

Dear Mr. Hemphill,

The attached PDF document itemises the application's 'Detailed Flaws, giving Grounds for REFUSAL'.

I should like it displayed without delay on the application's 'Documents' webpage. I should like the title to be displayed as 'Detailed Flaws', (rather than just the uninformative 'Letter of Rep').

If you intend to write a supplementary report discounting any of my arguments, then in view of the shortness of time I wish to receive an emailed early draft of your claims, so that I am not prevented from responding due to last-minute brinkmanship.

I also attach the extremely relevant 1993 LPI Inspector's Report on Leckhampton, which needs to be added to the application's 'Documents' tab. (Its display title should be "1993 Inspector 's Recommendation on Leckhampton".)

Yours sincerely,

A solid black rectangular box used to redact the signature of the sender.

**1**

This landscape coming down from Leckhampton Hill almost to the historic town Conservation Area is historic Cheltenham's only **'green wedge'**.

It makes a wonderful walk from Montpellier, through The Park, up alongside the Moorend Stream into Lott Meadow, past Leckhampton Moat and Church, onward across Church Mead and up onto Leckhampton Hill, which is the finest viewpoint down into Cheltenham (and is almost as high as Cleeve Hill, the Cotswolds' peak).

('Green Wedge' land is valued and defended from excessive erosion in many towns and cities:

Doncaster; Ingleby-Barwick, Stockton-on-Tees; Woolton-Calderstones, Liverpool; Taunton; Coalville, Leicestershire; the four 'Strays' in York; the river Commons in Cambridge.)

This Leckhampton landscape should remain **predominantly green**, especially because of its lucky inheritance of containing a rare ready-made "footpath network" traversing it. Such 'footpath networks' are historical and cannot be reproduced on other green fields further out.

At most, any development should be subservient to its semi-rural character and be low-density, a scale of development which is better addressed in Cheltenham's forthcoming Local Plan Revision.

That should be the starting point for the LGS designation (which CBC and JCS officers have unjustly shelved), i.e. the entire area needs to be respected, not whittled away by pre-app negotiations into 'pockets' (e.g. just retaining a few hedgerows).

Nevertheless, it is possible to identify the 'prime' areas within the Leckhampton landscape which are the most essential elements of Local Green Space.

All these environmental refusal grounds are best set out in the Cheltenham Local Plan (1993) Inspector' Report, and they remain almost unchanged in accuracy and validity.

Yet CBC officers choose not only to ignore that verdict but to suppress it (by not even displaying it on the JCS 'Evidence Base' website).

This application and its prematurity are the opposite of NPPF 'Localism' provisions, which have been implemented locally in Leckhampton so as to be meaningless.

**2**

The proposed **local centre** directly onto Shurdington Road is in obtrusively the wrong place, (see the plan on page 77 of the 'DAS (Design & Access Statement) Addendum submitted April 2014').

**2.1**

Drive out of town along Shurdington Road;

after leaving the Moorend Park Road traffic lights, the land **drops** to the point where the **Moorend Stream** crosses under the road (where the footpath to Leckhampton Hill exits on the left).

The road then **remains low** (and quite confined) until it crosses over the **Hatherley Brook** (just before the right-turn into Warden Hill) at which point Shurdington Road has climbed onto a **high section**, which then lasts until it reaches Kidnappers Lane, after which the road drops sharply.

**This high section, between Woodlands Road and Kidnappers lane, is the key viewing stretch for the Cotswold Escarpment.**

It will be blocked/destroyed as a viewpoint by the proposed commercial centre and 3-storey office blocks.

In this inadequately 'outline' application, no artist's impressions are provided for the transformation of the present greatly enjoyed 'view to the hills' over the pigs' field.

This elevated section is the best vantage point for the Escarpment on the entire A46 towards Shurdington, and is enjoyed by everyone entering and leaving Cheltenham from the south west.



The destruction of this key viewpoint to the Cotswold Escarpment is criticised by the Cotswold Conservation Board (and by Natural England).

Shurdington Road is Cheltenham's principal and closest view to the Cotswold Escarpment, looking towards the local highpoint of Leckhampton Hill with its distinctively quarried and treed elevation. Destruction of such a key town-enhancing view is unacceptable.

## 2.2

The **main access avenue** into the local centre (shops), and to the office blocks and the school etc, is also to be sited at this most obtrusive point (the Cotswolds viewpoint).

Moreover Shurdington Road itself is to be widened in this sensitive section to a four-lane traffic-lights junction, a considerable environmental downgrading.

