough Local Plan (adopted 2006) and Section 16(2) of the Planning (Listed Buildings and Conservation Areas) Act 1990 and Historic Environment Good Practice Advice (note 2).

- 4 All disturbed surfaces shall be made good using materials to match the existing materials, composition, form, finish and colour of the existing building.

Reason: In the interests of the special architectural and historic qualities of the Listed Building, having regard to Policy BE9 of the Cheltenham Borough Local Plan (adopted 2006) and Section 16(2) of the Planning (Listed Buildings and Conservation Areas) Act 1990 and Historic Environment Good Practice Advice (note 2).

- 5 The external facing brickwork shall not be carried out unless in accordance with a sample panel, which shall have been constructed on site and approved in writing by the Local Planning Authority.

The sample panel shall show the type, size, colour, bond, pointing, coursing, jointing, profile and texture of the facing brickwork including coping bricks/stones (if applicable).

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

Reason: In the interests of the special architectural and historic qualities of the Listed Building, having regard to Policy BE9 of the Cheltenham Borough Local Plan (adopted 2006) and Section 16(2) of the Planning (Listed Buildings and Conservation Areas) Act 1990 and Historic Environment Good Practice Advice (note 2).

- 6 Within 6 months of the date of this decision notice the wall in the boiler room shall be re-plastered with materials and in a method to be agreed in writing with the Local Planning Authority.

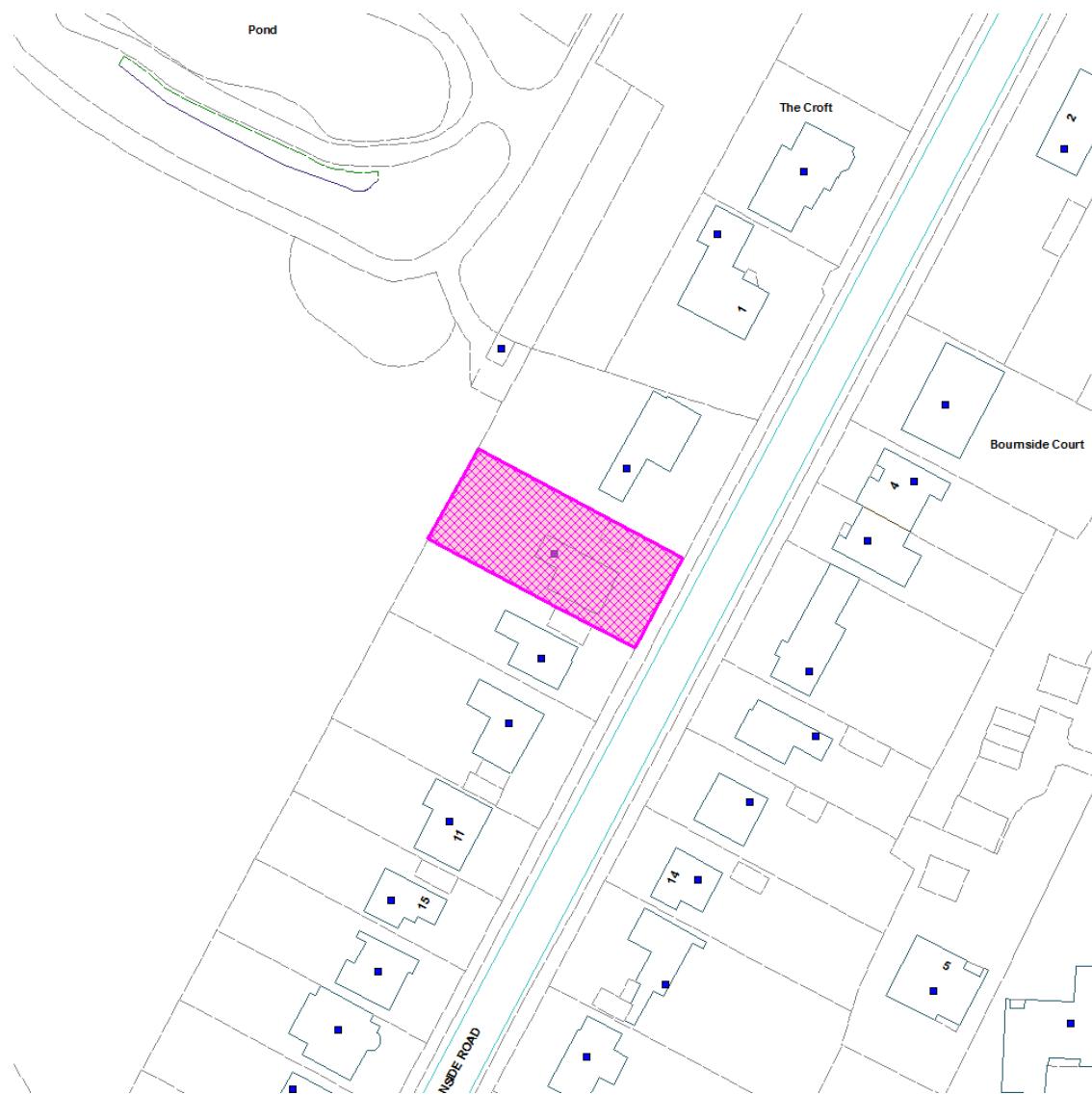
Reason: To regularise and repair the damp proof course that has been inserted into the wall without the benefit of listed building consent in the interests of the special architectural and historic qualities of the Listed Building, having regard to Policy BE9 of the Cheltenham Borough Local Plan (adopted 2006) and Section 16(2) of the Planning (Listed Buildings and Conservation Areas) Act 1990 and Historic Environment Good Practice Advice (note 2).

## **INFORMATIVES**

- 1 In the event that the listed building consent is not implemented, please be aware that the issue highlighted in condition 6 regarding the boiler room wall would still require attention and may result in enforcement action if it is not regularised.

APPLICATION NO: 17/02037/FUL	OFFICER: Mr Harry Du Bois-Jones
DATE REGISTERED: 24th October 2017	DATE OF EXPIRY: 19th December 2017
WARD: Park	PARISH:
APPLICANT: Mr & Mrs Watkins	
AGENT: Urban Aspects Ltd	
LOCATION: 5 Bournside Road, Cheltenham	
PROPOSAL: Two storey side extension and single storey rear extension	

**RECOMMENDATION:** Permit



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## 1. DESCRIPTION OF SITE AND PROPOSAL

- 1.1 The property is a detached rendered dwelling house on Bournside Road. It is not a listed building, nor is it in a conservation area.
- 1.2 The applicant is seeking planning permission for a two storey side and single storey rear extension.
- 1.3 Councillor Harman has requested that this application be decided by the planning committee, owing to the number of objections.

