| APPLICATION NO: 16/02208/FUL | | OFFICER: Mrs Emma Pickernell |
|-------------------------------------|--|---------------------------------|
| DATE REGISTERED: 13th December 2016 | | DATE OF EXPIRY: 14th March 2017 |
| WARD: Benhall/The Reddings | | PARISH: |
| APPLICANT: | Hinton Properties (Grovefield Way) Ltd | |
| LOCATION: | Land At North Road West And Grovefield Way, Cheltenham | |
| PROPOSAL: | 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 | 339 |
|---------------------------|-----|
| Number of objections | 336 |
| Number of representations | 1 |
| Number of supporting | 2 |

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 exasperate 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 Parkand 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 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 sort 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 uneccessary 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, it's 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 striping 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

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- 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 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 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.

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 are 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 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 it's 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 it's 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 Barrista 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, not 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 underoccupied 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 it's 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 loose 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 too 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:

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 to 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 nurserys 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 t 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 to 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 Morrissons. 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 with 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 for 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 mars. 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:

<u>Traffic</u>

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 bussiness 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".

<u>Retail</u>

We do not need another supermarket in this area, we have already got Asda and Morisons. 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 to busy in the area and pedestrians find if very difficult to cross the 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 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 it's 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 reengineering 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 no 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 build 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, Im 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 at 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 safety 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 always. 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 Morrsions 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.

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 Provisons 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 are 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 thrum restaurant. Then we saw a huge Asda Supermarket development along with office buildings behind a Nuffield Heathcare 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, nurserys 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 unecessary 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 Bargins 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 it 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 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 buycoffee 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.
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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.

- 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 enevitable 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 greenary 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

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 it's 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 a 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 that traffic, all vehicles will be traveling to and leaving the new site very soon after be it they are dropping of 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 incease 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 polution 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 aroud Cheltenham. Adding further entraces 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 is 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 objecters' 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 objecters. 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 then 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 that 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:

- 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.
- 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 Polution 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 as 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 requite 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 mis leading. 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 requires a greater level of preplanning 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 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.

Summarv

- 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.

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 requires a greater level of preplanning 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 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 iin their gardens & repeat the road kill count since all this development started.

See website - http://jncc.defra.gov.uk/default.aspx?page=3204 - for devinitions 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 cutthroughs 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 unsitely 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 .

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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 ttype 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.)

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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
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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 requires a greater level of preplanning 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 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 developement. 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 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.

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 peek 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 it's 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 proprosed plans. We do not need another supermarket or a 'better value'

alternative - once again I feel this proprosal 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 testiment 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 it's 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 already12 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 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 minimse 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?

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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?

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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 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 it 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 nursey 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 could with the current volume of traffic, When I spoke to the BMW architect, they stated that it was Asda to resolve this rather then that of the construction at the site. Nothing has been done and compounding the issue without major investment with 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 in to a river on multiple occasions this year. Whether this is due to the building works of changes in weather patterns, it cannot be ignored. A traffic incident where a lorry left the road and ending in a ditch resulting in 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.
- 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 in 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

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 and 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 trafffic 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 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 previous 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 1m3 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 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 near by 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 Bargins 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 socalled Green Belt has been treated. This erosion of protected land has culminated in the souldestroying 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 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 to 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 suprmarket workers, and Costa workers are likely to work full-time if child free. Generally if they have preschool 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 Morrissons. 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.

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
- Ouf 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:

- 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
- Ouf 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 signifiant 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 string 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 in 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 thids kind of devolpment. There has been an increase in parked cars on North Road West, The Reddings and Reddings Road, which reduces driversa 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-though 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 ALDIs 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.

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 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 through 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 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 13,026m² to 13.068m².
- 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 18.3m² (design standard), the applicant has now reduced this to 13.6 m² per employee. This is not valid. Recalculating at 18.3 m² per B1 office employee means that the while 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 Councils 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 runoff 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 and 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 semirural 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 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 Inovation 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 considereble 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.

Ill 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 protoconurbation. 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:-

- 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 up on 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 any where 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:

- 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 Nuffiled 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 to 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 suprmarket

workers, and Costa workers are likely to work full-time if child free. Generally if they have preschool 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 Morrissons. 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 is 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 requires 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 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 made 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 polution 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 Cheltenhams 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 in making this decesion 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, Landsdown road, Bayshill 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 independant traders.

Coffe shop, Asda, Morrisson 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 Travel lodge 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 with out 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 Bargins 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 circumstances'.

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 retails 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 snd be in keeping with the Greenbelt designation of the area. The area must not lose it's 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 is 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 reevaluated 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 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 13,026m² to 13,068m².
- 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 18.3m² (design standard), the applicant has now reduced this to 13.6 m² per employee. This is not valid. Recalculating at 18.3 m² per B1 office employee means that the while 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 Councils 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 NECESSARY, it is NOT NECESSARY.

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 Morrsions 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

5th Sept 2017



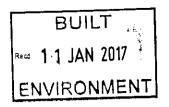
Dear Ms Pickernell

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

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10th 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





14. Barrington Ave,
The Reddings,
Cheltenham,
Glos
GLS1 6TY
6.1.17

Planning Application 16/02208/FUL

I wish to object to the above planing application on the following grounds:

application on the following grounds:

i) The time available to object for local

ii) The time available to object for local

iii) The time available to backung on to

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Grove field way. The time some residents

were informed was also over the constructs

were informed was also over the constructs.

