

<b>APPLICATION NO: 18/01646/FUL</b>		<b>OFFICER: Mrs Victoria Harris</b>	
<b>DATE REGISTERED:</b> 15th August 2018		<b>DATE OF EXPIRY :</b> 10th October 2018	
<b>WARD:</b> Benhall/The Reddings		<b>PARISH:</b>	
<b>APPLICANT:</b>	Arlo Homes Ltd		
<b>LOCATION:</b>	Blenheim Villa, The Reddings, Cheltenham		
<b>PROPOSAL:</b>	The erection of two dwellings, and formation of new vehicular access		

## REPRESENTATIONS

Number of contributors	<b>44</b>
Number of objections	<b>44</b>
Number of representations	<b>0</b>
Number of supporting	<b>0</b>

Little Elms  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6RY

**Comments:** 17th August 2018

There are real road and pedestrian safety issues with this proposed development. Access either via the Reddings or Grovefield Way in such close proximity to the roundabout is an accident waiting to happen.

20 Holmer Crescent  
Up Hatherley  
Cheltenham  
Gloucestershire  
GL51 3LR

**Comments:** 4th September 2018

I just want to submit my objection to this proposal. I do not object to development of the site, but the vehicular access onto Grovefield Way, essentially a "ring road" is illogical and unsafe.

This is a very busy main road with 40mph limit, slowing to 30mph for the roundabout. We frequently use the footpath and cycleway. Cyclists would be in danger if this development was permitted as there would not enough vision to see any cars exiting the property.

It could also cause car accidents with any vehicles entering the property if they are approaching from the bmw development they would indicate left and cars behind them may simply think that they are indicating to turn left at the roundabout shortly ahead and not expect them to brake and turn so soon.

Hedgerows are important to maintain for wildlife and to counteract pollution. Allowing the resident to maintain the hedgerow puts them in a difficult position of needing to keep the hedge maintained, but not too much.

In view of the above this proposal does not provide suitable safe access.

7 The Grange  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6RL

**Comments:** 5th September 2018

This application is almost identical to the one submitted previously. None of the issues raised have been satisfactorily addressed. Large vehicles stopping to service the proposed houses would cause a serious hazard to users of Grovefield Way as well as the danger to pedestrians and especially cyclists using the pavement and cycle path caused by vehicles entering and leaving the proposed houses.

When Grovefield way was built I believe that there was a clear understanding that access to it would not be permitted which is why the end of North Rd. East is closed.

The application should be refused.

6 Frampton Mews  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6UG

**Comments:** 5th September 2018

I strongly object to the plans (which are exactly the same as the plans previously objected!).

Removal of the hedge will take away the buffer to residents for sound and pollution from the Grovefield Way distributor road.

We have already lost a significant amount of habitat for wildlife due to the BMW development.

Traffic levels are extremely high, and with cars not adhering to 40mph it is extremely dangerous for this vehicle access.

Changes will be unsafe for pedestrians, drivers, and cyclists.

Wolvercote  
Old Reddings Road  
Cheltenham  
Gloucestershire  
GL51 6SA

**Comments:** 5th September 2018

This proposal is inappropriate because of safety and because it reduces the utility of the cycle path.

Given that the current hedge along there (particularly near the junction of Grovefield Way and The Reddings) is almost completely over the cycle path, causing cyclists and pedestrians to occupy the same space, and that the hedge has grown out by more than the width of the large traffic sign near that junction; given that, the idea of "Retained hedgerow to be carefully pruned to ensure visibility splays are achievable" is simply not credible.

Without a proper legally binding and policed instrument to ensure the hedge is trimmed, I believe it won't happen. It already isn't for stretches of that very same hedge which is already not safe!

It will also result in yet another stop/start hazard in the cycle path, one reason so many cyclists just use the road. Let's not forget this is not just any cycle path, it's route 41. "National Route 41 of the National Cycle Network is a long distance route that when complete will connect Bristol, Gloucester, Stratford-upon-Avon and Rugby". One would interrupt the flow of the M5 with a roundabout just for a couple of houses. This is cyclist motorway.

Lynwood  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6RL

**Comments:** 25th August 2018

I object to this development for the following reasons:

- 1) The proposed access onto Grovefield Way would be dangerous. It is a very busy 40mph road and the driveway access would be very close to the roundabout. Grovefield Way and the housing on the east side of it were designed so there are no access points for the safety of all road and footpath users. Allowing access onto Grovefield Way would be a disturbing precedent for other proposals.
- 2) The access would cut across the cycle path, which is supposed to encourage cyclists. With the investment to improve the cycle path on Up Hatherley Way (going towards Morrison's), why would you place obstacles in the way here to discourage cyclists. Again, allowing access onto Grovefield Way would be a disturbing precedent for other proposals, which would completely negate the cycle path.
- 3) The hedgerow on Grovefield Way is a haven for wildlife and it would be a disadvantage to remove it - the same issue for the removal of trees on the plot to build the houses.
- 4) I do not feel that the proposal is consistent with the Cheltenham local plan, as it a 'garden grab' and removes green space and trees from the environment. This plan has required a huge effort from the Planning Department, and it should be adhered to. The new homes quota is already met in the plan.
- 5) I believe the proposal would exacerbate flooding risk, as I have noticed standing water on the ground in the plot.

This application seems substantially the same as the previous one, which was refused. Why are developers allowed to waste the council's time by asking for substantially the same thing again?

4 Pinewood Walk  
Pinewood Drive  
Cheltenham  
Gloucestershire  
GL51 0GJ

**Comments:** 4th September 2018

I am opposed to this planning application for reasons of public and highways safety. This development will set a dangerous precedent on Grovefield way to allow access on to this congested, fast road. The entrance to this development is too close to the roundabout, meaning that vehicles will assume that cars indicating left are going to use the approaching roundabout,

instead of turning to enter the property, potentially causing an accident. The hedgerow that will be effected by the access is imperative for wildlife, pollution management and traffic noise reduction in the Reddings, also requiring the new occupier to maintain the hedgerow in unenforceable and therefore unrealistic to expect. The cycle path on Grovefield way is in regular use and I fail to see how allowing vehicle access across the path is a reasonable and a safe option for both motorists and cyclists. This is an accident waiting to happen and I strongly urge to planning committee to reject the application again.

Maison Des Femme  
North Road East  
The Reddings Cheltenham  
Gloucestershire  
GL51 6RE

**Comments:** 6th September 2018

I object to this planning application for all the reasons given in the Reddings Residents Association document. This application does not address the reasons for which it was previously rejected so how can it stand up to any further consideration? and surely all previous objections should be re-considered as they equally apply to what appears to be an identical re-application?