## 2. CONSTRAINTS AND RELEVANT PLANNING HISTORY

### **Constraints:**

Airport Safeguarding over 45m  
Residents Associations

## 3. POLICIES AND GUIDANCE

### Adopted Local Plan Policies

CP 1 Sustainable development  
CP 4 Safe and sustainable living  
CP 7 Design

### Supplementary Planning Guidance/Documents

Residential Alterations and Extensions (2008)

### National Guidance

National Planning Policy Framework

## 4. CONSULTATIONS

### 5.

#### **Gloucestershire Centre For Environmental Records**

7th November 2017

Report available to view on line.

#### **Tree Officer**

24th November 2017

The Tree Section does not object to this application. Please could details of foundation type which takes account of tree roots be submitted for any part of the proposed extension which encroaches into the RPA of neighbouring trees. Please could the following Condition be added with any permissions given:

No roots over 25mm to be severed

Any works taking place in the root protection area shall be carried out by hand and no roots over 25mm to be severed without the advice of a qualified arboriculturalist or without written permission from the Local Planning Authority's Tree Officer.

Reason: To safeguard the retained/protected tree(s) in accordance with Local Plan Policies GE5 and GE6 relating to the retention, protection and replacement of trees.

## 6. PUBLICITY AND REPRESENTATIONS

Number of letters sent	<b>4</b>
Total comments received	<b>9</b>
Number of objections	<b>9</b>
Number of supporting	<b>0</b>
General comment	<b>0</b>

**6.1** Four letters were sent to neighbouring properties, nine objections have been received.

**6.2** The objections raised the following concerns:

- The proposed development would harm both the character of the dwelling and the street scene, owing to its size and positioning.
- The living conditions of the immediate neighbours would suffer, specifically by a loss of light and privacy.
- Views to and from Hatherley Park will be lost from the street scene or harmed by the appearance of the development.
- There will be an increase in on-street parking owing to reduced driveway space.
- A conifer tree will be harmed as a consequence of the development.
- Important species will lose their natural habitats.

## 7. OFFICER COMMENTS

**7.1** The main considerations with this application are design, impact on neighbouring amenity, and impact on the locality.

### Design and layout

**7.2** Local Plan policy CP7 requires development to be of a high standard of architectural design to complement and respect neighbouring development.

**7.3** The two storey side extension is 4.7m wide and incorporates a 1m set back from the front elevation although the proposed garage on the ground floor will protrude beyond the front elevation by 1m with a lean-to roof leading back to the recessed first floor. The two storey element wraps around to the rear of house.

**7.4** This scheme also proposes a single storey extension to the rear that projects 4.5m beyond the rear elevation. It will have a flat roof with a total height of 3.3m, and will feature a roof lantern. The existing dwelling is to be rendered in an ivory colour, and the extensions will match.

**7.5** Many of the objections to this application refer to the design and layout of the proposed development. For example, it is argued that the side extension is too large, and will dominate the original dwelling. The Supplementary Planning Document (SPD): Residential Alterations and Extensions (2008) states that side extensions can achieve subservience by being recessed from the front elevation and having a lower roof height. Whilst officers acknowledge that the extension is large, it displays subservient characteristics. This, coupled with the generous size of the plot at no.5, mean that the proposed development would integrate well with the existing building, and not be a detriment to its character.

- 7.6 Concerns were also raised regarding the setting of Hatherley Park in relation to the development. At present, the views of Hatherley Park between no.5 and no.3 are limited by several trees. Whilst the extension would appear wide when viewed from within the park, the design has been well-thought through and the fenestration, particularly the large expanse of glazing at first floor level, ensure that the extension is worthy of being seen. Therefore, the introduction of a side extension is not considered to cause any further harm to the setting of the dwelling in the context of the park.
- 7.7 It is also suggested that the design of the side extension will harm the character of the locality. Bournside Road is characterised by detached houses which provides a degree of consistency within the street scene, but when you look beyond this, there is variety in terms of building sizes and forms. Officers consider that the proposal is suitably respectful to the parent dwelling and it therefore follows, that it is suitably respectful to the street scene. That is not to say that the proposal is not large, and that it will not change the street scene, it will, but the change will be read in a broader context of subtle variety and it is this which ensures the acceptability of the proposal.
- 7.8 Overall, the scheme is considered to be of an acceptable standard of design, and complies with policy CP7.

#### **Impact on neighbouring amenity**

- 7.9 Local Plan policy CP4 requires development not to cause unacceptable harm to the amenity of adjoining land users.
- 7.10 A light test was carried out to determine the impact of the proposed side extension on neighbouring amenity. 3 Bournside Road has no side elevation windows facing no.5, so the only window which could be affected is a bay window on the ground floor to the front of the dwelling. This window comfortably passes the 45° light test, on both elevation and plan form, and so will not experience a loss of light.
- 7.11 The proposed side extension will feature one window on the upper floor, this will be obscure glazed to protect the privacy of the immediate neighbours. A condition has been suggested to secure this.
- 7.12 Some objections suggest that the proposal could be perceived as being overbearing from the immediate neighbours at no.3. In response, members are advised that there will be a 5m gap between the side extension and the next dwelling and both properties also benefit from a significant amount of garden space to the rear, which mitigates any perceived overbearing from neighbouring development.
- 7.13 In conclusion, the development is considered to be set back from the boundary significantly enough to have no impact on the amenity of the immediate neighbours. Therefore it is compliant with policy CP4.

#### **Other considerations**

- 7.14 Several other issues were raised by objectors and are considered below.
- 7.15 The conifer tree which is situated near the development site has been assessed by the Trees officer, who raises no objection to the scheme. However, a condition has been attached to ensure that the tree is not harmed as a consequence of this proposal.
- 7.16 The development will leave sufficient space for off-street parking for at least one vehicle. Bournside Road is not classified, so even if this was not the case there are no restrictions to on-street parking in the area.

- 7.17** Whilst records show that important species or habitats have been sighted on or near the application site in the past, it is not considered that the proposed small scale development will have any impact on these species.

## **8. CONCLUSION AND RECOMMENDATION**

- 8.1** The proposal complies with the Local Plan policies CP4 and CP7 in terms of achieving an acceptable standard of design and not being harmful to neighbouring amenity or the local character.
- 8.2** The recommendation is to permit this application subject to the conditions set out below.

## 9. CONDITIONS / INFORMATIVES

- 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

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

- 2 The development hereby permitted shall be carried out in accordance with 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 Any works taking place in the root protection area shall be carried out by hand and no roots over 25mm to be severed without the advice of a qualified arboriculturalist or without written permission from the Local Planning Authority's Tree Officer.

Reason: To safeguard the retained/protected tree(s) in accordance with Local Plan Policies GE5 and GE6 relating to the retention, protection and replacement of trees.

- 4 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking and/or re-enacting that order), the first floor east elevation window shall at all times be glazed with obscure glass to at least Pilkington Level 3 (or equivalent) and shall be non-opening unless the parts of the window which can be opened are more than 1.7 metres above floor level of the floor that the window serves.

Reason: To safeguard the privacy of adjacent properties having regard to Policies CP4 of the Cheltenham Borough Local Plan (adopted 2006).