- 2) Building on green beit for retail outlets is not an acceptable use of farm land.
- 3) The uncrease in truffic 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 Grovefield way and around the Arle roundabout will increase with Addi open roundabout will increase with Addi open with 10pm ar night, 6 days a week.

- 5) Air pollution una residential area, artha high proportion of young children will uncrease health problems.
- b) Another supermarket is superpusses to reeds on Asda and Morrisons are already here and local shops would be affected.
- 7) Local employment is not an 155ail with adequate employment apportunities with adequate employment opportunities with GCHQ, retail outlets, KFC, hotels, hospital and engineering all within walking distance.
 - 8) There are shill unoccupied offices on the Asola sik
 - a) The building of more retail will cause overdevelopment and change the neighbourhood neighbourhood
 - (o) There will be an increase in traffic and parking in the roads scerrounding Greefeld Way.
 - pollution and removal of trees and headgerows, which has already occured headgerows, which has already occured around the Briwsile, makes the arca around the Briwsile, makes the habital for unsighty and removes the habital for local writing.

I hope the planning committee will consider the above points from a local resident.

Yours sincerely,

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

8th 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 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
- 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:-

business's we could find ourselves not being able to meet our Charity obligations.

- 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.
 - 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 and 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.

- 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











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

13th 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 8th 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



14 Appleton Avenue, The Reddings, Cheltenham, Gloucestershire, GL51 6TS Tel:

9 January 2017

The Planning Officer
Cheltenham Borough Council
Municipal Offices
Promenade
Cheltenham
GL50 9SA

Dear Sirs

Re: Planning Application 16/02208/FUL

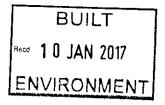
I have recently been made aware of a Planning Application concerning the area between North Road <u>West</u> and the new BMW Site off Grovefield Way.

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.







Innisfree, The Reddings, Cheltenham, Glos. GL51 6RT

8th January 2017

Dear Sir,

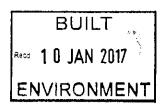
Ref No: 16/02208/FUL

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.

- 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,



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.
- 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

Reanscront
Bamfurlong Lane
Staverton
Cheltenham
GL51 6SL

18th August 2016
Flooding

Dear

Thank you for your recent letter.

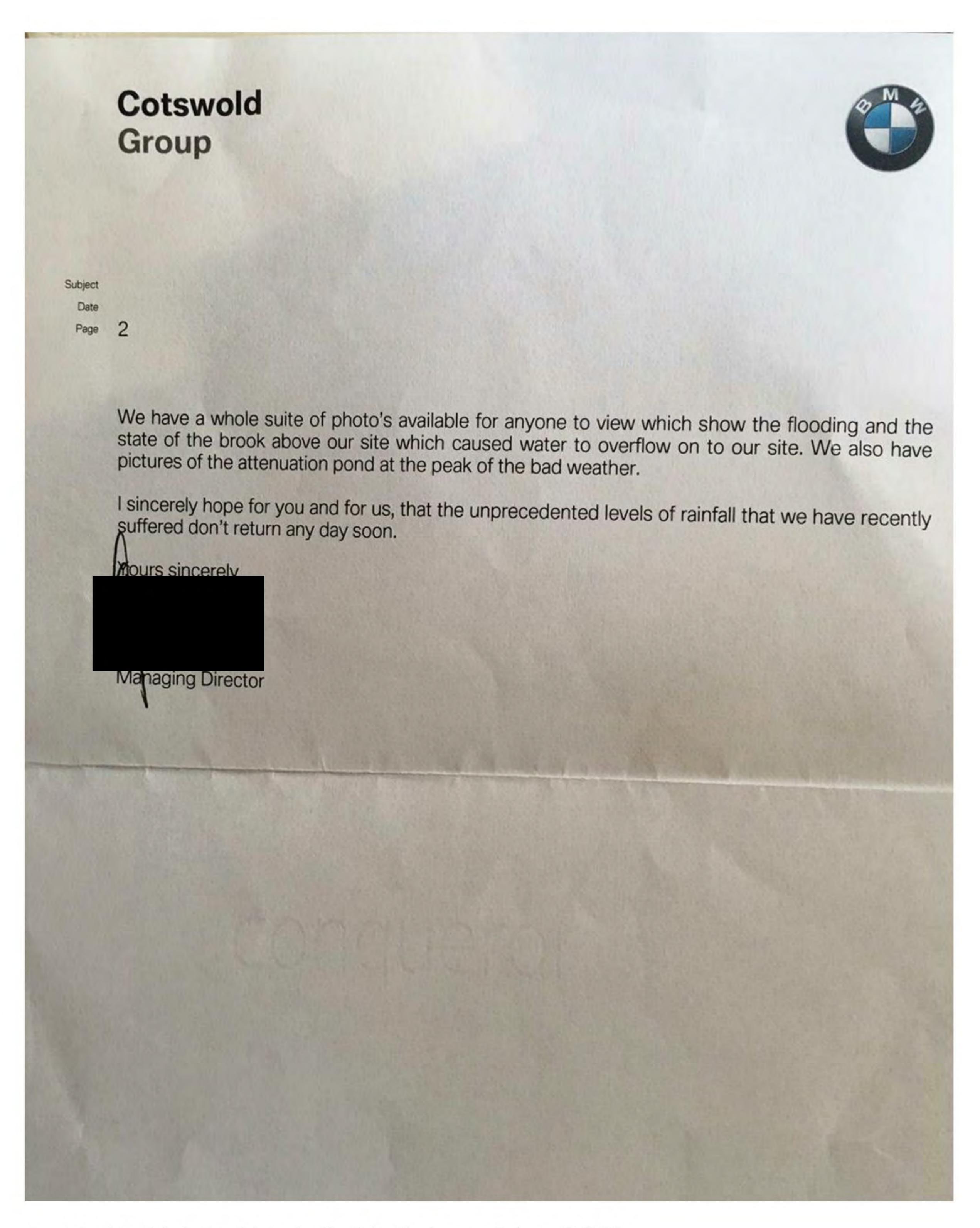
I'm really sorry to hear and see about the recent flooding to your property and can understand your concern about future insurance. In answer to your question "I'd like to know what you're going to do about it" we are building the new facility totally in accordance with the planning regulations, part 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.