## 2.3

Not only would **rows of shops** be incongruous on residential Shurdington Road, a gateway to Cheltenham, the provision of shops so visibly 'out of town' will take trade from, and seriously **undermine, the exceptional and still viable 'Bath Road Shopping District'**, which is a key attractant for residing (with low car use) in South Cheltenham, e.g. in the dense 'Regency artisan' streets surrounding the local shopping centre.

We understand that the post office, a central linchpin, would depart to Shurdington Road (because post offices now like depot/drive-up facility, and it is cheaper to do all in one building, never mind the extra car-miles by customers).

Similar extra car-miles will occur if the doctor's surgery in Moorend Park Road carries out its declared intention to relocate to the applicant's proposed new surgery, further out from town districts.

Finally, there is a further shopping impact, on the nearby Warden Hill 'neighbourhood shopping centre', which serves an area of many bungalows with elderly residents, and which manages to survive (with kerbside parking) despite its proximity to the large Morrisons 'district shopping centre'. However, the Warden Hill shops will struggle to withstand competition from highly prominent retailing sited nearby on the A46.

## 2.4

Apart from highly visible shops and their car parks, the other main component of the commercial district on Shurdington Road, to be sited at the Cotswolds-viewing highpoint, would be **six office blocks** which are to be **three storeys** in height, (because that is claimed to be needed to make office buildings viable).

An office/commercial district is better sited in a less residentially desirable area, either in town or in the emerging office district near the excellent bus 94+ route through Arle Court.

## 2.5

Immediately off the lower section of Shurdington Road (i.e. lying between the Moorend Stream and Hatherley Brook) the proposed housing is to be high density.

Yet this open landscape, immediately inside the (currently overgrown) boundary hedge, also offers long "hill views", which would be erased by dense development.

In the absence of any illustrations provided by the developer, just visualise some of the higher-density, 3-storey, high-roofline blocks from the recent Grovefield Way estate placed here to block these long-established views to the Cotswold Escarpment. **These hills are Cheltenham's primary setting.**



### 3

The 'crowding' of the Moorend Stream (opposite Merlin Way) is inconsistent with Plan SA6 in the JCS Pre-Submission Draft, which shows one possible form of 'green wedge' extending northwards well beyond Lott Meadow, i.e. bordering the principal footpath down to Shurdington Road and into town. This route forms the key "walk from the historic town to Leckhampton Hill".

### 4

The road network proposed within the development is unclear and is certainly a **tortuous** route.

No simple intelligible map is provided to highlight the entire road network proposed within the estate; the sketchy A4 'MasterPlan' is supplemented by some over-detailed diagrams by Evans Jones of kerbing at just a few junctions.

#### 4.1

**Existing residents** of Farm Lane and Brizen Lane etc will have their accesses to Shurdington Road and to Church Road Leckhampton seriously lengthened and downgraded, by being **forced to drive through the development for all directions of travel**.

After entering the development from Farm Lane, it is slightly less tortuous for drivers to avoid the office blocks and instead turn right and drive to the west of the primary school. However, it will be especially difficult to weave past the school's traffic and kerbside parking in that road. Even if that school-road route proved unblocked, drivers (having reached Kidnappers Lane) would still be made to leave the lane again temporarily to weave through the southern section of the development.

This 'locking in' of existing households is gravely compounded by the proposed closure of Farm Lane at its south end. This lane closure is also planned in the Redrow 370-houses application, which TBC will probably rush forward immediately if the 650 application is permitted prematurely.

These vital issues and options need to be resolved before any permissions are conceded.

#### 4.2

The RPS development's 'site boundary' does not include (nor cross) Kidnappers Lane, which remains completely **outside** this application. Yet the application effectively **confiscates Kidnappers Lane** for its own convenience.

It 'steals' for itself a section of Kidnappers Lane, from just south of the proposed primary school as far as the sharp right bend just east of the Hatherley Brook, to function primarily as an internal road of the estate.

Then, the next section of Kidnappers Lane (processing southward) is to be closed to through vehicles, but thereafter the estate itself disgorges into the final southern section of Kidnappers Lane (where it becomes narrow and even single-lane, heading to Church Road Leckhampton, and cannot take high volumes).

Effectively the **whole of Kidnappers Lane would be appropriated by this development** for its sole use, for through travel.

On the contrary, for a supposedly self-contained application (solely east and north of Kidnappers Lane) there should be NO vehicular egress from the development into this limited-capacity historic lane.