## INFORMATIVES

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

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

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

<b>APPLICATION NO:</b> 17/02037/FUL	<b>OFFICER:</b> Mr Harry Du Bois-Jones
<b>DATE REGISTERED:</b> 24th October 2017	<b>DATE OF EXPIRY :</b> 19th December 2017
<b>WARD:</b> Park	<b>PARISH:</b>
<b>APPLICANT:</b>	Mr & Mrs Watkins
<b>LOCATION:</b>	5 Bournside Road, Cheltenham
<b>PROPOSAL:</b>	Two storey side extension and single storey rear extension

## REPRESENTATIONS

Number of contributors	<b>9</b>
Number of objections	<b>9</b>
Number of representations	<b>0</b>
Number of supporting	<b>0</b>

9 Bournside Road  
Cheltenham  
Gloucestershire  
GL51 3AL

**Comments:** 7th November 2017

I live at 9 Bournside Road. Our house was built in the 1940s and is completely in character with the houses opposite and surrounding us, including No. 5 in its present form.

The living environment for No 3 will be changed, with their light and privacy significantly reduced.

Importantly, the size, design and appearance in the plans are completely out of character with the surrounding houses to the detriment of the overall quality and appearance of the houses at our end of the road, both from the road itself and from Hatherley Park, something which the Planning Dept has rightly taken into account when declining previous applications from Bournside Road.

Whilst I support tasteful and appropriate extensions and improvements to our houses, the plans for No. 5 go beyond what is acceptable.

17 Clarendon Road  
Cambridge  
CB28BH

**Comments:** 27th November 2017

Objection to proposed side and rear extension at 5 Bournside Road, Cheltenham

We object to this application. As frequent visitors to the property for more than 30 years, we are familiar with the building and garden.

The proposed plans would have a detrimental effect on the character of the neighbourhood. This represents overdevelopment of the site and will have a severe adverse impact on the residential amenity of neighbours, due to overshadowing and loss of privacy due to new windows on either side of the building.

## Page 708

This proposed development is out of keeping with neighbouring properties, particularly as the design would remove the distinctive features of the building identifying it as of its era.

The plan for the building is inappropriate for the area. The scale and massing are too large and overbearing, particularly affecting neighbours living at 3 and 7 Bournside Road.

This proposed development is overbearing, out-of-scale and out of character in terms of its appearance compared with neighbouring properties.

The loss of garden land is also a consideration. We have seen three native mammals in the garden of 5 Bournside Road, namely hedgehogs, foxes and badgers.

For the above reasons, we urge you to reject this application.

12 Bournside Road  
Cheltenham  
Gloucestershire  
GL51 3AH

**Comments:** 6th November 2017

Letter attached.

6 Bournside Road  
Cheltenham  
Gloucestershire  
GL51 3AH

**Comments:** 14th November 2017

I wish to object to the planning application for 5 Bournside Road due to the size of the proposed extension and its appearance.

The attractiveness and ambience of Bournside Road owes much to the relatively spacious setting of the houses and their character, however this is in danger of being lost with the increasing development of large houses with modern frontages

11 Bournside Road  
Cheltenham  
Gloucestershire  
GL51 3AL

**Comments:** 4th November 2017

I think the changes suggested to no.5 will make it far too big and it will overpower the nearby houses. Our houses are very traditional and built between the 1930s and the 1950s mainly. The modern style of no.5 will make it stand out like a sore thumb! This is true of the view from Hatherley Park too!

I also feel sorry for the residents of no. 3 whose house and garden will be extremely overlooked and their garden will be shaded for most of the day. It could make their house difficult to sell!

1 Bournside Road  
Cheltenham  
Gloucestershire  
GL51 3AL

**Comments:** 12th November 2017

We object to the proposal to develop and extend No. 5 Bournside Road.

The proposed plans are of a scale that is inconsistent with houses elsewhere on this part of Bournside Road and would set a precedent for further developments which could further close the gaps between houses, changing the character of the road altogether.

The section of Bournside Road leading to Hatherley Road has already suffered this fate. Gradually, homes have been extended to fill the entire frontage and given the same characterless uniform finish. Pavements and verges have been left damaged by the contractors and rarely made good as part of the conditions of the build.

All houses in this road have off street parking; however the current plans for No. 5, (building out by 1 metre) almost eliminate this. The shortened driveway will not accommodate large modern cars and will lead to more vehicles being parked on the road or protruding dangerously onto the pavement. The proposed garage will not accommodate a modern car.

We agree with our neighbours that this application must be reviewed.

10 Bournside Road  
Cheltenham  
Gloucestershire  
GL51 3AH

**Comments:** 6th November 2017

Letter attached.

3 Bournside Road  
Cheltenham  
Gloucestershire  
GL51 3AL

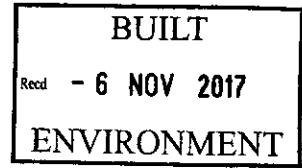
**Comments:** 13th November 2017

Letter attached.

7 Bournside Road  
Cheltenham  
Gloucestershire  
GL51 3AL

**Comments:** 8th November 2017

Letter attached.



12 Bournside Road,  
Cheltenham,  
Glos  
5/11/17

Dear Madam,

Application 17/02037/FUL 5 Bournside Road

We wish to object to the above planning application. We feel that it will be too large and imposing. We had thought that extensions should be subservient to the house itself but this extension will dominate the dwelling.

Bournside Road is one of the most pleasant roads in Cheltenham and most residents have lived here for over 30 years. We do not wish it spoilt by over development and houses crowded to the boundaries.

Yours faithfully,

Robert and Margaret Crawford

Two horizontal black redaction boxes, one longer than the other, positioned below the names.

f.a.o. Ms Tracey Crews, Director of Planning



10 Bournside Road,  
Cheltenham,  
3<sup>rd</sup> November 2017

Ms Tracey Crews  
Director of Planning  
Cheltenham Borough Council

Your ref: 17/02037/FUL

Dear Ms Crews,

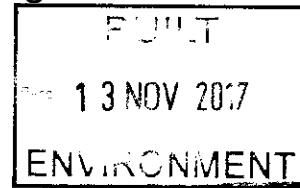
We live opposite the proposed extensions and are concerned about the size of the extensions plus the impact on the street view.

We feel that the extension is far too large, particularly as it comes forward of the existing building line and will be overbearing.

At present, we enjoy a feeling of spaciousness with views to Hatherley Park through the footpaths around the house. These will be lost. Our house is very similar in design to Nos 5 and 7 with many identical features, which enhance the attractiveness of the residential area. That, too will be gone for ever.

This development will have a detrimental impact on the appearance of our end of Bournside Road, which, at present, is a delightful place to live.

Yours sincerely,



3 Bournside Road

Cheltenham

GL51 3AL

13<sup>th</sup> November 2017

Mrs. Tracey Crews

Director of Planning

Cheltenham Borough Council

Municipal Offices

Cheltenham. GL50 1PP

Dear Mrs. Crews,

**17 /02037 /FUL Two storey side extension and single storey rear extension at 5 Bournside Road, Cheltenham, Gloucestershire**

Thank you for your letter of 24<sup>th</sup> October, informing us of the extension plans for the house next door. We should like to object, because of its **overwhelming appearance**, causing us **loss of sunlight** - and other problems such as **overlooking windows** and its effect on our **conifer**.

