

APPLICATION NO: 18/01004/FUL	OFFICER: Mr Joe Seymour
DATE REGISTERED: 23rd May 2018	DATE OF EXPIRY : 22nd August 2018
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 5,914 sq.m of commercial office space (Use Class B1), 502 sq.m day nursery (Use Class D1), 1,742 sq.m food retail unit (Use Class A1), with associate 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 (resubmission).

ADDITIONAL REPRESENTATIONS

Wolvercote,
Old Reddings Road,
Cheltenham,
Gloucestershire
GL51 6SA

Comment: 10th October 2018

The changes to the planning application notwithstanding, my previous objections still stand.

15 Appleton Avenue,
Cheltenham,
Gloucestershire
GL51 6TS

Comment: 10th October 2018

And here we are once more... just when we thought this had been opposed and refused once. We again oppose the proposed development, for exactly the same reasons as before. The Reddings Resident's Association have done a sterling job of investigating and presenting the facts in their report, we concur with their findings.

Please, CBC, do the right thing and refuse this application again.

At the time of writing there are 171 objections to this application, and 339 to the previous application. The numbers speak for themselves - nobody (other than the developers, it seems) wants this development to be built!

Balquhidder
The Reddings
Cheltenham
GL51 6RY

Comment: 11th October
Letter attached.

March Winds,
North Road East,
Cheltenham
GL51 6RE

Comment: 11th October 2018

I strongly object once again (for the third time) to the proposed development on the land at North Road West, Grovefield Way. I agree with the points raised in the document written by the Reddings Residents' Association. I am particularly worried about the increase in air, light and noise pollution, the major increase in traffic that this will bring about and the destruction of the wildlife habitat.

Fayrecroft,
North Road East,
The Reddings
Cheltenham,
Gloucestershire
GL51 6RE

Comment: 11th October 2018

have been reading the officer report recommending to permit the hybrid development of Grovefield Park and have a few comments.

a) Why is only half of the very comprehensive and well researched document by The Reddings Resident's Association shown on the report? The document has 92 points and yet only up to 45 are shown. Indeed point 45 stops mid sentence. At best this shows that the officer report was not checked sufficiently. I can only assume, that alongside previous official errors on Grovefield Way issues, such as misquoting the actual speed limits and giving motoring advice contrary to the Highway Code, it is just carelessness.

At worst it is a way of withholding information. I am sure this is not the case.

Whatever the reason, not to publish the whole document is an insult to the document writers who spent over 100 hours of unpaid voluntary work to produce it.

b) The report acknowledges the high traffic volumes experienced on Grovefield Way:

6.7.4 "Officers do not dispute the high traffic volumes that are experienced in the vicinity of the site in and around Grovefield Way and the Arle Court roundabout. The development would increase vehicle journeys to and from the area which would likely see a rise in NO2 levels. However, there is no evidence available to indicate that the proposed development would raise NO2 levels to unsafe levels above an annual average of 40 g/m³ on a regular basis, as experienced in the town centre locations where the urban density is higher than the application site"

This section admits there is "no evidence available". I admit that on occasion the English Language can be ambiguous, but does on face value does this mean:

a) Effective testing and analysis was carried out on this specific site and the results indicated that pollution levels were within acceptable limits.

Or

b) There was no evidence because no testing was carried out on this specific site.

Of course it is option b).

The previous paragraph says the most recent test was in 2016 in Princess Elizabeth Way and in 2013 in Telstar Way. (The only other testing I was aware of was the pollution monitor placed on Reddings Road near Badgeworth Road, but this was purely for calibration purposes). Since this testing was carried out BMW has opened.

It does not and cannot take into account any possible increases from the hybrid park and nearby nursing home being completed, nor any increased traffic flows from the Cyber Park, West of Cheltenham development or new Leckhampton School.

The argument about "urban density" is also questionable. Grovefield Way is a distributor road and motorists use it as a way of accessing the A40 and M5. One of the reasons for blocking Boots Corner was to discourage through traffic away from the town centre to alleviate pollution levels in this specific area. This has proved to be very controversial and yet it is a credit to the Council to show its great commitment to looking at the pollution problem, despite almost universal condemnation. Only time will tell if this is a successful strategy or not, but it is only by implementing a rigorous testing period will solid effective results become available.

It would be inconsistent for the Council to allow the hybrid park to be completed without a rigorous and independent pollution monitoring programme being carried out on site first. It is only now that traffic pollution is being recognised as a serious threat to health, as seen by reports published in the British Medical Journal and, very tragically, the death of a 9 year old girl in London.

Only history will say how injurious traffic pollution was to health. But as an example would you leave your pre school child or grandchild to play on the hard shoulder or embankment of a motorway or dual carriageway for up to 12 hours a day? Of course you would not, that would be ridiculous. But 40 years ago you were quite happy to have children playing with asbestos mats in chemistry lessons. Would you allow it now? Of course not; that would be appalling.

So I would urge anyone taking part in the decision making process to ask them one simple question:

" If an effective pollution study has not been carried out on site, would I be happy to send my child or grandchild to a nursery on this site?"

If there is any, any doubt at all, the sensible decision is to either to refuse the application or defer any decision until clearer data is available.

Your conscience will guide you.

Comment: 12th October

I found these very interesting points within Annexe 1- Outdoor Air Pollution within the Annual Report of the Chief Medical Officer (for the UK) 2018 :

"Air pollution influences the developing foetus, increasing the risk of premature birth, decreasing birth weight, promoting intrauterine growth retardation, reducing lung function at birth. Since infant's and children's lungs are still growing and maturing, any deficit in growth will have an impact for the whole of the child's life. Many cross sectional studies have reported lower lung volumes in children living in more polluted areas and longitudinal studies e.g. the University of Southern California (USC) Children's Health Study show this extends

to adult life. Living close to a busy road increases the risk of developing asthma in childhood, even when confounding factors are taken into account. The contrasting lack of association between asthma onset and urban background pollution, and the strong associations between proximity to traffic arteries and asthma suggests that those pollutants occurring at very high concentrations along street corridors play a role in the genesis of asthma. Many studies have reported associations between lung function and pollution and a few also suggest that air pollution may also contribute to the development of COPD".

Set against this background how can a new pre school nursery can be built before an on site pollution study is carried out? It was reported in April 2017, following a report from Greenpeace, that more than existing 1,000 nurseries were sited close to roads where the nitrous dioxide levels exceeded legal limits. These nurseries cannot be moved, but any new site must be examined carefully first before permission is granted.

This subject is too important to be swayed by any initial profit or revenue attractions. Already it is believed traffic pollution contributes to 40,000 deaths a year in the UK.

Our future generations must be protected.

I feel Cheltenham Borough Council have an opportunity not only to protect vulnerable children now, but create a very important national precedent for all councils nationally by instigating a scientifically valid study first.