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 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.

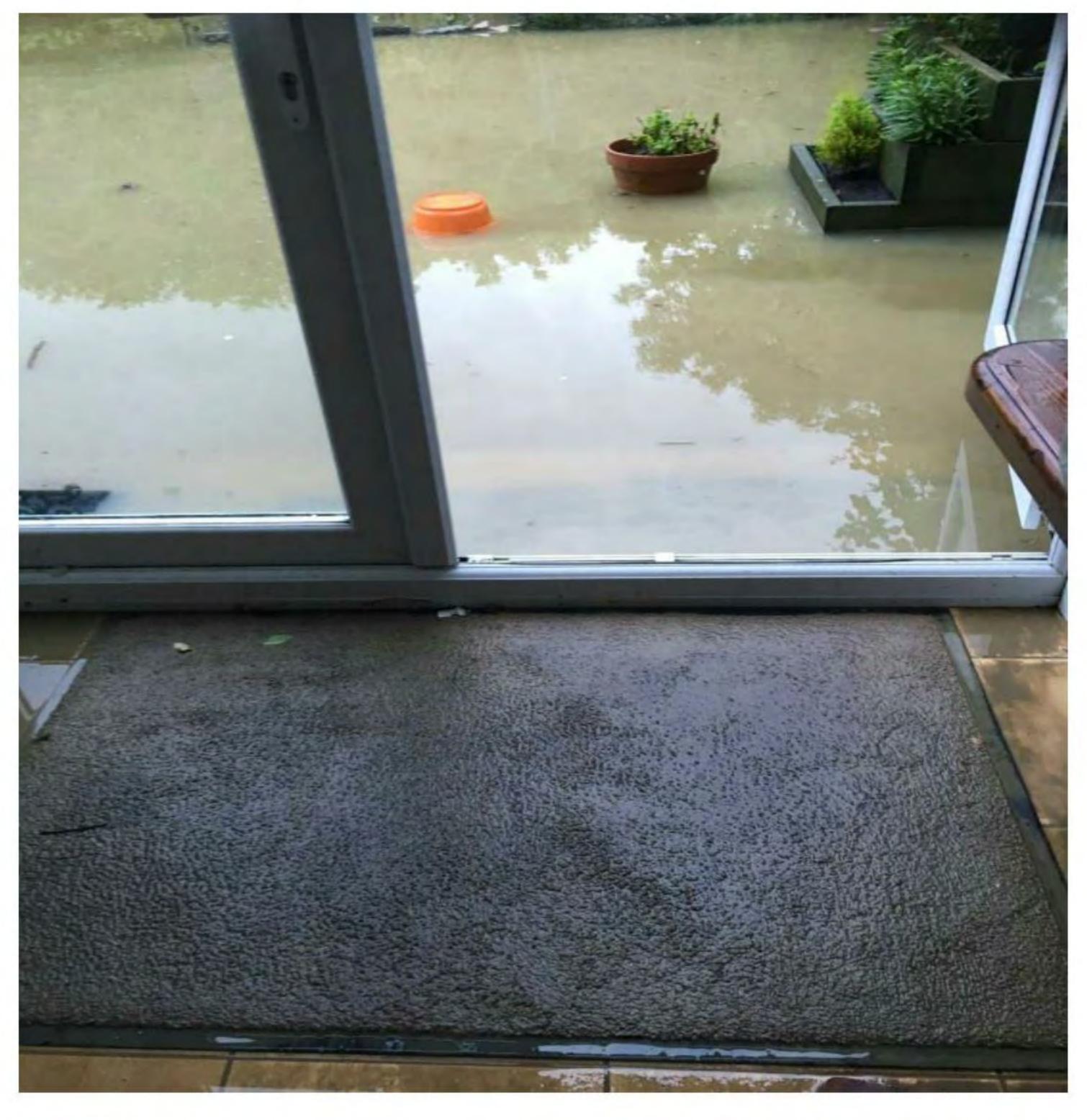
Assuming that the figures quoted for the discharge of water into an already at maximum capacity drainage system are correct 10.2l/s for phase 1 and 8.4 l/s for phase 2 this equates to 1,116 l/m which equals 66,960 l/h assuming l/s means liters per second this in terms that normal people can understand and to put this into perspective, that is over 66 tonnes of water per hour. this is based on 1000 litres of water equals 1m³ which equals 1 tonne.