**Appearance.** The original houses here are well separated, giving a pleasant atmosphere to the neighbourhood and so leave good views onto the Park. Our large conifer in the back garden, is easily seen from the road, but this view will almost disappear behind their two-storey extension. (It is now less visible from the Park since a tree was planted in there). This 'extension' – if that is the word to use for a building whose floor-space has increased by 2/3<sup>rd</sup>s, has a 5 ½ metre high and 14 metre long imposing side-wall, only 1.4 metres away from our boundary. It will now start 1 metre in front of their existing garage, though end level with the original kitchen / utility, so projecting 4.3 metres beyond our sitting room and French windows. The important point is that it is 4.6 metres closer than the existing house and so more intrusive. It thus gives us less sunlight.

The **loss of sunlight** is important. These houses face East-South-East, so that when the sun is due South (at about 1300 hrs during April – October), it then is in line with the front right-hand corner of their house and the back right-hand corner of ours. Two hours later, the roof of their 7.3 metre high extension will cast a long shadow over our back lawn, so that by 1600 hrs on April 1<sup>st</sup> (or September), or by 1700 hrs in June (or August), the sun's elevation will have fallen to 25 degrees – and the shadow will be 15 ½ metres long. (N.B. In April and September, the sun does not set until nearly 2000 hrs and even later at 2130 hrs in July). This shadow will cover most of our back lawn (whilst the shadow from the present house would have been shorter – 4.6 metres nearer the boundary).

At the front of the house, we have a large 'half-hexagon' bay window (not shown on the existing block plan), with nearly floor to ceiling glass. Its nearest window will now have less light from the extra metre added on to the front of the garage.

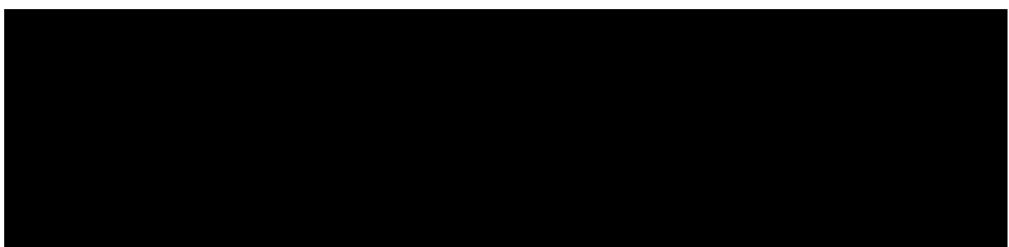
**Overlooking windows** are still of some concern, unless the central side one could be glazed in obscured glass (perhaps it will be, as it is in an en-suite bathroom). Their master bedroom at the rear, has a large full length window and is bigger and much closer (as already described). So, our privacy is sadly disappearing.

**Our conifer** has been ignored in their application, surprising, as it is about 9½ metres high – so within falling distance of the extension, which is only 3 metres away. (There is also a hedge behind their garage, which will have to be pruned hard or removed). Both matters are entered wrongly in section 7 of the application. A conifer branch will probably overlap the corner of the extension – it will certainly impede the scaffolding – and the tree roots might be irreparably damaged by the building work.

**Finally**, there are two obvious errors on the site plan, but they don't impinge on their application. However, the question then arises if there are any more. The anomalies are firstly, that the Park's gardeners' compound (behind our house), was demolished and replaced about 10 years ago, though its original position is still detailed. Secondly, that the boundary on the far side of our garage was altered over 40 years ago.

Credit should be given to the applicants, for both keeping the existing kitchen / utility roof height in their extension – and also for following the pre-application advice, by both not building up to the boundary and also for setting the first floor of the side extension back by 1 metre. However, we think that a much bigger gap is required for all the reasons given above.

Yours sincerely



Harry Du Bois-Jones  
 Planning Officer  
 Cheltenham Borough Council  
 Municipal Offices  
 Promenade  
 Cheltenham  
 GL50 1SA

6 November 2017

Dear Mr. Du Bois-Jones,

**17/02037/FUL | Two storey side extension and single storey rear extension  
 5 Bournside Road Cheltenham Gloucestershire GL51 3AL**

Thank you for your letter of the 24 October 2017. We are neighbours to the site, at number 7 Bournside Road, and have reviewed the proposed plans.

May we begin by saying that we did not want to write this letter. We thought that discussions with the new owners at number 5 might result in some agreed revisions without recourse to the Council. Unfortunately, no changes are to be made and we have little option but to set out our concerns to you.

Having reviewed the proposal, I hope you would agree that the main issues in this case are the effect of the proposal: on the character and appearance of the existing dwelling and street scene; coupled with the living conditions of neighbours.

*Character and appearance*

The application site lies on Bournside Road and accommodates a two-storey detached dwelling. The application property is largely unaltered and retains many original features. This includes a prominent feature bay window and distinctive feature brick detailed to recessed porch. There is a detached single garage set to the side of the house.

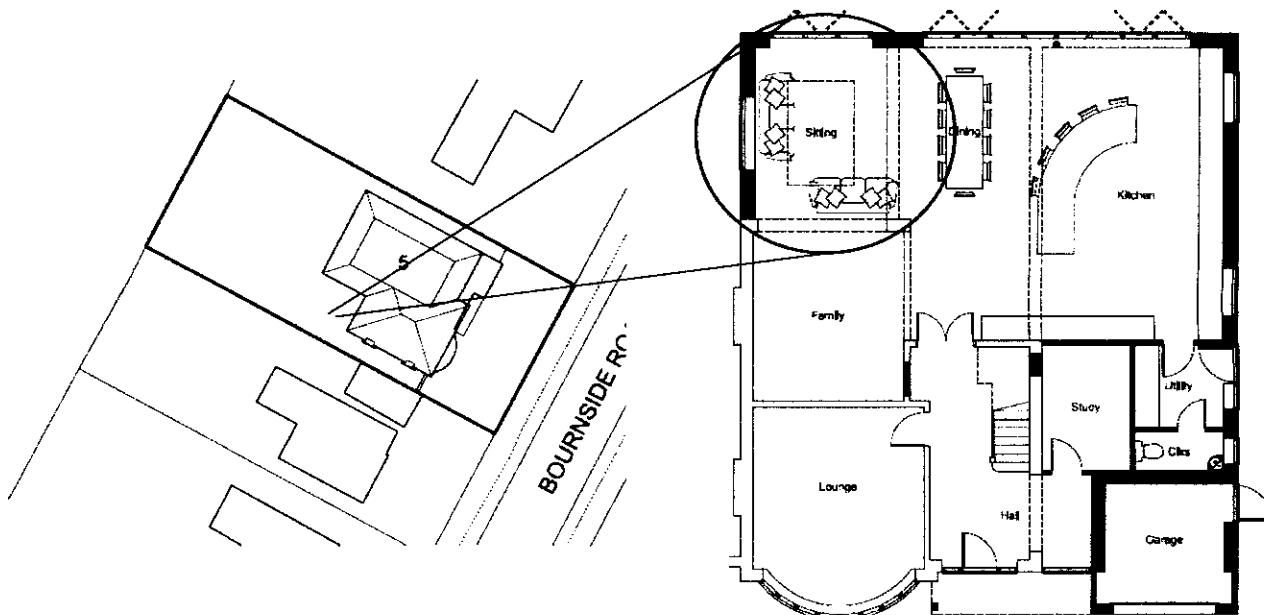
The wider area is largely residential and the houses on this side of the road back onto and are highly visible from Hatherley Park. Whilst Bournside Road has mixed character comprising predominately detached houses, there are common themes which contribute to the character of the area. Each house is generally divided from the next by the width of driveways to each house together with a footway on the opposite side. This contributes to the spaciousness and general amenity. These spaces also give depth to the streetscene by permitting views beyond houses, often to trees and the Park beyond which I am sure you would agree is an attractive and specific feature of houses on Bournside and Hatherley Park Road.