4 Frampton Mews  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6UG

**Comments:** 8th September 2018

I think the erection of two dwellings accessing directly onto Grovefield Way less than a 100 yards from a busy round-a-bout is dangerous. It's in a 40 mile an hour section of the road and the access to the road would be across a dual walking and cycling pathway with limited visibility because of the hedging along that section of road.

The thought of vehicles reversing onto their drive or reversing off their drive across the path onto this busy road does not bear thinking about. This is what makes this proposal so dangerous because any vehicles accessing the site will have to reverse in one of the directions and the traffic is usually up around the speed limit at this point and with the bends in the road the visibility is not good.

There are no other dwellings on Grovefield Way, Cold Pool Lane or Up Hatherley Way which have direct access to this road apart from two dwellings on Cold Pool Lane which were there when it was just a quite country lane, however, their location is in a 30 mile an hour zone with very good visability.

6 Tylea Close  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6RB

**Comments:** 5th September 2018

I wish to object to this application on the following grounds:

This application is almost identical to the application that has already been rejected by CBC.

Grovefield Way is very busy at peak times and this application would be unsafe due to access being so close to a roundabout and crossing a busy cycle/foot path.

This application would also require removal of the hedge which serves as a buffer zone for noise/pollution from Grovefield Way to neighbouring properties.

6 Tibberton Grove  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6UH

**Comments:** 7th September 2018

I feel the application is basically the same as the previous application that was refused. I can see no evidence the applicant has addressed the reasons councillors refused it. I feel it should therefore be refused again

I am very concerned about the danger posed by having a concealed entrance so close to a roundabout. Accidents will be caused by cars indicating to turn into Blenheim Villas being mistaken for cars indicating to use the roundabout. There is a danger cars will be hit by others assuming they will be turning later for the roundabout.

I do not feel there will be suitable visibility given how close the turning is to a very busy roundabout, particularly given that cars do not always indicate.

I am concerned the loss of hedgerow will negatively impact nearby houses as it will reduce noise and pollution absorption.

Given the busy road I feel the houses may suffer from pollution in excess of EU levels and do not feel permission should be given for additional homes where pollution exceeds safe levels

Woodways  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6RL

**Comments:** 5th September 2018

I wish to object most strongly to the above application. My previous objections still remain valid and any amendments by the developer do not alter these.

I am particularly concerned about access to the properties which will involve crossing a footpath and a cycle path. The location of the entrance to the properties is so close to the Reddings roundabout as to present a real traffic hazard for anyone wishing to enter or leave the dwellings. I feel that this application has not been well considered and I foresee accidents happening especially at peak times.

I urge the Borough Council to reject the application on the grounds of common sense.

8 Old Reddings Close  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6SD

**Comments:** 5th September 2018

We totally object to the proposal to allow a new vehicular access onto Grovefield Way close to The Reddings Roundabout.

We have passed the area shortly after several accidents whereby vehicles have collided with other vehicles and also simply run out of road, ending up in gardens and hedgerows. Motorists for some reason believe that drivers on Grovefield Way have the right of way over Reddings Road and approach the roundabout at speed and do not slow or indeed stop at the roundabout. To open up such an access so close to the roundabout, would without doubt, introduce a further hazardous situation to the vicinity.

Accessing from the proposed driveway will have restricted visibility to both residents, people using the pathway and cycle track and motorists. Motorists approaching the roundabout already have restricted vision on other approaching traffic and do not expect a further input of vehicles so close to a busy roundabout.

As long time residents of the Reddings, we ourselves have suffered badly from an indiscriminate and badly thought out example of garden grabbing with an inappropriate means of access.

We urge CBC to totally reject this bad, dangerous and inappropriate development.

Tarnica  
North Road East  
The Reddings Cheltenham  
Gloucestershire  
GL51 6RE

**Comments:** 3rd September 2018

I am appalled that the developer has made a further application, after the Council had wholeheartedly rejected it on the grounds of safety.

I use this route to cycle to work and after encountering the dangers of North Road West due to inconsiderate parking, I cannot believe that the future safety of cyclists, such as myself, as well as pedestrians and parents with children, will be compromised following the development of an exit onto Grovefield Way.

While I understand that a representative from the Highways Agency suggested at the last planning meeting that oncoming motorists would be happy to give way to cars exiting directly onto Grovefield Way, I feel this is naive.

Grovefield Way is either congested bumper to bumper at rush hour times or subject to careless drivers exceeding the speed limit outside these periods. In either scenario this places cyclists and other path users at risk.

It is an accident waiting to happen and I hope that the Council will see sense at this stage and reject it again. Safety should never be compromised for the sake of a quick perceived profit.

29 Barrington Avenue  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6TY

**Comments:** 6th September 2018

The application is almost identical to a recent one and should be firmly rejected for the same reasons. The main reasons for my objection are the increase in the risks to pedestrians, cyclists and motorists by the proposed access, an increase in air and noise pollution by removal of the hedgerow ... as well as having a detrimental effect on wildlife in the area.

Iona  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6RL

**Comments:** 22nd August 2018

The previous application for this site was almost identical to this one.

The previous application 18/00704/FUL was refused by the planning committee on the grounds of safety, the entrance to the site crossed the grass verge, the cycle path and the pavement and was too close to the roundabout.

There is insufficient room for a refuse vehicle to get off the road and turn around when emptying the bins. The vehicle would have to reverse onto or off the site into 40mph traffic.

As these conditions still exist the application should be refused. It should not even get to the planning committee stage.

When Grovefield Way was built it was on the understanding that it was a distributor road which should not have accesses to private homes.

Flowerdale House  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6RL

**Comments:** 4th September 2018

I see this application as a repeat of the application submitted in April 2018. The changes appear to be restricted to the further decimation of the amenity hedge, designed to shield properties in the area from the traffic noise and fumes from the Grovefield Way Distributor Route.

My objections remain unchanged and are repeated below for ease of reference:

Whilst I can see the sense in the infilling of this garden scheme which will have enormous economic benefit to the landowner I have reservations on 3 counts which leads me to object:

1. This development is directly opposite Green Belt land which has been subject to speculative applications by a large local company and a housing development company, plus, I suspect, the owner of Chesnut Farm is watching this application closely. Close control needs to be maintained in this area to prevent inappropriate development and maintain the Green Belt barrier between Cheltenham, Churchdown and Gloucester.

