

Date and time: 19:30 hours, 14 March 2018

Venue: The Reddings Community Centre, North Road West, The Reddings, Cheltenham

Those present:

The Reddings Residents Association (TRRA)	-	Gary Fulford (GF), Chairman
The Reddings Residents Association (TRRA)	-	Simon Willis (SWi)
The Reddings Residents Association (TRRA)	-	Lorraine Fulford (LF)
The Reddings Residents Association (TRRA)	-	Adrian McKie (AVM), Secretary
The Reddings Residents Association (TRRA)	-	Tony Smith (TS), Treasurer
The Reddings Residents Association (TRRA)	-	Clemens Orth (CO)

Apologies:

Councillor Nigel Britter (NB)
Councillor Mike Collins (MC)
Doug McGregor (DM)

Guests

Prospective Councillor	-	James Russell (JR)
The Reddings Residents Association (TRRA)	-	Paul Barnes (PB)

1. **Previous minutes:** Agreed.
2. **Nigel Britter:** As **NB** did not attend the meeting and had not provided any updates on his actions arising from the last meeting (despite requests), the committee could not be updated with the points he was going to cover.
3. **Website:** **CO** said that the infrastructure was in place for the website, but owing to very tight time constraints he had been unable to do any work on it. **SWi** said he would be pleased to look into it.
4. **Simon Wheeler:** As **SW** did not attend this or the previous meeting, and had not emailed any updates on requests for actions detailed in the minutes arising from the last two meetings (despite requests), the committee could not be updated.
5. **Items awaiting action or update from Councillors (taken from our email to them of 19 March 2018):**
 - We need the planners and the Councillors to decode the local plan in plain English for residents and be accountable for it please.
 - “We” (the residents of The Reddings) need coherent views on the Local Plan and the massive, very local effect on The Reddings, and we need an accord with you on it.
 - The next committee meeting is not until 9 May 2018, ie, after the "consultation" has ended. It will be too late for action. An urgent special meeting now needs to be arranged please.
 - We need action on the deteriorating condition of North Road West due to the water off the Grovefield site. A joint meeting with Councillors, STW, Highways, Amey/Tarmac & gas utilities is long overdue. In isolation each is blaming the other. The road is National cycle network designated and is dangerous.
 - We need enforcement action on the Grovefield site which should not be being used as a builders' yard as it does not have permission.
 - We need BMW parking to be resolved.

- We need compliance on contractor parking to be resolved on the Cotswold View site because it is creating traffic and pedestrian danger around Springfield Close & North Road West/The Reddings/Reddings Road junctions. Much as we said it would.
- We need the pollution in the area to be investigated and resolved.
- We need speed control measures on The Reddings/Reddings Road in the form of the portable speed sign.

6. North Road East roundabout and parking: **SWi** reported that many drivers were driving straight over the North Road East roundabout. While traffic calming had been requested in the past it had been declined as Reddings Road was a primary bus route. **JR** suggested the centre of the roundabout could be built up. **GF** mentioned that there was already a problem in the area with visibility, which was being made worse by the development of the Cotswold View site. **PB** wondered if it should be a stop junction rather than a roundabout. **SWi** and **AVM** both reported that there were many more cars and vans parked in North Road East, which were believed to be from BMW employees and Cotswold View contractors. **TS** said all traffic in North Road East was now forced into one lane due to the number of parked vehicles on it and he had to slam on his brakes to avoid a crash one day. **AVM** said it was a crash waiting to happen.

JR suggested issuing residents' parking permits on the basis that many properties would have off road parking anyway. Any properties without off road parking could have subsidised parking or be on a free register of residents. **GF** was concerned that this would set a precedent and as such, that CBC would not agree to free issue of permits, also that it would add to the already draconian parking policies of Cheltenham Borough Council (CBC). **AVM** commented on the fact that due to high prices many parking places in Cheltenham remained empty, even at peak times. By the same token **LF** said a family of four would have to pay £15 for return bus travel from The Reddings into town, which is beyond the reach of many and car travel for groups/families is much more economic. The CBC policies do not address this.

PB said he was against parking permits and was concerned that Springfield Close had many dropped kerbs already. He feared that people would park between them and obscure sight lines from residents exiting their own properties. There is a similar problem in The Reddings/Reddings Road. **PB** said many drivers were parking already on grass verges and this should not be allowed. **PB** said companies should provide sufficient parking for their employees, especially BMW who had more than sufficient space following the refusal of the hybrid retail development by Cheltenham Borough Council. **JR** said he will look further into parking options if elected.