The application site exhibits these features with space to the side of the dwelling. It is also noted that the house is a mirror of ours, with identical bay and porch detail. Both houses retain their original garages and pyramidal hipped roofs.

7 Bournside Road  
 Cheltenham  
 GL51 3AL

Policy CP7 of the Cheltenham Borough Local Plan Second Review (2006) (the LP) seeks to ensure that developments are of high quality design and complements and respects neighbouring development. In addition, the Council's Supplementary Planning Document – Residential Alterations and Extensions (2008) (the SPD) sets out within its five basic design principles that an extension should not dominate or detract from the original building, but play a 'supporting role' (Section 2). The SPD is a long-standing document and has variously been afforded significant weight in the balance of considerations. This includes the Council but also at appeal.

The proposal consists of the construction of a two-storey side/rear extension, with a single storey rear extension. We have noticed that there is a deficiency in the submitted documents, since the as proposed Block Plan does not show the rear single storey extension. We have shown this below and hope you can request the full as proposed details in order that all relevant information is available to the Council before it makes its decision.



There is currently an original two storey rear ward projection at the back of the house and this detail also matches our house, presenting yet further evidence of symmetry when viewed from Hatherley Park. The proposal is to build off this rear wing and span the width of the house towards the boundary with number 3. This would result in a significant and large two-storey rear and side extension. The side extension, at full height of the existing dwelling, would be only nominally set off the common boundary with number 3. Due to the location of the vehicular access, and the existing space/gap to number 3, the side elevation of the dwelling is prominent in the street scene.



View of space between 3 and 5 Bournside Road

The Council's SPD says that the space between dwellings is essential to the character of streets but that the sense of space can be completely lost when owners decide to create two storey side extensions. The guidance seeks to avoid a 'terraced appearance', by closing off the important space between buildings and giving formerly symmetrical houses a lopsided appearance. As you know, the SPD, anchored by LP Policy CP7, says the Council may refuse permission for a proposed extension if an existing adjacent extension would make it impossible to achieve a visual gap between houses.

The proposed extension would be deeper than the original footprint of the house and in effect would double it in size. Due to this, the excessive depth of the proposed two-storey element of the proposed extension the two-storey element would step outside of the side elevation of the host dwelling, its scale would not appear subservient to the main dwelling house. Further, the proposed extension would be so large in scale that it would detract from the character and appearance of the existing dwelling and would not represent high quality design.

It is noted that the side extension is set back from the main elevation, but it would close off all of the side space dividing number 5 and 3 Bournside Road. The resulting space, would be uncharacteristic in the street scene. This arises because of the position of the side elevation to number 3. There can be little doubt that the resulting effect would be to close off the space causing terracing. The current attractive view through to trees and sky (and the Park beyond) would be lost.





It is also noted that the proposal steps forward of the principal elevation with sloping roof to cover a new porch, but also the garage/store incorporated in the proposals. Whilst this feature has been used on other two storey extensions on the road, none are as bulky as the proposed scheme at number 5. This lean-to roof will add an uncharacteristic heaviness and this will exacerbate the dominance of the extension. Furthermore, there would be an uncomfortable relationship between the gentle curve of the existing bay window and the harshness of the angled roof. It would also erode the inset brick porch detail that appears at numbers 5, 7, 9, 10 and 12 Bournside Road. These are features that, in combination, create local distinctiveness. The loss of this feature cannot be in the interests of good design, nor respectful of the character of the area.

It is also noted that the scale of the two-storey wing necessitates a faux pitched roof with flat roof element. This clearly results because of the excessive width of the side extension, but the truncated roof is further evidence that the proposals are not in keeping. You will appreciate that the rear of our houses are just as important as the fronts, being prominent from Hatherley Park. They form an integral part of views out of this important community space. The wide flat roof detail lacks the finesse of the existing arrangement and will completely master the existing rear elevation.