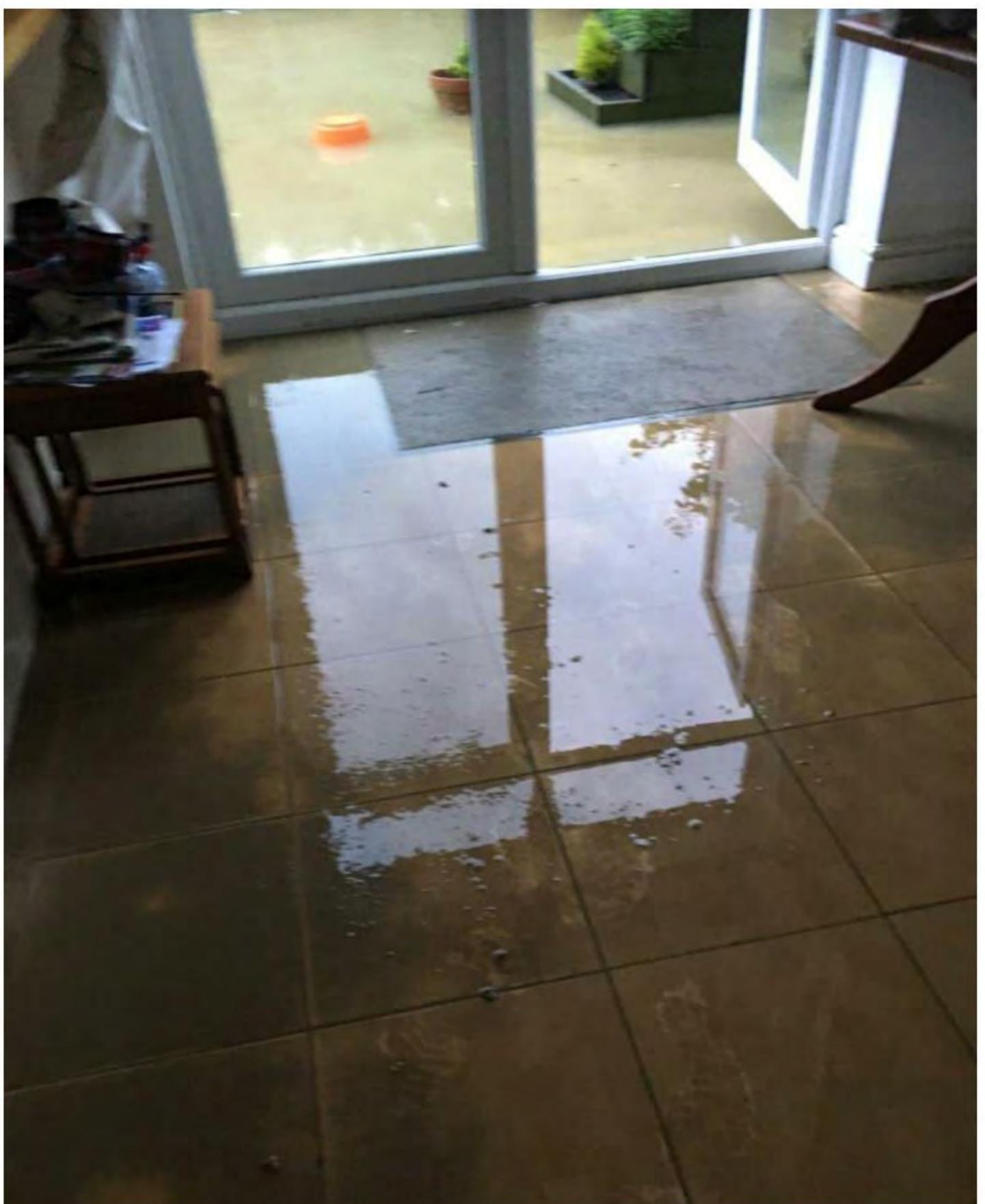
Where is all this water going, well if it stays in the designated ditches then its all heading straight at Dundry nurseries and on to, according to the EA surface water run off map to a bottle neck culvert running under the M5 or will it get through this culvert and flood the trading estate off old Gloucester 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 16th 2016







Re planning application 16/02208/FUL

BUILT
Red 1 1 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 is Grove field Way.

I am horrisfied to Thick That even more development could occur. The current traffic increase is already a problem. I would like to voice The following concerns.

- Described and made regoriating the big tound about chaptic at times. When BMW begin trading it will be even worse so these should be no Thought of further development that will bring even more traffic.
 - 2) I do feel, with The hugge 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) hoss of green space and natural habitats. Since the hedgerows have been hipped 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 harrendons.

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 open space for people is Vital.

You's sincerely,

The Poplar. The Redding's Rect 1-1 JAN 2017 ENVIRONMENT CHECTENHAM, Glos Dear Sine, 16/02208/FUL Govefield Ways North Rd. West On the grounds mentioned below we would like to object to both the current e future plans for the above site. The doubt hocal Plan upheld the site's green Belt status a precedes the application of the Joint Core Strategy shaping the future development of our town. It will set a dangerous a unwelcome precident if this application approved. Traffic congestion is already reaching crisis point leading to the Motorway & Cheft. Kown. Pollution, noise & air qualitry to rearby homes (& the whole of the Reddings), will be serrously affected by massive increase in vehicles. X The area with natural habitat should be retained e protected. This is a flood plain area as is much of The Reddings. i.e. Current Hayloft developement. What will happen to surface water? * your faithfully. The Poplar. The Poplar.