2. The required removal of the hedgerow to allow the suggested access will have an impact on local wildlife which has already been significantly impacted by another local but major development (BMW). The street scene along Grovefield Way would be significantly impacted by a break in a continuous hedgerow from the nearby roundabout to the B&Q development save for a small gap to allow pedestrian access to North Road West.
3. Grovefield Way is a designated Distributor route which is severely congested at peak times, carries cars at 40mph (and often significantly higher speeds) and is on a quite significant curve. What is more the access is across a well used cycle track which helps the sustainable transport policy of the local authority which has been quoted in support for local employers GCHQ, B&Q, Asda and BMW. Another break in this cycle path is dangerous for cyclists and may well encourage cyclists to use the main carriageway as they will have one less break in the cycle path to cope with.

Whilst previous applications on this site have been rejected with access off The Reddings down the side of Blenheim Villa I think access here would be significantly better than that which is now proposed for the above reasons.

I therefore object to this planning application in this format

4 The Grange  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6RL

**Comments:** 30th August 2018

I am writing to object again to this proposal that has changed little since the last one and still will impact on:

- Safety of cyclists crossing the driveway.
- Destruction of the character of Grovefield way.
- Destruction of important wildlife habitat.
- Destruction of traffic noise screening.
- Lack of respect of local residents who have had to once again object to a land grabbing development.
- A junction too close to The Reddings roundabout is dangerous and would be contrary to the intention of the road when it was built as a link road i.e. there are no private dwelling access off it.
- Safety of traffic approaching the roundabout on Grovefield Way
- The design of the proposed dwellings is of insufficient quality to justify the loss of Local Green Space and therefore against policy.
- No site notice has been displayed despite wider interest, particularly amongst users of the shared path who may not live locally.



- Access should be via the existing property to prevent the destruction of a large stretch of important hedgerow for wildlife and residents sanity. I.e. blocking off of road noise already an issue with the destruction of screening on the A40 after BMW arrived.

Please respect the opinions of the majority of local residents and refuse this application again.

Carobs  
The Reddings  
Cheltenham  
GL51 6RL

**Comments:** 27th August 2018

We vehemently object to this planning application and endorse statements made at the original planning committee stage. A comment by JP at the meeting Thursday 19th July 2018 item 311 quote that :- In 2002 a similar proposal on this site was refused and nothing has happened since to change the view of that site. In fact the volume of traffic on Grovefield Way has increased enormously since 1992 when it was constructed endorsing the comment made by councilor Britter who stated that this development will place further strain on traffic infrastructure. Mr David Jones in support of the application stated there is no justifiable reason to withhold consent even though the planning meeting voted 10 to 4 against permission. SC at the same meeting stated that the hedge is an issue and who will be responsible for its supervision and enforcing its maintenance.

In his covering letter for the latest application dated 14th August 2018 page 3 Mr David Jones states "This belt and braces approach will ensure that the legal mechanism for private individuals to maintain hedgerow on highways land is enshrined within any planning permission so that occupiers will be immediately able to execute the required visibility. It will also comprise a part of the legal pack upon the purchase of the properties by all future owners and thus ensure that they are fully aware of their responsibilities to maintain an appropriate level of visibility through the maintenance of the hedgerow".

Does this in fact mean that the owners/occupiers of the houses have carte blanche to maintain the size and structure or removal of the hedges to suit their own requirements which might adversely affect the well being of any wildlife?

This second application has been ill conceived and should be dismissed.

22 Barrington Avenue  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6TY

**Comments:** 17th August 2018

I had thought that once planning was refused that meant that planning was refused but clearly this is not how this works. You keep proposing until everyone gets too bored of complaining anymore.

So my objections (like the plans) haven't changed since last week when the first plans were submitted.

However, I note that there is a measurement from my house to the new house (seemingly in millimetres to make it seem further) but this measurement does not take account of the 4 metres (or 40,000 mm) for the conservatory. (I know its glass so is transparent and difficult to see)

it also seems a bit disrespectful to the poor councillors who have worked hard to speak at the planning meeting where I believe the plans were refused.

is it all a dream?

Object - Road, dangerous, cycle path , wildlife etc.....

24 Barrington Avenue  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6TY

**Comments:** 5th September 2018

I would like to reinforce the concerns that we have already detailed previously, there is very little change to this application compared to the application that was recently refused by the CBC planning committee.

I strongly object to this application for two dwellings to be build on the garden within Blenheim Villa,The Reddings, Cheltenham for the following reasons:

1 - Approval of new housing under the JCS

There are already enough houses that have now been approved by CBC within the Joint Core strategy until 2031 to meet current and future requirements for Cheltenham. In the short term the very large developments currently underway in Leckhampton and Bentham to name a few, both of which are within 3 miles from this proposed development provide opportunity to purchase houses in the area. As at 06/05/18 there are currently 20 4 bedroom detached houses within a 1 mile radius of the applicants address for sale of which 6 of these have been reduced in price providing plenty of opportunity for people to move into the area in already establishes homes.

2 - Comprised Highway Safety

The location of the proposed access to this development couldn't be in a more dangerous position. Grovefield Way is part of a sensitive Highway Network and is a local distributor road and subject to congestion at peak times. The proposed access to the development is on a substantial curve and within the hardest braking zone of the approach to the Redding's roundabout and the fastest acceleration zone in the opposite direction. At rush hour AM and PM this would be an incredibly difficult exit to join the busy road. Any of the proposed vehicles trying to gain access to the site or leave the site would be significantly blocking the cycle/pedestrian path upon leaving the site and the road upon entering.

There is no provision for visitors parking or delivery vehicles, if vehicles/vans drive onto the site and into the central point allocated as the turning area especially when all of the 4 allocated parking spaces are utilised there would be no option but for them to reverse out of the site onto Grovefield way or the cycle path and pavement in an attempt to re-join Grovefield way. This is incredibly dangerous for pedestrians, cyclists and other vehicle users of Grovefield Way and goes against the Highways Agencies recommendations for safe access to and from the site.

The applicant has stated on their application for planning permission form dated 05/04/18 in section 7 that the plans 'incorporate areas to store and aid in waste collection' and that waste and recycling is 'as per CBC waste collection and recycling standard policy'. The CBC document 'Requirements for refuse and recycling provision at new developments' along with the Gloucestershire County Councils planning document 'Manual for Gloucestershire Streets has clear guidance on the type of roads that are suitable for refuse and service vehicles in new developments including those where a turning area is included. The proposed plans do not meet guidelines set out in either of these documents for safe access to development.

If the area is not suitable for refuse and service vehicles etc then the householders at these proposed new homes would have to place their waste at the kerb side which would be on the pavement/cycle path and the collection lorries would have to park up on Grovefield Way in order to collect their waste. As CBC operates a kerb side recycling scheme whereby the refuse collectors sort the recycling into the relevant areas of the collection lorry at the point of collection this could be for a substantial period of time and would surely lead to health and safety concerns for the CBC refuse workers and members of the public.