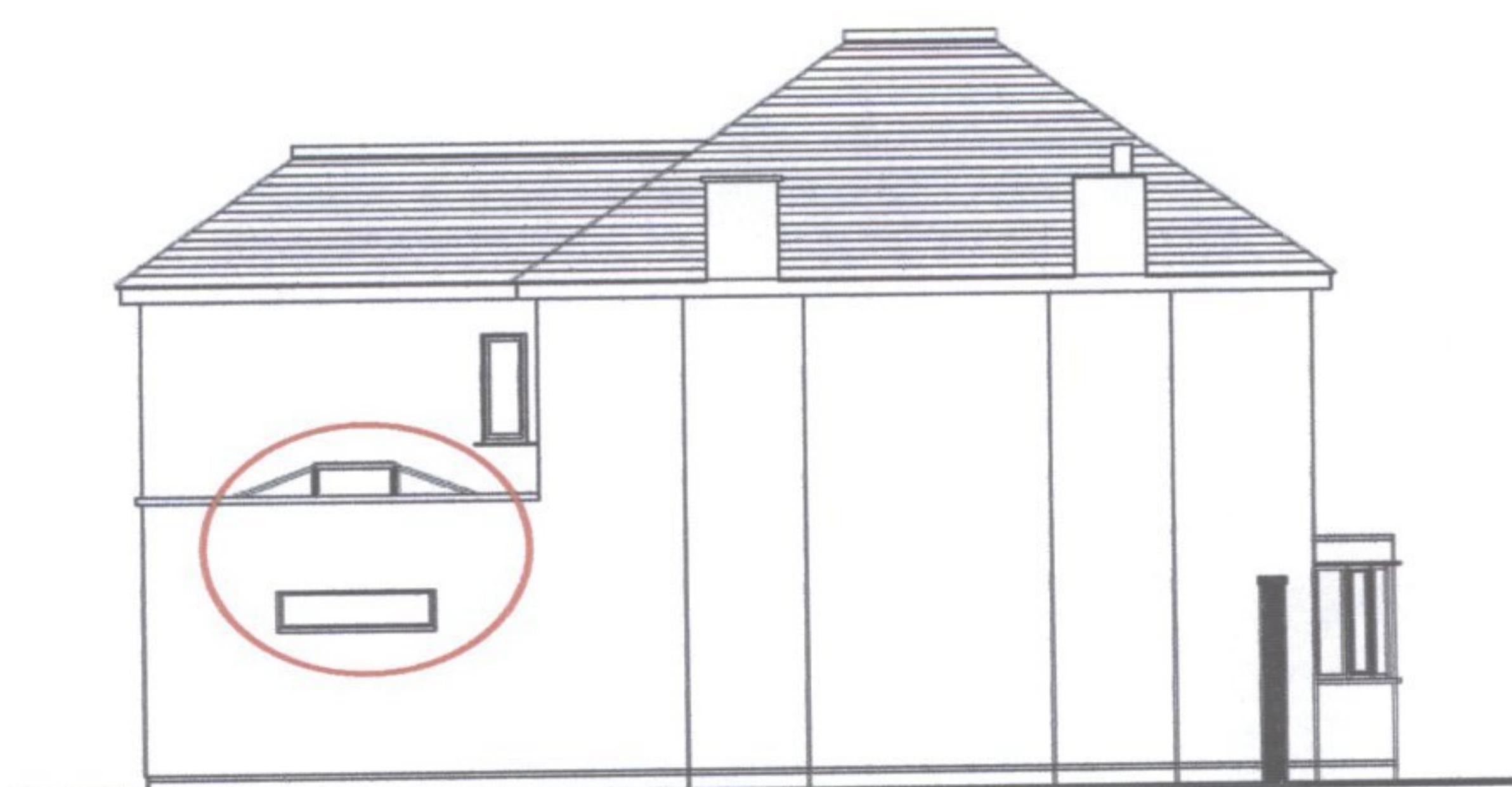
Whilst the proposal would utilise acceptable external materials to match the host dwelling, the scheme by virtue of its scale and erosion of the space at the side of the dwelling and poor detailing would not appear subservient to the property and would be overly dominant. It would cause harm to the character and appearance of the dwelling and this would be highly visible from the road and park behind. The scheme therefore conflicts with Policy CP7 of the LP and the guidance provided in the SPD.

#### *Living conditions*

The scheme includes a single storey rear extension that would infill the current patio area. As already noted, the proposed Block Plan does not show the footprint of that wing, which is proposed as a family sitting area with roof lantern over. We have shown this on the aerial image below.



Whilst this single storey rear wing is acceptable in principle, the side elevation includes a strip window. There is also a roof lantern over.



Side elevation

The scheme shows this area to be used as sitting room and family area. The ground floor is open plan to the kitchen and so it is clear that the applicants intend to spend a significant period of time in this space. We are most concerned about the light that will emanate from the strip light and roof lantern. We feel that with eleven bi-fold doors in the proposed rear elevation, there is no need for either a roof lantern or strip light. Whilst the roof lantern is set behind a parapet, it projects taller than the roof and parapet. We are concerned that the light from these openings will spill over the boundary. We have a kitchen/dining area here with window and there is no interference with light from number 5 at present. If the scheme is to go ahead, we would ask that the strip window is removed and the lantern lowered so that it is not higher than the parapet coping. We do not believe this to be an unreasonable request, bearing in the mind the 40 years we have lived here.

### Conclusion

The proposed works, the subject of application 17/02037/FUL, would erode space about the dwelling which is characteristic of the street scene in Bournside Road. This is in conflict with LP policy CP6 and the Council's SPD.

The proposal would also cause material harm to our living conditions, through the light pollution arising from the unneighbourly window and roof lantern detail to the single storey rear wing. The scheme therefore runs contrary to policy CP4 of the LP, which ensures that proposals do not cause unacceptable harm to the amenity of adjoining land users.

Conflict with the LP and SPD means the planning application should be refused. Certainly, there are no considerations at play that would justify setting aside the policy expectations of the long-standing LP and SPD guidance.

Yours sincerely,



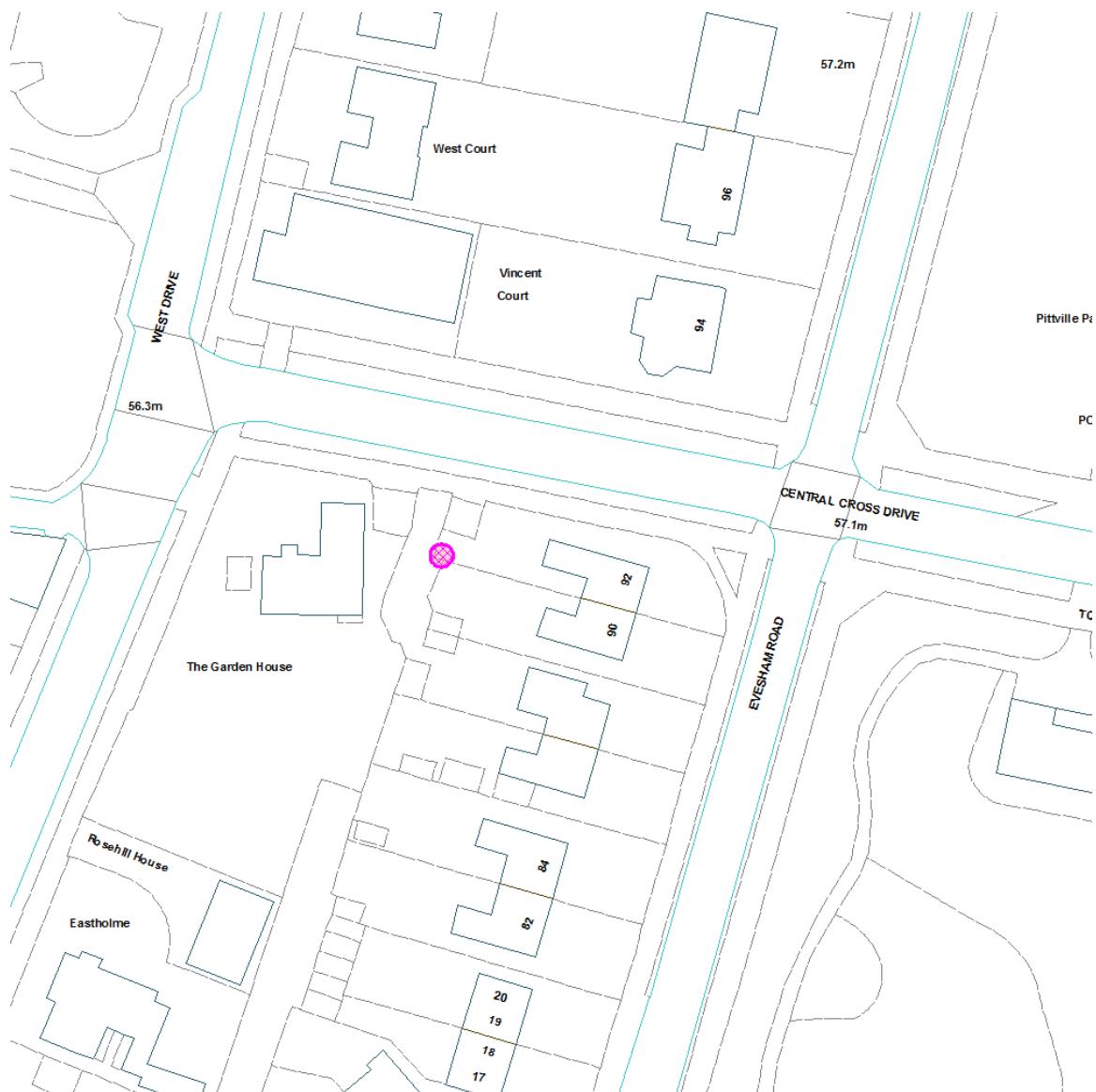
7 Bournside Road  
Cheltenham  
GL51 3AL