BUILT

ENVIRONMENT 19 Leyson Road, See Reading S She Panning officer
Chellenheim Borough Council Her Six or Madone, PLANNING APPLICATION TON AUDI SUPERON ARKET, EC, GROWE FIELD WKY: RAMPART IN THE REDUNGS. WHEN THERE IS LITTLE OR NO BREEZE YOU CAN SMELL THE PETROL VAROUR IN MY GADDEN. 'ALL CREEN FIELDS SHOOLD BE PRÉSERVED AS THERE ARE NO LARGE PARKS IN THE TOWNS SUBURBS. APPLICATION WILL
AGREEING THIS APPLICATION WILL HASTEN THE DAY THE TOWN CONTES TO A HALT THROUGH TRAFFIC CON SECTION.

Cheltenham Borough Council Built Environment Municipal Offices Promenade Cheltenham GL51 OTP



Keanscroft Bamfurlong Lane Nr Cheltenham GL51 6SL

FAO Mrs Emma Pickernell, Planning Officer via. dccomments@cheltenham.gov.uk

8th 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



BUILT BUILT

10 Oakbrook Drive The Reddings Cheltenham GL 51 65B

application 16/02208/FUL

Dear Sir Concerning the above planning application surely we have chough Euter stored already with Morrisons at one end of growefield Way and adda B& Q and Fork & 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& a at most times of the day but especially at peak times and teel me that a further retail development 100 yels up the road is going to improve this situation I it will be grid locked with local residuhs buses and beothe trying to get to and from work channelled into an already full to capacity road system. BUILT
REM 1 2 JAN 2017
ENVIRONMENT

POSTAL M 12 JAN 2017 O SERVICES 32 GPRINGFIELD COORE THE REMOINES CHRESTENHAM GLSI 65F

9-1-2017

REF PLANNING APPLICATION
16/02208/ FUL.

DEAR SIR MADAM

I NICH TO OBJECT TO THE ABOVE PRANNING APPLICATION.

MY CONCERNS ARE INCREASED

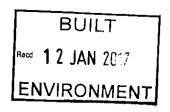
TRAFFIC - PUBLIC HEALTH DAMAGE

FROM FUMES, TRAFFIC SEVEN DAYS

A WEEK - CONGESTION, CAR PARKING PROBLEMS.

LOLAL BUSINESSED WITH SUFFER AZFRING LOCAL EMPLOYMENT

THANKYOU



89 Redgrove Park
Hatherley Lane
CHELTENHAM
GL51 6OZ

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 Drivethrough, 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 semirural 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



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', <u>but</u> 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 <u>unreliable</u>, 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 <u>B-Class</u> land as the primary provision appropriate to Cheltenham (and B-Class land is relatively more employment-<u>dense</u>).

The final JCS outcome on Employment land allocations should be awaited.

2.3

Any decision on the remainder of this site needs to <u>await</u> 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 <u>45 ha</u> 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"** <u>all the way around the western side of Cheltenham</u> 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 <u>split-level</u>, 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 <u>blocks other traffic movements</u>, both approaching and through the 'two roundabouts', where GFW reaches the A40.

Retail traffic flowing <u>directly off</u> the minor roundabout (e.g. to/from B&Q), and traffic <u>off Hatherley Lane</u> (e.g. Asda) is viable, but <u>NOT off GFW</u>, 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 <u>around</u>-town flow, not become an end-point destination.

4 Retail and catering and nursery uses not authorised by the Appeal.

4.1

Further <u>retail</u> 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 <u>should not undermine</u> 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 <u>single</u>-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 <u>surface</u> 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
Red 30 JAN 2017
ENVIRONMENT

1 Shakespeare Cottages

North Road West

The Reddings

Cheltenham

Glos

GL51 6RE

25 January 2017

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 good 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



BUILT Recd 1 2 SEP 2017 ENVIRONMENT 1 Shakespeare Cottages Norm Road Welt The Reddings cheirenham ausi 6RF 11.9-17

Dear ms Pickernell Aidi I costa armetied way

we have read we revised proposals for me anuefield way development and with to make the strongest possible objection to any further planning permission being granted.

we with to raise our serious ioncerns:

fledge we carrot see that we native heage will be retained. The plans seem to indicate may unde any existing trees will be retained, me hedge will be replaced by a series of "lossipap" trees. While mis may be attractive from a planing perspective, it will infringe an our privacy, our view and our concern for the existing native wilalife. The appearance of our lane will change from a semi. rural byway to a modern sterile trading estate.

Traffic: we have already withered a dramatic in crease in traffic, which has meant it is now virtually impossible to turn left out of Norm Road West into avovefield way are to the volume of congested traffic.

Furtherwae the increased number of parked cars, born as the pavement and the road, has made egress from my own property a most dangerous egress from my own property a most dangerous proposition. Indeed already I have had several proposition. Indeed already I have had several near misses.

we feel not the full development of the like will aramatically increase the ancient of congestion and traffic, wim an associated rise of vehicular pollution. This will include increases of notions oxide and carbon nonoxide, contrary to nitrous oxide and carbon nonoxide, contrary to seement guidelines to reduce such health damaging emissions. Any increased pollution will exacerbate our serion existing lung conditions.