The same principle to the lack of safe access to this site would apply to other every day vehicles such as delivery vans, postal vans, utilities vehicles and more importantly emergency services vehicles such as fire engines or ambulances. If they drove into the development there would be no suitable parking for vehicles this size and this would result in vehicles either driving in and being forced to reverse back out onto Grovefield way or reverse onto the pavement and cycle path in an attempt to rejoin Grovefield Way or vehicles parking on Grovefield way and walking into the development. On such a busy 40mph road this is a disaster waiting to happen.

I also fail to see how large construction lorries/ cranes/ delivery vehicles and the workers associated with the development of the site will safely access the site to park and carry out the necessary deliveries of materials during the development stage without causing mass disruption on a very busy road at a poorly placed wholly unsuitable access point.

### 3 - Loss of wildlife

There would be a substantial detriment to long established wildlife should the suggested access point be approved. There are squirrels and I believe possibly bats present (evidence to follow) in the area around Tree T11 (Arboricultural Survey) and T4 (Ecological Appraisal) and a large area of hedgerow would be removed solely for the purpose of allowing access to the site. The Preliminary Ecological appraisal report provided by Focus Ecology - dated Feb 18 provided as part of the developers documents notes that:

#### Page 7 3.2 Protected/notable habitats

Hedgerows: Hedgerow 1 and Hedgerow 2 meet the criteria to be defined as 'species rich' as they both contain five or more native woody species (Defra, 2007). All of the hedgerows on site meet the environmental criteria (BRIG (ed. Ant Maddock), 2008) to be listed as a 'habitat of principal importance for the purpose of conserving biodiversity in England as listed under S.41 of the NERC Act 2006.

A large section of hedgerow 2 will be removed for the sole purpose of allowing access to this propose development.

#### Page 8 3.3 Protected/Notable Species

Birds: House sparrow and dunnock were recorded on site. The house sparrow is a red listed bird of conservation concern owing to significant decline in population of over 50% since recording began in 1969 (Eaton et alii, 2015). The house sparrow is listed as a 'species of principal importance in England under section 41 of the Natural Environment and Rural Communities (NERC) Act 2006. The Dunnock is amber listed due to longer term declines in breeding populations of more than 20% but less than 50% since 1969 (Eaton et alii, 2015). The report concludes that 'It is likely that both the house sparrow and the dunnock utilise the hedgerow and scrub on site for both nesting and foraging and they are therefore likely to be directly impacted by any future development of the site.

### 4 - Highways agency

The highways agency have quoted very specific measurements that the visibility splays would need to be cut back and maintained, the developer putting the liability onto the owners of these proposed new homes to carry out the works to the required standards on a very quickly growing hedgerow is both impractical and unjustifiable with potentially very serious consequences.

### 5 - Detrimental impact for residents of Barrington Avenue

The positioning of the houses would have a detrimental impact on our privacy, the new houses would directly overlook our garden, rear bedrooms and conservatory. The amount of trees that would need to be removed to make way for this development would be a substantial loss to the environment, our privacy and our current outlook. It is anticipated that we would also experience a significant increase in both noise and more importantly pollution from the traffic using Grovefield Way which is already a concern as well as light pollution without the large trees and hedgerow to block it. The purpose of the hedgerows is to buffer the impacts of the above for the nearby residents and the greater community, removal of an even greater section of this hedge is against this principal.

Innisfree  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6RT

**Comments:** 5th September 2018

Letter attached.

Fayrecroft  
North Road East  
The Reddings Cheltenham  
Gloucestershire  
GL51 6RE

**Comments:** 16th August 2018

I was very surprised to see that the developers have made a further application to build two houses on the Blenheim Villa site, with access directly onto the distributor road Grovefield Way. The first application was firmly rejected at the last planning meeting.

If any development was agreed in future then surely the access should be onto Reddings Road, not onto a busy and congested distributor road? This should be examined further rather than even contemplate the Grovefield Way access, which is an accident waiting to happen.

( Having dealt with the impacts of road fatalities, both personally and professionally, I would ask one simple question to anyone supporting this application:

What would you say to the members of the family of the bereaved?

I professionally dealt with one family whose parents were instantly killed by an HGV lorry slicing through their car as they pulled out of a hedge obscured exit onto a busy distributor road. The layout was virtually identical to the proposed Grovefield exit.

We also need to remember that road accidents may also lead to life changing conditions that severely impact on the individual and their families for the rest of their lives.)

While the desktop report may talk of "visibility splays" and quote dry statistics on traffic patterns, it raises a number of questions:

a) The size of the hedge precludes an amateur trying to do the work with a hedge trimmer and an extension lead. There is no mention of the likely cost of hiring professional contractors to do the work.

b) Would there be a need for future house owners to take out professional indemnity insurance to cover cost of any claims because of any failure to maintain the hedge?

c) How would any maintenance actually be enforced? ( Ignoring the times when the hedge cannot be cut anyway due to Wildlife and Countryside Act.)

d) How would any cost be shared between the 2 houses? I assume all the work would be done at the same time and costs apportioned equally, but having lived in a flat years ago when service charges were equally apportioned there were always problems with non payment and ill feeling amongst residents who paid.

e) Surely removal of any part of the hedge would be contrary to Local Plan?

14 .Health and Environmental Quality 14.4 In assessing the impacts of a development including any potential harm, the Council will have regard to matters including loss of daylight; loss of outlook; loss of privacy; and potential disturbance from noise, smells, dust, fumes, vibration, glare from artificial lighting, hours of operation, and traffic / travel patterns.

Any removal of part of the hedge would have a significant impact on the well being of the residents of Barrington Avenue through increased noise and pollution.

Furthermore the removal or alteration of the hedge would be against the Green Infrastructure section of the Local Plan:

16.6 In addition to its visual importance, green space contributes to an urban environment in other ways. By creating lower densities of development, it can reduce levels of activity in an area, thereby contributing to a more peaceful and relaxed ambience, a benefit equally important in commercial and residential areas.

16.7 Human life, health and well-being depend on a healthy natural environment. Vegetation contributes to the physical well-being of a town by absorbing carbon dioxide and releasing oxygen, so improving the quality of air. Acting as a baffle, it can also absorb and so reduce noise.

I feel that the hedge is a community asset that benefits the whole area and its wildlife. It is completely selfish to destroy part of it just to boost the profits of the developer.

f) The transport plan seems to suggest ignoring the shared space idea until further guidance is issued. Surely any plans should be placed on hold, not initiated, until guidance is issued?