CC: Ward Cllr Tim Harman – by e-mail only

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<b>APPLICATION NO:</b> 17/02348/CONF	<b>OFFICER:</b> Christopher Chavasse
<b>DATE REGISTERED:</b> 26 <sup>th</sup> October 2017	<b>DATE OF EXPIRY:</b> 14 <sup>th</sup> December 2017
<b>WARD:</b> Pittville	<b>PARISH:</b>
<b>APPLICANT:</b> Mr Charles Talbot	
<b>AGENT:</b>	n/a
<b>LOCATION:</b>	92 Evesham Road Cheltenham Gloucestershire
<b>PROPOSAL:</b>	Confirmation of TPO 751 Yew to the rear of 92 Evesham Road

**RECOMMENDATION:** Order is Confirmed



## 1. DESCRIPTION OF SITE AND PROPOSAL

- 1.1 Confirmation of the Tree Preservation Order on a yew tree within the rear garden of 92 Evesham Road.

## 2. CONSTRAINTS AND RELEVANT PLANNING HISTORY

### Constraints:

Conservation Area

### Relevant Planning History:

**71/00308/PO 11th November 1971 REF**

Erection Of Mews Type Bungalow Or House And Formation Of Vehicular And Pedestrian Access From Central Cross Drive.

**73/00173/PO 1st June 1973 REF**

Erection Of 2-Storey Side Extension And Single Storey Rear Extension For Additional Living Accommodation.

**05/00631/CACN 13th June 2005 NOOBJ**

Fell conifer in front garden and yew tree at rear

**17/01711/CACN 26th October 2017 OBJECT**

Removal of yew tree located in rear garden of 92 Evesham Road.

## 3. POLICIES AND GUIDANCE

Policy GE5 the Borough Council will resist the unnecessary felling of trees on private land and will make Tree Preservation Orders in appropriate cases.

## 4. CONSULTATIONS

N/a

## 5. PUBLICITY AND REPRESENTATIONS

Number of letters sent	<b>3</b>
Total comments received	<b>2</b>
Number of objections	<b>2</b>
Number of supporting	<b>0</b>
General comment	<b>0</b>

- 5.1 Copies of the Tree Preservation Order were sent to immediate neighbours and 2 site notices were erected.

## 6. OFFICER COMMENTS

### 6.1 Determining Issues

A Conservation Area notification (17/01711/CACN) was submitted 31<sup>st</sup> August 2017 to fell the Yew tree in the rear garden. Trees Officers tried to negotiate with the owner, offering

pruning options enabling the tree to be retained but alleviating some of the issues Mr Talbot was experiencing. These options were not agreed to by Mr Talbot who remained determined to fell the tree. As such Tree Officers considered this tree worthy of a Tree Preservation Order to protect it.

To aid the evaluation of the tree's worthiness of a TPO a tree evaluation method for Tree Preservation Orders (TEMPO) assessment was undertaken. The tree was scored by Trees Officers as being 'Definitely merits TPO'. TEMPO is a widely used system in the industry by Trees Officers as a tool assisting decision making of TPO worthiness.

## **6.2 The site and its context**

The tree is situated to the rear of 92 Evesham Road and is only significant from Central Cross Drive. Looking southwards from Central Cross Drive it is prominent, being less than 15M from the road. There are few other significant trees in rear gardens when viewed in this direction. This is an evergreen tree which could be up to 100 years old. Yew trees can live for several hundred years. The tree has a balanced symmetrical crown and has normal vitality for a tree of its maturity. There are no notable defects within the structure of the tree, and the crown of the tree has never been significantly pruned.

## **6.3 Design and layout**

The tree trunk is about 15M west of the building. The tree is approx. 10M high and 8M in diameter. The tree is on the boundary between 92 and 90 Evesham Road and so shade will also be cast on the neighbouring property. This shade would be predominately during the evening. There are several other small trees and shrubs within the rear garden these are not visually significant from the public sphere. The Owner has large trees elsewhere on the property.

## **6.4 Impact on neighbouring property**

The tree can be easily seen from the rear of adjacent properties. It casts shade on No. 90 and also Garden House at different times of day (neighbours have not complained about this). The tree sheds needles, pollen and other tree related debris into the gardens and parking area of 90 and 92 Evesham Road. The tree does not present an undue risk of failure of limb or branch work. Due to increasing girth the tree is pushing the bottom of the neighbour's close-board wooden fence. This is a slow growing tree and whilst pressure on the fence is evident such pressure is not increasing quickly. Any replacement fence could be designed in such a manner as to take account of future growth. Neighbours have not commented on existing damage to their fence.

## **6.5 Sustainability**

The tree is recognised for its durability and long anticipated lifespan. There are many specimen yew trees within Pittville Park and this tree species is synonymous with Regency horticultural design.

## **6.6 Other considerations**

This species of tree reacts well to sensitive pruning and Trees Officers consider that up to 1.5M crown reduction would not seriously detract from the tree's visual amenity nor have a detrimental impact on the long term health of the tree. This will partially address the concerns of the owner regarding shade cast. The damage to the footpath by tree roots could be rectified without removing the tree entirely. There are little or no other significant evergreen trees nearby in this direction and as such the tree has increased visual amenity value when deciduous trees are leafless.

## 7. CONCLUSION AND RECOMMENDATION

This tree is visually significant from the public sphere and Trees Officers recommend the Tree Preservation Order is Confirmed.