As we see the commercial region to justify have see the commercial region to justify further building an green best land we have further building an green best land we have

your 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.

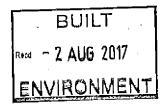
Effect on green belt / conservation

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





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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Mike Saunders, Cheltenham Conservatives Unit 1143 Regent Court, Glos Business Park, GL3 4AD

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Now 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

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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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How we use your information

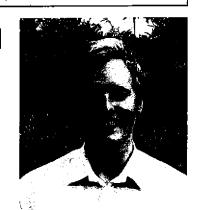
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Unit 1143 Regent Court, Glos Business Park, GL3 4AD

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Mike Saunders, Cheltenham Conservatives
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Mike Saunders, Cheltenham Conservatives Unit 1143 Regent Court, Glos Business Park, GL3 4AD

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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



This petition is for anyone who lives, works or studies in the district, including under 18's.

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How we use your information

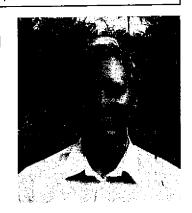
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OBJECTION TO THE PROPOSED ALDI DEVELOPMENT

PLEASE RETURN TO:

Mike Saunders, Cheltenham Conservatives Unit 1143 Regent Court, Glos Business Park, GL3 4AD

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Printed & promoted by Jacob Double, on behalf of Cheltenham Conservatives, bath of Unit 1143 Reaent Court. Gloucester Business Park. GL3 4AD.

Mike Saunders, Cheltenham Conservatives Unit 1143 Regent Court, Glos Business Park, GL3 4AD

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Printed & promoted by Jacob Dauble, on behalf of Cheltenham Conservatives, both of Unit 1143 Reaent Court. Gloucester Business Park. GL3 4AD.

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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



This petition is for anyone who lives, works or studies in the district, including under 18's.

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Mike Saunders, Cheltenham Conservatives
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Mike Saunders, Cheltenham Conservatives Unit 1143 Regent Court, Glos Business Park, GL3 4AD

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Mike Saunders, Cheltenham Conservatives Unit 1143 Regent Court, Glos Business Park, GL3 4AD

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COUNCIL

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001A.ES/P17-1167

22nd 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.



Cheltenham Borough Local Plan Second Review 2006

extension, replacement or infilling. Development not form exceptions will only be approved in very special circumstances. Relevant policies of the adopted development plan are as follows:

Policy CO 6 presumes against the construction of new buildings within the Belt with exceptions listed in the policy including agriculture, outdoor sport, lextension, replacement or infilling. Development not forming one of limited Green these

National Planning Policy Framework

NPPF development presumption in S suggested confirms that means (unless favour Ξ, for the of. decision application documents and policy response sustainable development applies. **Paragraph** decision taking the presumption in favour of secision taking the presumption is secision to secision taking the presumption taking taking the presumption taking response sustainable that 4 of the the

- Approving development proposals that accord with the development plan
- without delay; and Where the development plan is absent, silent or relevant policies ar 0 out-of
- date, granting permission unless Specific policies in this Framework indicate development should restricted (inc ludes land designated as Green Belt) be

that when defining boundaries, local planning authorities should: Section 9 of the NPPF relates s to Protecting Green Belt Land. Paragraph 85 states

- Ensure requirements for consistency sustainable development; and with the Local Plan strategy for meeting dentified
- the end of the Satisfy themselves that Green Belt boundaries will not need to be altered at development plan period.

Green Belt

outweighed by other considerations. to 88 states that confirms that "inappropriate development Belt and should not be approved except in At. the present, Green the Belt "inappropriate "inappropriate development is, by definition, harmful to the Green d not be approved except in very special circumstances." Paragraph "very special circumstances will not exist unless the potential harm site by S. reason located of ed within the Green Belt. Para development is, by definition, inappropriateness, and Paragraph 87 of the any other harm, Si clearly NPPF

Page | 2

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within segment critical to the se of the evidence base strongly suggest otherwise." consideration for release from this segment Green Belt Review separation of Cheltenham and Gloucester. The recommendation within the review states that "These segments do not merit furt SE10 undertaken on behalf of the Council in 2011 identified the site which provides a significant contribution to the the Green Belt at this stage, unless other Green elements further Belt, on

Cheltenham, which has planning permission and is currently being built out. is no purpose in retaining this land in the GB and its removal is justified." 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 Councils 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 Whilst the emerging Joint Core Strategy proposes to remove the site Way, from the Green There

at development." conclude The original appeal decision least, is that a the very serious special shortfall in circumstance that justifies the use of supporting B1 development on the site stated that ortfall in local employment land provision, up to 20. ircumstance that justifies the use of this site for I 2011 **B1** In

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, B-uses in the preferred or future applications would be considered in line with the site options the Cheltenham Plan. allocation already

The response from Policy Officers on the loss of Green Belt also confirms t B class employment land compared to anticipated future needs. he dearth