It is ludicrous that this second proposal is even being considered. It is wasting very valuable Council time and resources that could be better used on more beneficial projects.

**Comments:** 3rd September 2018

I have been looking at the statement of regard by the Highway Agency on the consultee comments, which reads:

Consideration has been given as to whether any inequality and community impact will be created by the transport and highway impacts of the proposed development. It is considered that no inequality is caused to those people who had previously utilised those sections of the existing transport network that are likely to be impacted on by the proposed development. It is considered that the following protected groups will not be affected by the transport impacts of the proposed development: age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex, sexual orientation, other groups (such as long term unemployed), social-economically deprived groups, community cohesion, and human rights.

This is a wide ranging quote that seems to cover all the angles and seems very encouraging.

However it fails to address the question of the impact of increasing pollution on vulnerable people such as the elderly, the infirm and in particular pregnant women.

I found this article on the British Medical Journal dated 5 December 2017:

The conditions that a developing baby is exposed to in the womb can affect its growth and development, with lifelong implications for health.<sup>1</sup> Exposure to environmental chemicals and stress in utero can lead to functional changes in tissues, and predispose the child to diseases that manifest later in life. Being born small is the most well studied marker of such future ill health, with birthweight inversely correlated with cardiovascular and metabolic diseases.<sup>1</sup>

In this issue, Smith and colleagues (doi:10.1136/bmj.j5299) report that air pollution from road traffic, but not traffic noise, is associated with low birth weight at term.<sup>2</sup> The inference is that reducing exposure to air pollution from road traffic will not only improve the health of current adult populations, but has the potential to reduce the burden of non-communicable diseases in future generations too.

The association between air pollution, pregnancy complications, and childhood illness is not new. Small particle pollution exposure in pregnancy has previously been linked to fetal growth,<sup>3</sup> as well as preterm birth,<sup>4</sup> stillbirth,<sup>5</sup> and respiratory morbidity in children.

The proposed exit from the development will involve a large hole in a substantial hedge, which currently serves not only as an acoustic barrier, but as a baffle against pollution.

The article quoted by the Reddings Resident's Association on their website indicates the increasing recognition of the importance of hedges in reducing pollution.

It has become recognised that stationary cars running their engines is a major source of air pollution. If one looks at Grovefield Way in the rush hours the level of pollution is so thick it can be tasted.

The community hedge and hence valuable pollution baffle should not be destroyed or amended in any way just to benefit the developer for 2 houses.

The JCS has already identified areas to cover the house building target set by the government and these 2 houses do not make a significant contribution enough to justify the reduction in the hedge.

If the development is to be considered then the existing exit onto Reddings Road needs to be assessed for safety first, before even contemplating exiting onto Grovefield Way.

Lynwood  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6RL

**Comments:** 17th August 2018

I cannot believe that this proposal has come before the planning committee again after being previously rejected. On no account should permission be granted for any more accesses onto Grovefield Way particularly so close to a roundabout. Access would cut across the cycle lane which is there for the safety of cyclists. This should not be compromised by allowing this plan to proceed. The hedge bounding the property is a natural wildlife amenity and should not be removed. We have already lost valuable wildlife amenity with the construction of BMW. I would urge the committee to reject this proposal again.

27 Chalford Avenue  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6UF

**Comments:** 30th August 2018

Once again, this application does not seem to have made any significant changes to its submission.

Grovefield Way was constructed as a by pass to The Reddings, providing a way to minimize noise to Reddings residents with the planting of hedging and trees, and provide good cycle paths and pedestrianization around the area. Each of these factors will be compromised by the proposed access for these houses. Not to mention the already crowded amount of traffic which uses the road, and does not stick to the 40 mile an hour speed limit, and this traffic will increase with more development on the BMW garage site. Joined up thinking is needed here. Given that there is already vehicular access on to Reddings Road, this is no real problem with continuing this.

The cycle path and footpaths are insufficient in this area anyway, so cutting them in two will only exacerbate this problem.

I strongly object to the access point on to Grovefield Way.

Springfield  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6RY

**Comments:** 4th September 2018

Here we are again with a developer trying to push through an application after it has been rejected, by just adding minor tweaks.

The fact remains that a) vehicles still need to straddle/block a cyclepath and footpath in order to wait for a gap in traffic on a 40mph road and b) a large section of the hedge will have to be removed. In fact, extraordinarily, this second application has increased the opening in the hedge still further.

Following Gloucestershire Highway's embarrassing representation at the last planning committee meeting considering development on this site, it is obvious that committee members have more commonsense than the department. Their representative seemed to think it acceptable for drivers exiting the site to wait for oncoming drivers to flash their headlights to allow them to join traffic!! This is contrary to the Highway Code and shows the level of understanding that Gloucestershire Highways has of the area.

The hedge is an important community amenity, providing a buffer for noise and pollution for the health benefit of local residents. Poor air quality and noise have already resulted from the huge increase in traffic in the area. Pollution is something that affects all residents, as was recognised by the designers of Grovefield Way, and was why the hedge was planted in the first place. This application also involves the reduction and removal of further trees and vegetation on the site. Anything that we have to mitigate pollution should be protected not ripped down to service 2 houses.

Once again we have a developer who believes that it is acceptable for the serious question of visibility splays to be waved through by use of a weak Highways department and loopholes in the

local plan. We have all seen from BMW's travel plan that conditions are woeful and unenforceable and residents suffer as a result. The Section 142 of the Highways Act 1980 referred to by the applicant as a "solution", identifies that the "licensee" (in this case the owners of the properties) can just choose to surrender the licence or indeed cut the hedge down completely. There is no mechanism to "secure right in perpetuity" that the applicant suggests. In the "real world" how many people will go to the effort and cost of maintaining a 5m high hedge? In order to maintain it safely, the hire and use of mechanical plant is required - not just someone on a step ladder, so the Health and Safety CDM Regulations are also being breached by the designers. It is more plausible that the householder will just surrender the licence to save the £5 million public liability insurance premium they will be obliged to take out. Alternatively, they will let the hedge grow unchecked and rely on "edging out" their vehicles onto the cycle path. They will also be at liberty to drastically reduce the full height of the hedge. This would create an eyesore on the gateway to The Reddings, not to mention impact further on the already beleaguered wildlife of the area. This is contrary to many of the retained planning policies and is entirely contrary to the emerging local plan.