7. Litter: **NB** was going to contact KFC after the January committee meeting regarding litter, but he did not attend the meeting and has not reported on any actions. **TS** will contact Cheltenham Borough Council as he said there is a responsibility under the Clean Neighbourhood Act to clear up litter. He added that KFC had a covenant to clear up litter in their zone around their takeaway.

TS was particularly concerned about the amount of broken glass on the footpath at the back of B&Q which was a danger to dogs being walked. **PB** said if local residents picked up litter they would need to be equipped with Hi Vis jackets and pick up sticks. **JR** felt that Asda and BMW would be keen to help and there was a possibility of the Pure Offices helping out as well and undertook to discuss this with them. **PB** and **GF** felt KFC should sponsor litter bins. **TS** said he had a group of volunteers already and would be pleased to co-ordinate them. **JR** said he has organised his own local litter picking group.

8. Local magazines: **TS** will liaise with his contact on the local parish magazine and will see if they can put a TRRA flyer with the magazine, ahead of the TRRA AGM. **JR** said the Gloucestershire Echo would be very pleased to have more material for their local neighbourhood articles.

9. Pollution: **JR** said the pollution monitor was currently situated in Churchdown but was due to be moved at the end of March near the A40. **GF** suggested it should be nearer BMW or Hatherley Lane, and **SWi** thought it should be sited near peoples' houses. **GF** said the fumes near BMW and Hatherley Lane/Grace Gardens were acrid. **JR** will chase it up.

10. Benhall Resident's Association: SWi has not heard anything from them.

11. Newland Homes: GF had received an email from the agent working for the developers. He had told them very firmly that any new houses on this site (90 homes adjacent to the Community Centre) would be strongly opposed by the local residents, and TRRA on behalf of the residents. The land is in greenbelt, no infrastructure is in place in any event to cope with additional housing and the site has already been assessed by CBC as “undeliverable/unsustainable” in the JCS/Local Plan.

12. Street Wardens: LF has preparing a table of street wardens. GF and LF were very pleased at the response from the email asking for volunteers. Around 25 people who put their names on the contact list at the first TRRA meeting had come forward to help out with leaflet distribution. PB reminded the committee that an email had to be sent out confirming they were happy to be contacted again in keeping with the Data Protection Act.

13. Ragged Stone: Planning approval has been granted. It was previously discussed and agreed that due to the very limited time constraints of committee members, reluctantly, TRRA would restrict its activities to developer applications, and would not become involved domestic applications at this stage.

14. Cotswold View: GF said the contractors had not kept to the working hours agreed under the set conditions of the planning permission, but were no longer working on Saturdays following the demolition. LF said parking in The Reddings close to the development was becoming an issue and PB added that people were parking on grass verges around North Road East/Springfield Close area. CO suggested residents should put white painted stones on grass verges, but PB explained this could not be done on council land. It was noted that the contractors were not working in line with acceptable welfare standards for workers, as the site does not have a welfare hut, only storage ones. SWi said there must be running water on site. LF said they now had dirty windows and cars caused by dry-cutting of concrete items on site.

It was felt that the conditions set under the agreed planning permission were meaningless if they were unenforceable. TS said TRRA should report any conditions that were not being met to the Council, but TRRA should be conscious of the aim of any complaints.

15. Hayloft: There were no further updates at the time of the meeting. Subsequent to the meeting, the appeal has been allowed and demolition is no longer required.

16. BMW and associated matters: SWi felt the question of barriers and gates for the Park and Ride was not progressing, and that BMW's travel plan had not been followed. JR was chasing the situation and pointed out that the Park and Ride contract was up for tender. GF wondered whether TRRA should formally write to BMW to complain or write to Cheltenham Borough Council and copy in BMW. PB queried what BMW were now up to as the site huts had now been removed from the undeveloped part of the site and timber construction now seemed to be taking place on site. It was agreed for TRRA to take no further action as JR was due to meet BMW shortly where he would raise the concerns and report back to the committee.

17. North Road West: SWi said the fifth repair had now been carried out on North Road West potholes, as water continues to come up through the tarmac. Local residents had also reported low water pressure, but JR said that Severn Trent had not detected any leaks. SW (as County Councillor for the area) has repeatedly been asked for comment/action by TRRA, but no recent responses have been received.

PB pointed out that the area did not generally flood before BMW was built. GF said that the Grovefield Way site was an historic soakaway for the A40, but the area was also a site of natural springs and aquifers. PB said at one point, investigations into the potholes showed that the water table was only 6 inches below the surface. Although repairing the drainage ditches near Dundry Nurseries has helped alleviate flooding there, flooding still was happening at Turberville at the junction with Badgeworth Lane.