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." The final paragraph of this section states that "Whilst the submitted proposals are proposal

that plan-based approach and employment needs. application. Whilst the proposal provides objective and a this represents The section material consideration set provides an opportunity for economic growth which is a national erial consideration set out in the NPPF, it cannot be considered 'very special circumstances' which are required to support this tion below also questions whether the proposals support the hand the suitability of the proposals in meeting the identified



full detailed phase of development, but the foodstore constitutes 23% of the overall floorspace. The application also contends that there is no requirement to greenfield nature of the site. employment, this extends to 20 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 "Regeneration therefore questioned. demonstrate Of the limited a benefits listed in the Planning and Retail Statement, this of a committed commercial development site". The deve need for the proposal, and the very there special circumstances are development includes

to the use undermines the basis for removing the site from the Green Belt boundary. by the proposals. outweighed by other harm to the assessment of reduces Green Belt of Green Belt. the inappropriateness and openness extent by the considerations. reason application of the site assessment must demonstrate that the potential harm of inappropriateness and requires substantial weight to be given ppropriateness and any other harm, is clearly The development of part of the site for A1 retail available for B class development uses, and is not considered uses, The harm tweighed to any

Proposed Employment Allocation

need. Belt, set A present, the out ut above. The Joint Core Strategy proposes to remove the site from the Green following a previous approval for B1 development to meet an employment proposals constitute inappropriate development in the Green B1 development to meet an Belt as

Proposed relates to Policy the proposed EM3 New allocation Employment Allocations of the emerging Cheltent location of the site and states that: າam Plan

The following sites which are locations new employment development: delineated on the Local Plan Proposals Map ha

- Land
- Land
- Land north south of Jessop Avenue, Town Centre (E1) south of Hatherley Lane, The Reddings (E2) north-west of Govefield Way, The Reddings



the characteristics of traditional B class employment will be supported at the locations, subject to being in accord with other relevant policies within this Plan. Proposals for traditional B class employment uses or Sui Generis uses that exhibit these

Policy , Proposed Policy EM1 seeks to safeguard key existing employment land and buildings for employment purposes. It states that "New employment allocations made under EM3 will also be safeguarded by Policy EM1 on completion of development".

hire business. of traditional B1, B2, employment accompanying uses together policy note states that Employment use means B class gether with those Sui Generis uses that exhibit characteristics B8 uses such as car sales, a builder's yard, or a vehicle or tool class

Approval preferred options policies specific principle regarding of the of retail development the uses EM3 and EM1. is not supported by the proposed policies which which will be supported and safeguarded on the sent would undermine the fundamental principles principles of site. are

sustainable local communities." (our emphasis) **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 allocations should avoid the long term protection of sites allocated for employment use where Page economic growth and does not distinguish between development that falls class uses or otherwise. Paragraph 22 of the NPPF states that "planning of the no reasonable should Policy be Officer regularly prospect of a site being used for that purpose. egularly reviewed. Where there is no reason response states that the NPPF seeks to reasonable promote within B policies _ .and

this to be the case, the Gree reasonable prospect of the Cheltenham Plan. No evidence has been presented to demonstrate that there is no The proposed retail development employment site being used for the allocated employment use. Were use allocation of the site is clearly not intended and this is reflected in Policy EM3 of the emerg n Belt status could be maintained. of emerging to

retail and benefit to attract larger use which has element Whilst there is a retail element to the car dealership, it is nevertheless a sui generis supported by foodstore would B-class characteristics which would be expected on a business park by emerging Policy EM3. This in no way justifies the principle of a in this location. It is accepted that the small drive-thru coffee shop be ancillary to key employment uses and would provide a direct employment uses on the site. However, the foodstore would



development, occupy О large undermining t proportion he principles of the emerging Joint Core Strategy. and set against ployment

Phasing

Whilst development as follows: constructed Assesment the application and policy response indicates that the development provided with the Ξ а two phase approach, application Paragraph out the 3.1 anticipated of the Economic phasing Impact will be the

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

O market interest. timetable for **B**1 by the outline consent and will depend on

which formed the conflict with Green Belt. As set out in the sections Green Belt very special circumstances to justify removing the site policy above, the development for a supermarket is clearly alicy and with the intended employment use of the si employment from the site i

small amount (approximately this small amount is The Planning Policy s job generating." Officer has concluded that "the level of retail equates roximately 12%) of the overall floorspace to be provi provided, to a very and

small before that delivered and if only Phase 1 the foodstore actually repre employment uses of the overall floorspace. must be conditioned to ensure that all of the employment B1 uses are delivered 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 amount' any foodstore and which there commences se 1 and Phase 2 are developed, it would represent. In either case, the foodstore would not equate to a is no evidence to suggest it will help to deliver any B ences trading. Failure to achieve this would mean sents 71% of the overall floorspace if only Phase site is currently planned to It will merely any B very class 23% that -S



precedent employment allocation further development change CD of the

Sequential and Impact Tests

appraisal of their development programme. planning permission for although Paragraph 7.16 northern part Morrisons of the retail of the Central Shopping Area. The site was previously granted for a mixed use development including a Morrisons foodstore, have since withdrawn their interest in the site due to a reassessment refers to a major regeneration opportunity Central Shopping Area. The site was previously granted granted

are rejected. explained reasoning if making, the sequential a viability and availability Paragraph: 009 Reference sequential approach requires a of ID: 2b-009-20140306 of the NPPG states that locations for main town cations for main town centre uses. It requires clearly central opportunities to locate main town centre uses thorough assessment of the suitability, "In plan-

be approached the landowners speculation to 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 Paragraph be able to formally discount reviewed 7.16 and and a new highlights no evidence planning brief this site. lanning brief prepared. The conclusions are based to has been provided to suggest the applicant hor thoroughly assessed the availability and viability hat the site is available and could accommodate based on could be has the for to

fully not unacceptably impact an alternative town centre foodstore proposal. interest in the discount implementing Furthermore, demonstrate in itself that the site is unavailable or unviable for because explored, foodstore of paragraph paragraph 8.7 of the impact test states "the lack of any progress in the relevant North Place consent will be for the reasons indicated and of any prejudicial effect of a consented and substantially smaller store at Grovefield Way." Whilst Morrisons have withdrawn their site 7 due to a cannot As the reasons indicated for discounting annot be assumed that the proposed re-appraisal of their development proposal. the site have development programme, an al this does ternative not been **%**⊟ not