There is currently only limited access onto Grovefield Way for good reason; it is a 40mph major distributor road, not a minor estate road. None of the nearby houses or caravan parks have access onto Grovefield Way. To grant direct access onto it for what is, essentially, a garden grab for 2 private houses is totally unacceptable, particularly as the Cheltenham housing quota is assigned, filled and exceeded through to 2031.

This application should be refused so as not to endanger or inconvenience cyclists, pedestrians, babies in pushchairs, mobility scooters and young children, or tear down a large chunk of the vital hedge. Approval will be to the further detriment of the health and safety of local residents and road users, and will only benefit the developer. It will also benefit other future developers seeking to justify inappropriate development, using this as a precedent. This application is madness and must be refused.

7 Chalford Avenue  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6UF

**Comments:** 5th September 2018

I object to this because I believe the access required from Grovefield Way is inappropriate. The roundabout is dangerous enough as it is without having another access immediately in front of the roundabout from Grovefield Way. It also seems inappropriate to assume that access can be granted across a Council owned buffer zone that provides a noise and pollution buffer to homes as well as promoting wildlife. Such an access would also have a health and safety issue for users of the footpath/cycle path. Grovefield Way originally was supposed to NOT have any additional access on to it and that is why North Road East was closed off at the junction with Grovefield Way. Why is this any different.

I am also surprised that a planning application that is to all intents and purpose the same as the one rejected a few weeks ago. If this home owner is really intent on having properties in their back garden then they should be compelled to use the existing entry/exit to the property (which is also dangerous because cars are often parked immediately on the roundabout. Please reject this application as you did before.



March House  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6RL

**Comments:** 24th August 2018

This application is virtually identical to 18/00704/FUL which was considered by the Council Planning Committee Meeting on 19 July 2018 where permission was REFUSED.

As far as I can see, the only difference between the current application and 18/00704/FUL is that the opening in (and shape of) the hedge between the site and Grovefield Way has been increased in width by about 1.2 meters, (requiring further parts of this mature hedge to be destroyed). This makes no material difference to the reasons for refusal agreed by the Planning Committee, set out in the refusal notice.

Grovefield Way was designed as a DISTRIBUTOR ROAD, with a 40mph limit. In its first 19 years of existence access from it to individual properties has never been permitted. The hazards associated with the provision of a vehicular access to a single pair of properties across a cycle way are obvious. When you consider also the hazards that would result from vehicles waiting in the middle of this busy road to turn right into the proposed access, or delivery vehicles obstructing the carriageway, it is crystal clear why the proposed access should not be permitted.

Should this access be permitted, this could be then be used as a PRECEDENT for other developments on land adjacent to Grovefield Way. Grovefield Way would then cease to be a distributor road becoming a housing estate access road. Thus the primary function of this important traffic artery would be lost.

Finally, the proposed access on to Grovefield Way is totally unnecessary anyway since the proposed layout of the Blenheim Villa site could almost certainly be amended to provide a vehicular access to the two new properties via the existing access to the 'original' Blenheim Villa from The Reddings. Thus the two new houses could still be built without destroying the hedge and avoiding the dangers to the rest of the public that access direct on to Grovefield Way would cause

For all of the above reasons this application should be REFUSED.

The Hedgerows  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6RL

**Comments:** 21st August 2018

This proposal seems to be fundamentally the same as the application submitted previously (Ref: 18/00704/FUL). An application that was resoundingly rejected.

The cover letter submitted with the current application claims that this revised scheme addresses the objections to the previous scheme, when it clearly does not. The fundamental objection being that of safety. The secondary objection being harm to the environment and the character of the area.

Therefore my objections to the previous application apply equally to the current proposal, namely:

1) There are very serious safety issues with the proposed location of the vehicular access to the site. An access intended to serve two very sizeable family houses, yet located on a very busy 40 MPH distributor road, positioned adjacent to a roundabout and traversing a well-used cycle path.

Also, there does not appear to be sufficient provision for the accommodation of refuse bin and recycling lorries and other service vehicles delivering to/collecting from the site. Such vehicles will inevitably park-up on the distributor road, adjacent to the roundabout, creating a very serious safety issue in this location.

2) The development of this garden land with the consequent loss of yet more valuable green space, trees and hedgerows would be detrimental to wildlife, the environment and to the character of the location.

I urge you to refuse permission for what is essentially the re-submission of a scheme previously rejected by the committee.

5 Springfield Close  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6SE

**Comments:** 6th September 2018

Yet again there is a "server problem", so I can't make comments directly on the Planning Department's council website, hence this email.

I would like to object to this repeat application for two houses on land behind Blenheim Villa.

As before, the question of access to and from the site is the key issue.

Destroying a hedge, which I understand is not owned by the applicant, to allow access is a problem. Is this allowed?

Grovefield Way has a speed limit of 40 mph, not always adhered to by drivers, so getting out of the site turning left, could well be difficult at busy times and turning right positively dangerous. The road curves, so visibility is an issue.

As there is a footpath and cycle lane, vehicles entering the site could well have problems if pedestrians and/or cyclists are using the footpath and would be responsible interrupting the natural traffic flow as they waited to enter the site.

Similarly vehicles leaving the site would have to take into account the curve in the road and the speed at which cyclists use the cycle lane.

Of course pedestrians and cyclists would have to wait while vehicles attempt to join Grovefield Way at busy times.

I understood that when Grovefield Way was planned, no side turnings were permitted apart from those for agricultural vehicles into fields. If this application is allowed, a precedent will have been set, other applications will surely follow and the notion of a feeder road with only roundabouts to local areas will no longer apply. Of course the developers of Cotswold BMW have been allowed to do this, so in fact a precedent has been set already.

The issue of access for bin collection is a serious one. Would the large vehicles have to stop on Grovefield Way? Or should there be access along side Blenheim Villa? In which case why not re orientate the whole plan 180degrees and have access to and from the houses via The Reddings?

4 Shakespeare Cottage  
North Road West  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6RF

**Comments:** 26th August 2018

Why has this application even been registered? It is virtually indistinguishable from the previously refused application. Have CBC not learnt anything from their handling of the Grovefield Way applications?

The addition of pavements on the "revised" proposal only increases the width of the hole to be made in the existing hedgerow.

The promised undertakings regarding maintenance of the Highways owned hedgerows are unrealistic and unenforceable. False promises in order to gain an approval which are then reliant on an enforcement regime which has been shown to be toothless and ineffective on all issues in the area recently.

As such our objections remain:

1. The application site indicated by the red line still does not include land where works are required to achieve the visibility splays indicated in the Highways Technical Note. This land should be included in the application and a notice served upon the owner (presumably GCC Highways). At present it gives a false impression of the works required.

2. A site notice has yet again not been displayed despite wider interest, particularly amongst users of the shared path who may not live locally.