Kidnappers Lane should continue to be discouraged as a route except for existing users in the vicinity, for whom it is just viable.

In the absence of a comprehensive road infrastructure revision for the district, any additional traffic from 650 houses, plus the several other uses proposed, will swamp Kidnappers Lane rendering it unusable.



The self-interested 'wrecking' of Kidnappers Lane on this scale requires independent investigation by a planning-related "Development TRO" (Traffic Regulation Order) **before** any outline permission can be granted. Otherwise existing residents' human rights will be restricted and prejudiced, precluding a proper and fair consideration of their views when the intended route network is eventually set clearly before them.

#### 4.3

It is not clear how any development in the fields (notably the 4 fields owned by GCC) lying between Kidnappers and Farm Lanes could be integrated into this RPS choice of approach-road layout. Similarly, the (environmentally unwanted) Redrow estate proposed in TBC's fields cannot viably be accessed by this RPS layout.

Although the TBC site is sketched on the 'Illustrative MasterPlan' (but using a now out-of-date layout), the RPS application **fails to propose the required comprehensive JCS-level access** for the further parts of the JCS A6 Allocation.

#### 4.4

Apart from the four-lane approach to the proposed shopping/office centre, **insufficient lanes are proposed in the lower section of Shurdington Road** (i.e. the section between the Moorend Stream and the Hatherley Brook), where the main residential entrances are proposed. Shurdington Road remains narrow and two-lane in this section, and the new entrance road is proposed to have no traffic lights, (only the separate bus entrance road is to be light-controlled).

Therefore, waiting for right-turn entry into the estate will block the A46; and right-turn egress from the estate onto Shurdington Road will be difficult (and road-blocking behind) at all busy/queuing times.

For so many houses onto such a difficult radial road, such minimalist entry points are unworkable.

### 5

The application's **traffic forecasting is incomplete**.

The Highways Agency's inability to enter a formal Objection to 650 houses at Leckhampton, concerning solely its impact on the Strategic Road Network or **SRN** (which includes the A417 but excludes the A46) does not take account of the full 1125+ houses which this permission would unleash.

Such myopic responses facilitate 'piecemeal planning', with disastrous later consequences (which are then not undoable).

However, the HA letter of 16-7-14 does note that the JCS currently provides **"a lack of clarity as to how traffic growth will be accommodated by the highway network"** which will have a **"consequential impact upon the SRN network"**.

It is therefore premature to approve significant development of the Leckhampton allocation until the JCS has managed to publish the **"robust transport evidence base"** which the HA finds to be largely missing.

In diagrams, Evans Jones forecasts an unbelievably small increase in traffic at the estate's in/out junctions.

Plans 11 and 12 by Atkins (comparing Scenarios 4 with 3) show massive and implausible peak hour **'displaced flows'**:

- a) routed through **Warden Hill Road** (to avoid the near-standstill on Shurdington Road). But Warden Hill Road is itself blocked by huge Bournside School's traffic parking and movements. And,
- b) routed through **Church Road** Leckhampton and **Hall Road**, which then connects into the single-lane constriction at the south end of **Moorend Road** (which tries to function as a de facto ring road).

These 'dispersals' are implausible and unworkable for most drivers.



## 6

The advice from the GCC traffic officer is that under the NPPF only 'total gridlock' can stop development, all queuing and inconvenience simply has to be put up with. This cannot be a sound unquestionable interpretation of the NPPF and supplementary ministerial advice.

Essentially, the A46 approach along Shurdington Road enters the Cheltenham Conservation Area just before the Moorend Park Road junction, and then penetrates into this historic town:

**EITHER** through the constricted but very active Bath Road shopping street,  
**OR** through Park Place into peerless Montpellier, which is the most sensitive and quintessentially early district of the Cheltenham Conservation Area.

**Neither Park Place nor Upper Bath Road can be widened or altered or is capable of bus-lane engineering.** Massive development onto the A46 at this point is unworkable in traffic distribution terms.

When A46 traffic is seriously slowed from flowing into and through the town, then the A46 component of Cheltenham's crucial '**A-road network**' will have failed; but Cheltenham is unusual in having no other main distributor-road routes, due to having no ring roads to disperse the traffic demand.

## 7

Since submission in September 2013, this large application has been little modified despite the huge quantity of detailed objections.