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,



E-mail: 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

4th 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 | 22,000m² B1 and 524 parking |
| 2009 | 09/00369/REM | 22,000m² B1 and 700 parking |
| 2012 | 10/00468/TIME | Extension of 2017 and 2012 |
| 2014 | 13/01101/FUL | 7,500m² BMW Garage |
| 2014 — | 14/01343/OUT | 16,800m ² B1 |

(Source: TPA Transport Assessment)

The current hybrid application seeks full planning permission for 6,593m² B1office space, 800m² day nursery, 2,037m² food retail supermarket and a 304m² coffee shop retail unit and drive thru with associated parking, landscaping and infrastructure works and outline permission for 8,736m² of commercial office space and associated infrastructure.



Baseline Data

The Transport Statement sets out that ATC data was collected between 6th - 12th 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 9th 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 | 2,037m² Aldi | 1 | 113 | | |
| Retail | 304m² Costa | 1 space per 18m ² | 17 | 1.50 | 1 <i>E E</i> |
| Muraani | 800m² (27 | 1 space per 2 | 1.4 | 152 | 155 |
| Nursery | employees) | employees | 14 | | |
| Ottioo | 6593m² Detailed | 1 | 157 | 194 | 222 |
| Office | 8736m² Outline | 1 space per 42m ² | 208 | * | * |
| | TOTA | AL . | 509 (301**) | 346 | 377 |

^{*&}quot;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"

We note that the Transport Statement also identifies that the previously permitted office development (09/00369/REM) allowed 700 spaces for 22,000m² of office development, which would result in a ratio of 1 space per 31m² 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.

^{**} Like for like comparison to the proposed parking, excludes outline B1.



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 utislied 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 demonstrates 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

| Planning Application | AM | PM |
|------------------------|-----|-----|
| 2007 Appeal | 320 | 267 |
| 2009 Reserved Matters | 719 | 666 |
| 2012 Extension | 578 | 603 |
| 2014 BMW Showroom | 111 | 111 |
| 2014 Business Park | 441 | 460 |
| Extant Trip Generation | 552 | 571 |

(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

| | AM | | | AM PM | | | | Saturday | | | |
|-------------|---------|-----------|----------|---------|-----------|--------|---------|-----------|------------|--|--|
| Land Use | Arrival | Departure | 5 | Arrival | Departure | 5 | Arrival | Departure | 5 0 | | |
| 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

| | Wee | kday PM Peak H | lour | Saturday Peak Hour | | | |
|---------------------|---------|----------------|-------|--------------------|------------|--------|--|
| Stores | 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 | |
| Average | 8.94 | 9.27 | 18.21 | 10.80 | 10.80 | 21.6 | |

(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

| | Wee | kday PM Peak H | lour | Saturday Peak Hou | | |
|---------------------|---------|----------------|-------|-------------------|------------|-------|
| Stores | Arrival | Departures | Total | Arrivals | Departures | Total |
| Transport Statement | | | 157 | | | 248 |
| Holywell | 204 | 214 | 418 | | | |
| Wallasey | | | | 250 | 238 | 488 |
| Variance | | | +216 | | | +240 |

(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

| Weekday PM | Saturday |
|------------|------------|
| 666 | |
| 571 | 88 |
| 588 | 306 |
| 771 | 473 |
| | 666 571 |

^{* 22,000}m² B1 Office

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"

^{** 16,800}m² B1 office and BMW Car Showroom



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



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002.EH/P17-1167 7th 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 22nd 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.

Registered Office: Pegasus House, Querns Business Centre, Whitworth Road, Cirencester, Gloucestershire, GL7 1RT



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

29/6/2017

Dear Sir,

I am writing to you about two
planning issues I have learn't about this
week.

The first is the application to brild five houses in an Area of Outstanding Natural Beauty — the site off Timbercombe Lane and Little Herberts Road in Charlton Kings. AONB's one designated under the Law to postert them from such development. To flout the law by assaphance granting the application would, in my opinion, be pure vandalism.

The other inne is the Borough Councils proposal to redion the green belt boundary adjacent to the BMW site in Grovefield Way to make your for yet another supermarket. To do no would set a precedent for further

| mipping away at the green belt |
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| with these is none left. We |
| already have plenty of upomarkets |
| in Chettenham so there is no need |
| for another one. |
| I tout the Borough Council will |
| recognise its responsibility to |
| protect our natural environment |
| and reject both proposals |
| Yours uncerely, |
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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 yace in Cheltenham so there is no need for more.

BUILT

Red - 4 SEP 2017

ENVIRONMENT

Mrs E Pickernell Cheltenham Borough Council Municipal Offices Promenade Cheltenham

13th 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

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

5th 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 dargerous. 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.

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| Yours sincerely | |
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