3. The design of the proposed dwellings is of insufficient quality to justify the loss of Local Green Space and therefore against policy.

4. Highways issues:

- The visibility splays shown cannot be achieved without significant cutting of existing hedgerow and removal of a large traffic sign. The drawings do not accurately reflect the current situation where hedgerow steps out and covers half of the shared cyclepath as you approach the roundabout.

- The creation of a junction so close to The Reddings roundabout is dangerous and would be an aberration on Grovefield Way and contrary to the intention of the road when it was built as a link road i.e. there are no private dwelling accesses off it.

- Cars existing the roundabout towards Arle Court may immediately be confronted by vehicles waiting to turn right into the development.

- It is not clear who will have to give way where the proposed access crosses the cyclepath. It appears as though exiting cars will have to make a two stage departure but it is still likely that cars will end up straddling the cyclepath at times. Users of the cyclepath will not be expecting a junction of this nature.

- Cars exiting the roundabout towards Arle Court have the possibility of being faced immediately with stationary vehicles waiting to turn right into the new properties.

- The crossover point would effectively become a shared space and contrary to the Inclusive Transport Strategy.

5. All but one tree appears to be proposed to be removed from the site with limited new planting. Hedgerow will have to be severely cut as above and this would represent an unacceptable puncturing of the green buffer zone along Grovefield Way.

2 Tylea Close  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6RB

**Comments:** 5th September 2018

This proposal is almost identical to one that has already been refused for very good reason.

Grovefield Way is already overloaded with traffic and when it was built there was a deliberate policy not to have access to it from properties. This was because it would be unsafe. This has not changed, in fact with the huge increase in traffic it would be even more unsafe.

Balquhidden  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6RY

**Comments:** 11th September 2018

As a long time resident of The Reddings, a car user, and cyclist using the cycle path on Grovefield Way I object to the planning application to build two houses on this site. Motorists coming off Grovefield Way are travelling at speeds which make it extremely dangerous if vehicles are entering and leaving these premises. When Grovefield Way was planned the aim, I remember was to keep to the flow of traffic to the maximum without too many access roads!!! This planned drive to these two houses will interrupt this flow and be extremely dangerous because it is so close to the busy roundabout. I agree with all the other objections and am very surprised having been refused on safety grounds, that another application is being made. Again I think this application should be refused on safety grounds and fail to see why another application has been made....

15 Appleton Avenue  
Cheltenham  
Gloucestershire  
GL51 6TS

**Comments:** 5th September 2018

We object to the proposed development, and implore the planning committee to refuse the application.

Crossing The Reddings on the corner next to this roundabout is already hazardous for pedestrians, runners and cyclists due to the speed at which vehicles approach the roundabout, and frequent lack of signals. There are frequently vehicles parked on the road adjacent to the roundabout, which also need to be negotiated. Crossing the road safely with small children is already challenging.

Adding another access onto Grovefield Way will add an additional hazard within this short stretch of busy road. Vehicles crossing the mini-roundabout then turning right into this new access will cause traffic to queue onto the roundabout. Other vehicles then approaching the roundabout via The Reddings or Grovefield Way will have to wait until they can clear the roundabout. It is

reasonable to assume a clear exit from this roundabout, not having to then come to a further stop within a few feet. This feels like an accident waiting to happen.

Grovefield Way is an increasingly busy road. Joining this road from the proposed new access is likely to require vehicles waiting a minute or two before the road is clear. Waiting vehicles will be obstructing the existing footpath and cycleway. Vehicles will then need to join Grovefield Way at speed when there is a lull in the traffic. The whole manoeuvre would put both pedestrians, cyclists and existing road users in danger.

As others have commented, the access described is insufficient to allow for refuse collection vehicles to access the new properties. Similar concerns exist with delivery vehicles, and vehicles involved with the construction activities themselves. It is likely that vehicles will end up parked on the verge or cycleway.

The hedge that will need to be destroyed in order to facilitate this unnecessary development is clearly mature. Removal of this will take away the habitat of various animals, together with a necessary sound and pollution buffer from the busy Grovefield Way.

On this basis CBC should refuse this unnecessary and inappropriate development immediately. This also needs to avoid establishing a precedent that developers can chop additional accesses onto Grovefield Way whenever they see fit.

11 Barrington Avenue  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6TY

**Comments:** 17th August 2018

I object to this proposal, there is a serious health and safety risk to pedestrians, cyclists and cars. The traffic speeds along Groviefield Way as it is, and for an entrance to be put along that road and so close to the roundabout is a definite accident scenario. I live off north road east, we have no direct access to Grovefield way, and wouldnt want it. The path is for pedestrians and cyclists, has been for over 20 years, this proposal was rejected, so what on earth has changed that it has been re submitted.

18 Barrington Avenue  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6TY

**Comments:** 26th August 2018

My wife and I have lived in Barrington Avenue for over 20 years and witnessed a huge increase in traffic along Grovefield Way, even more so since the BMW showroom was built. Access off this road to a new development which would also be very close to the Reddings Road roundabout would be a ridiculous and very dangerous thing to do. This should not be allowed and it is very disappointing that a planning appeal has been lodged so soon after the last one was overwhelmingly rejected. The developer obviously hopes he can railroad this through the planning committee despite virtually no change to the original application. I have spoken to many of my neighbours and locally based residents all of whom think that it is far too dangerous to proceed with this application. An accident is waiting to happen should it go ahead. It must be refused again

1 Barrington Mews  
Barrington Avenue  
The Reddings Cheltenham  
Gloucestershire  
GL51 6TZ

**Comments:** 5th September 2018

I primarily object to the 'pruning', more likely will be wholesale removal, of the well established and substantial hedgerow that benefits many many homes in The Reddings as a baffle for noise and pollution from the ever increasingly used distributor road (Grovefield Way).

The speed which vehicles approach and leave the close-by roundabout will make getting in and out of the proposed driveway dangerous for all road users.

The footpath and cycleway are fairly well used, and I would fear occupiers whizzing across it to get out of the way of Grovefield traffic, putting those users in unnecessary danger.

7 Roxton Drive  
Hatherley  
Cheltenham  
Gloucestershire  
GL51 6SQ

**Comments:** 5th September 2018

I object to this application for so many obvious reasons, but the traffic along Grovefield Way is already gridlocked at peak times and very fast moving at off peak times. Having vehicles now trying to exit and enter this proposed entrance is only going to make things worse but very dangerous as well, not only for vehicles but cyclists and pedestrians alike.

Removal of the hedgerow will not only impact on wildlife in general but especially the bat population we have in the area.