## TREE EVALUATION METHOD FOR PRESERVATION ORDERS - TEMPO

## SURVEY DATA SHEET &amp; DECISION GUIDE

Date: 24/10/17	Surveyor: AH/CC
----------------	-----------------

<b>Tree details</b>		
TPO Ref (if applicable):	Tree/Group No:	Species:
Owner (if known):	Location: 92 Everham Rd	

## REFER TO GUIDANCE NOTE FOR ALL DEFINITIONS

**Part 1: Amenity assessment**

## a) Condition &amp; suitability for TPO

- |                          |                         |
|--------------------------|-------------------------|
| 5) Good                  | Highly suitable         |
| 3) Fair/satisfactory     | Suitable                |
| 1) Poor                  | Unlikely to be suitable |
| 0) Dead/dying/dangerous* | Unsuitable              |

<b>Score &amp; Notes</b>
5

\* Relates to existing context and is intended to apply to severe irremediable defects only

## b) Retention span (in years) &amp; suitability for TPO

- |           |                 |
|-----------|-----------------|
| 5) 100+   | Highly suitable |
| 4) 40-100 | Very suitable   |
| 2) 20-40  | Suitable        |
| 1) 10-20  | Just suitable   |
| 0) <10*   | Unsuitable      |

<b>Score &amp; Notes</b>
2

\*Includes trees which are an existing or near future nuisance, including those clearly outgrowing their context, or which are significantly negating the potential of other trees of better quality

## c) Relative public visibility &amp; suitability for TPO

Consider realistic potential for future visibility with changed land use

- |   |                     |
|---|---------------------|
| 5) Very large trees with some visibility, or prominent large trees  | Highly suitable     |
| 4) Large trees, or medium trees clearly visible to the public       | Suitable            |
| 3) Medium trees, or large trees with limited view only              | Suitable            |
| 2) Young, small, or medium/large trees visible only with difficulty | Barely suitable     |
| 1) Trees not visible to the public, regardless of size              | Probably unsuitable |

<b>Score &amp; Notes</b>
3

## d) Other factors

Trees must have accrued 7 or more points (with no zero score) to qualify

- |  |
|--|
| 5) Principal components of formal arboricultural features, or veteran trees                    |
| 4) Tree groups, or principal members of groups important for their cohesion                    |
| 3) Trees with identifiable historic, commemorative or habitat importance                       |
| 2) Trees of particularly good form, especially if rare or unusual                              |
| 1) Trees with none of the above additional redeeming features (inc. those of indifferent form) |
| -1) Trees with poor form or which are generally unsuitable for their location                  |

<b>Score &amp; Notes</b>
1

**Part 2: Expediency assessment**

Trees must have accrued 10 or more points to qualify

- |   |
|---|
| 5) Immediate threat to tree inc. s.211 Notice |
| 3) Foreseeable threat to tree                 |
| 2) Perceived threat to tree                   |
| 1) Precautionary only                         |

<b>Score &amp; Notes</b>
5

**Part 3: Decision guide**

- |       |                       |
|-------|-----------------------|
| Any 0 | Do not apply TPO      |
| 1-6   | TPO indefensible      |
| 7-11  | Does not merit TPO    |
| 12-15 | TPO defensible        |
| 16+   | Definitely merits TPO |

<b>Add Scores for Total:</b>	<b>Decision:</b>
16	TPO

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<b>APPLICATION NO:</b> 17/02348/CONF	<b>OFFICER:</b>
<b>DATE REGISTERED:</b>	<b>DATE OF EXPIRY :</b>
<b>WARD:</b> Pittville	<b>PARISH:</b>
<b>APPLICANT:</b>	
<b>LOCATION:</b>	92 Evesham Road, Cheltenham
<b>PROPOSAL:</b>	Confirmation of TPO 751 Yew to the rear of 92 Evesham Road

### REPRESENTATIONS

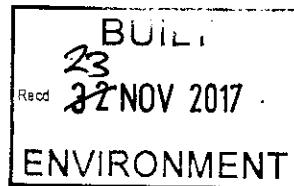
Number of contributors	<b>2</b>
Number of objections	<b>2</b>
Number of representations	<b>0</b>
Number of supporting	<b>0</b>

92 Evesham Road  
Cheltenham  
Gloucestershire  
GL52 2AH

**Comments:** 6th December 2017  
Letter attached.

90 Evesham Road  
Cheltenham  
Gloucestershire  
GL52 2AH

**Comments:** 6th December 2017  
We acknowledge receipt of your letter of 26th October 2017. We remain disappointed that a TPO has been enforced in this particular case.



92 Evesham Road,  
Cheltenham,  
GL52 2AH.

20<sup>th</sup> November 2017.

Dear Ms Crews,

Re: Tree Preservation Order reference 17/00751/TREEPO

I am writing to first acknowledge the receipt of your notification, for which you will find the enclosed completed form.

I also write to lodge my objection to the tree preservation order. My objections are as follows:-

**Excessive shading** - this tree preservation order takes no account of the primary issue with this tree. During summer months, the tree blocks the rear garden extensively. This is a source of considerable anxiety for my family and I, preventing the garden from being fully useful during summer months. Please see photo 1.

**Hazardous root damage** - we have seen the root structure damaging a paved area next to the tree that is now becoming hazardous (see photo 2.) Our children have tripped several times on the paving slabs and we a fortunate not to have had a serious accident.

**Outgrowing space available** - the tree has grown considerably over the past 20 years and is beginning to outgrow the space available. The trunk has grown in diameter to the extent that our neighbour's fence is now being forced out of position and will become damaged (see photos 3 and 4.) Given that yew tree trunks can reach diameters well in excess of the current size, this problem will get worse and the tree will encroach further onto our neighbour's property.

**Visual amenity** - it is true that the tree is visually arresting. However, this is only apparent when viewed from certain areas in the western section of Central Cross Drive, which is primarily used for parking. During our meeting, you were willing to discuss pruning options to alleviate the shading issue. If pruning had been agreed, the visual impact from the road would have been significantly reduced. Further, very often pruning will render a tree unattractive, loosing natural proportion. If pruning were to be agreed, visual amenity would be reduced considerably.

**Replanting** - during our meeting with Ann Holdstock, it was stated that the council cannot be sure that a replacement tree has been planted. However, the final paragraph of point 15 in the Protected Trees booklet you provided states that "Local planning authorities have legal powers to ensure that you plant a replacement tree when required." I believe this is sufficient safeguard to ensure a replacement is planted should the application to fell be granted.

17/00751/TREEPO

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In summary, I believe I have a strong case for the removal of this tree, together with a mitigating offer to replace the tree with a new specimen in a location within 2 metres of the current tree. Please also consider the fact that my property presently has a further 3 large trees which still contribute to the visual aspect of Pitville park, particularly as they are situated on the East side of the plot where they make the best contribution to the park.

Please reconsider the tree preservation order referred to here-in.

Yours faithfully,

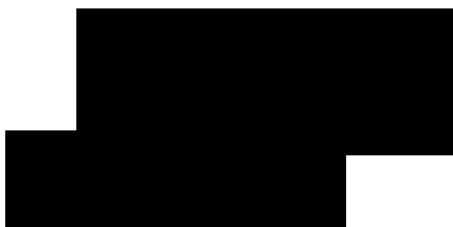




Photo 1: position of tree in the west, resulting in shading during summer. It can be seen that the tree is outgrowing the space available.



Photo 2: hazardous damage to paving due to expanding root system.



Photo 3: View from rear showing trunk forcing fence paneling out of line.



Photo 4: Showing existing contact with fence.