AVM queried the sense of building further on the Grovefield site and **SWi** said it would only make flooding worse, unless adequate design is carried out to accommodate other water that flows onto it. **SWi** also pointed out the fields behind North Road West flooded more frequently now. **SWi** said Tarmac now had the new contract to repair the road but, for the moment, he will continue to take up the issue with the existing contractors, Amey.

JR said he would be pleased to take up the matter with Dan Lewis of Cheltenham Borough Council but **SWi** said there needs to be co-ordination between the different agencies involved. **GF** expressed the view that the continual flooding was a result of groundwater and not a water leak. **SWi** wondered if North Road West should now become a no-through road.

The potholes represent a significant risk to cyclists, and BMW employee parking in North Road West is exacerbating the risks.

18. Local Plan: **GF** read the preamble to the Local Plan which he felt was expressed very poorly, being excessively verbose and technical, and likely to confuse many residents. Furthermore one of the questions on the feedback form asked if the resident felt whether the plan was legally compliant or not. As a result **GF** and **LF** are condensing the 60 page report into a more user-friendly document which will be more understandable and relevant to The Reddings.

GF said he had been through the report and found it contained many contradictions. **AVM** expressed incredulity at this and asked whether it had actually been proof-read. **JR** felt that it would have gone past at least 10 desks to get to this point.

As an example of this, the Grovefield Site has B1 planning permission, but the local plan suggests it should be extended to include Sui Generis planning permission which could include houses of multiple occupation, scrap yards and other retail operations, such as BMW, or similar relatively vague uses that have employment and some B Class characteristics, i.e offices. It was noted that one of the main reasons for TRRA objecting to the Grovefield Way development was the inclusion of retail facilities, although the council had not included retail in the reasons for the refusal of planning permission. **SWi** said that current planning policy changes meant that there was now no longer a need for the developer to prove whether retail was needed or not.

The Local Plan also indicates that the site was is greenbelt. However, following the JCS adoption, it is in fact no longer in greenbelt.

It was agreed that once **LF** and **GF** had prepared the user-friendly precis, it would be circulated to TRRA members for their views, then onto residents at large. The deadline for comments to CBC on the Local Plan is 9th April. TRRA will circulate their views to all 3 local councillors, requesting a local consultation. A flyer will be prepared to include with the local parish magazine to advise local residents, or delivered door-to-door. **JR** said he will take up the issues with a local Echo journalist.

Nothing is known about the future of the undeveloped part of the Grovefield Site following the refusal of permission on 14 December 2017, but there is a 6 month period in which an appeal can be made by the developers, or a 12 months period in which they can submit an amended application.

The Local Plan includes a traffic report but if nothing is done to junction 10, the Arle Court roundabout will reach 187% of capacity. It is unlikely that an amended J10 of the M5 would be operational until 2025; and perhaps not until 2031, when the JCS/Local Plan expires.

19. Politics: While TRRA remains a completely politically neutral organisation, disappointment was expressed that some of the local councillors had been unable to attend TRRA meetings. This makes it difficult for TRRA to be efficient when the local councillors were going to update on the actions carried forward from the previous meetings. Members indicated appreciation to **JR** for his attendance at meetings and for his assistance in actions resulting from them. **AVM** said TRRA would remain politically neutral if just facts were stated regarding councillor attendance.

20. AGM: It is proposed that the AGM will be held on 9th May. It was discussed whether any other activities in the hall should be held at the same time to attract residents. (There was a fear expressed that residents may feel there is nothing else to do, following the refusal of the Grovefield Site application.) However it was decided that other activities would dilute the impact of the meeting.

AVM stressed the importance of attracting residents to the meeting by pointing out that there was still a need to be vigilant about the negative consequences of the Local Plan and the advantages of doing something about it. This could be expressed in the flyer to be distributed with the local parish magazine to encourage attendance.

The AGM will be also used to present the Chairman's and Treasurer's reports and re-elect committee officers. **JR** thought a presentation about the aims and achievements of TRRA would be a good idea.

21. Speed sign: **AVM** said he had not been contacted about siting the speed sign in The Reddings.

Next meeting

9 May 2018 – Main Hall

Post meeting note: Dependent upon feedback from residents on the Local Plan, it may be prudent to delay the AGM until July when CBC would be expected to have published the feedback on the consultation and advise the date of the public enquiry (expected to be August 2018).