When will developers realise that the area in and around the Reddings is at saturation point now, and try and make their "fast buck" somewhere else.

42 Fernleigh Crescent  
Cheltenham  
GL51 3QL

**Comments:** 5th September 2018

This is not simply a matter of Road safety, though I believe there to be an issue here as raised by the CBC planning committee in their rejection of the previous application. Positioning an entrance from Grovefield Way, just to access two residential properties is surely a significant misuse of a distributor road.

Were there to be a proliferation of such entrance there were be significant added congestion on the this road. Even as it is, a vehicle on this busy road, waiting to turn right into the new property from The Reddings direction in peak hours, could become the source of a traffic build up which blocks the roundabout at Grovefield Way/The Reddings. Such a build up could itself be a hazard.

The whole reason for having a distributor road is to allow traffic to flow freely and safely, at reasonable speed, and adding a residential access is a negation of that principle.

9 Frampton Mews  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6UG

**Comments:** 22nd August 2018

I strongly object to this application on the grounds of:

1. The entrance/exit to the site still crosses a cycle-path and footpath in order to reach/exit a 40mph road, very close to a roundabout. It is simply going to be too dangerous to pedestrians, cyclists, and other road users! There are existing problems with drivers speeding along Grovefield Way . I can only see increased risk of a serious accident if this proposal goes ahead.

2.A large portion of hedge will need to be removed in order to facilitate the development.

In the first place, this hedge was provided as a community amenity as a buffer to residents for sound and pollution from the Grovefield Way distributor road.

Secondly, the hedge provides cover, habitat, and protection for wildlife in the area. We have already lost a significant amount of habitat for wildlife due to the BMW development. We cannot keep losing habitat to the increasing detriment of the local wildlife as well as the risk of helping to increase pollution levels in the area.

3. There seems to be no provision in the plans as to who will be responsible for any maintenance of the remaining hedge if the development goes ahead, which leads back to my initial statement regarding road and traffic safety around the entrance/exit to Grovefield Way if there is insufficient maintenance resulting in reduced visibility to road/path users.

4. It is likely that large vehicles (delivery vehicles) will end up parking on the path and/or road of Grovefield Way further adding to traffic problems in the area which have increased significantly following the development of the BMW, B&Q, and ASDA sites. We have significant gridlocks especially in the morning and early evening with cars queuing to access the A40 from the surrounding roads. We do not need to exacerbate that problem even further!

9 Chalford Avenue  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6UF

**Comments:** 5th September 2018

Grovefield way is a very busy road and would not be safe for a driveway to open onto it. Also, there is now more reason to keep the buffer zone, trees etc., the pollution must be an issue and it also keeps road noise down.

Niamey  
North Road East  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6RA

**Comments:** 17th August 2018

I am most concerned to see that a "revised" application has been submitted.

I object to this application on serious concerns over access and risk to life and limb near this busy road junction.

Having regularly seen the speeding traffic approaching the junction an access here is an accident waiting to happen.

The pathway is for both pedestrians and cyclists and traversing this would present real danger to users.

I would ask that once again this application is rejected.

24 Appleton Avenue  
Cheltenham  
Gloucestershire  
GL51 6TS

**Comments:** 5th September 2018

This will yet further damage the cycle way that has been badly weakened (and it's safety reduced already) to a weak and short version of itself. Why spend eight weeks sorting out the next section and then damage the original?

To reduce the safety of a very busy road as you approach a roundabout is really not sensible. The opening of one entrance where there has been a policy so far to ensure only the minimum and existing fields and houses have access will be broken. This will result in an inability to refuse others to be granted access in the future.

There is ample room for access to the side of the existing house (Blenheim Villa) sharing the same access (or for safety moving it away from the roundabout by 6m or so) onto The Reddings, there is no need for any access onto Grovefield Way

Fernleigh  
The Reddings  
Cheltenham  
Gloucestershire  
GL51 6RY

**Comments:** 11th September 2018

As far as I can see, there are two strong reasons for refusal:

Safety: The visibility splays - altered for this latest application - require hedgerow maintenance in order to be achieved. It seems to me that planning conditions, attached to successful applications, are very rarely enforced and it is therefore fanciful of Glos Highways to assume this requirement will be adhered to. Hedges will almost certainly grow out, and the splays will not be achieved.

Traffic on Grovefield Way has hugely increased in latter years, and speeds often exceed the 40mph limit. It seems movements off the proposed site would be unsafe. I believe the application would lead to refuse lorries and other delivery vehicles pulling up on the side of the road (Grovefield Way). This would cause danger and delays.

The proposed access is across a cycleway, increasing danger.



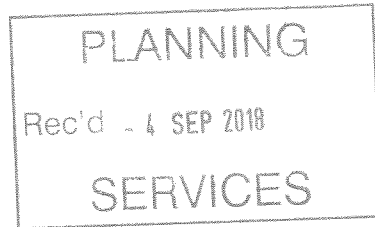
If this application goes through, an onslaught of applications to have access off Grovefield Way will be forthcoming, as developers try to build on local fields/submit more garden-grabs. This sets an unhelpful precedent.

When Grovefield Way was built, it is my understanding, additional access points were not acceptable - for good reason.

Hedgerow: Significant amounts of the hedgerow will need to be removed. These hedges are a wildlife habitat (as are the trees on the site). The hedgerow also acts as a barrier for noise and pollution.

I additionally stand by the comments made by others here and I believe the local residents association has made a full case against the application, which I endorse.

I object.



Innisfree,  
The Reddings,  
Cheltenham,  
Glos  
GL51 6RT

1<sup>st</sup> September 2018

Your ref: 18/01646/FUL

Dear Madam,

**Proposal: The erection of two dwellings and formation of new vehicular access to Blenheim Villa, The Reddings, Cheltenham**

I feel very strongly that the proposal for two dwellings and vehicular access should not be allowed for the following reasons.

1. The building of two more dwellings with vehicular access in close proximity to the already very busy roundabout will have a major impact on all the other residents who live close to the roundabout.
2. There is a high volume of traffic on Reddings Road and having even more cars will certainly add to it.
3. There is a safety issue for pedestrians and cyclists as the access to the proposed development, which is close to the roundabout, crosses the footpath and cycle path.
4. Buses and refuse collectors already can cause problems when turning into The Reddings at the roundabout. It would be dangerous and hazardous for the refuse collectors to park their vehicle outside the proposed dwellings in order to collect the refuse.
5. There will be an increase in pollution and noise from Grovefield Way distributor road when a considerable amount of the hedge has to be removed in order for the development of the dwellings.

Yours faithfully,