Of the 107 documents currently on the application's 'Documents' webpage

(<http://publicaccess.cheltenham.gov.uk/idoxpa17/applicationDetails.do?activeTab=documents&keyVal=M T2FBRELD5000>),

**over one third are objections/comments.**

The applicant has provided lengthy detail on some issues but is reticent on the difficult main ones, such as traffic routing and landscape views.

In summary, the supporting evidence is lightweight for such a massive irreversible impact on South Cheltenham.

The applicant's sketchy and little-changed A4 'Illustrative MasterPlan' may be tolerated for some 'outline' applications but is demonstrably insufficient to determine whether this layout and this density is viable, either environmentally or even functionally, **for this most close-in and most sensitive of all the JCS Urban Extension locations.**

## 8

A figure of 650 houses (in just one section of the Allocation) is too damaging in a 'green wedge' landscape; the figure derives from the 1300 imposed by the 2006 RSS EiP inspectors' report (without any detailed examination of the landscape).

However the scrapped 'South West RSS' rubber-stamped virtually every submitted site.

Thereafter, the JCS officer team, which ought to have recalled the Local Plan Inquiry history of its own locality, chose to make no more than an inadequate minor reduction to that unjust RSS figure.



REPRESENTATIONS 24G, 35A, 69C, 96J, 100B, 105B, 110D, 129W  
Paragraph 6.43, Policy CO7

#### Background

6.86 The County Development Plan of 1968 left an area of 'white land' between Leckhampton and the inner boundary of the green belt. That plan said that this land, about 60 hectares of smallholdings, nurseries, market gardens and pasture, might later be allocated for development, or that it might be included in the green belt, if it appeared that it should remain open in the longer term. The deposit CELP proposed the latter course; however, the inspector recommended that the land should remain as 'white land'. Policy CO7 perpetuates this state of affairs, whilst the reasoned justification says that: (i) the land is not required to meet housing needs in the plan period; (ii) some of the land is of good quality for horticulture; (iii) development would cause traffic problems on Bath Road and Church Road; (iii) development would overburden the drainage infrastructure; (iv) nothing in the plan should be taken to imply that the land will be released for development after 2001.

#### Gist of the representations

6.87 The land is not green belt, and therefore there should not be a presumption against development (24G, 96J, 100B, 110D). The policy should say that development will only be allowed when there is insufficient land elsewhere to meet strategic requirements (100B).

6.88 The inspector who considered the CELP concluded that it was not necessary to include the land in the green belt to prevent the coalescence of Cheltenham and Gloucester; or to prevent urban sprawl; or to protect the special character of Cheltenham. He described the townscape on this edge of the settlement as 'pleasant enough' but 'not particularly distinguished'. He acknowledged that the extension of the green belt would protect good agricultural land from development, but said that that was not one of the primary purposes of green belt policy. There has been no material change in circumstances since 1984 (100B).

6.89 The CELP inspector was not asked to consider the land at Swindon Farm (see representation 69B above). However, if the reasoning which he applied to Leckhampton is also applied to Swindon Farm, then it must be concluded that the latter is inappropriately included in the green belt, and should instead be covered by Policy CO7 (69C).

6.90 The land at Leckhampton is virtually surrounded by existing residential development, some allowed recently. Before the end of the plan period, the land will be required for development, which should be planned on a comprehensive basis (110D).

6.91 The land is not of particularly good agricultural quality, being a mixture of Grades 2, 3a and 3b, and agriculture in the area is in decline. The capacity of Bath Road and Church Road could be increased by minor improvements, and traffic is likely to be drawn away from the town by new bypasses and road improvements to the south of Cheltenham. Recently completed sewerage works included capacity for significant residential development at Leckhampton. Surface water could be accommodated by existing watercourses and a balancing pond (105B, 110D).

6.92 The land at Leckhampton should be protected for its special historical, landscape and amenity value. It represents the last example of the gradual transition between the urban area and the countryside which characterised the Regency town. It should be considered anew for green belt or AONB status, for 'landscape conservation area' status, and as part of a Leckhampton Conservation Area (35A, 129K).

#### Gist of the council's response

6.93 The policy should be rephrased so that it does not contain a 'presumption against' development.

6.94 There is no need to allocate additional land to meet structure plan requirements. Swindon Farm is appropriately included in the green belt.

6.95 The land at Leckhampton continues to be farmed with no indication of decline. The structure plan says that development which leads to additional traffic on Bath Road will be resisted, as improvements would be damaging to the environment. The present sewerage system cannot accommodate even limited development on the Leckhampton land, and the Hatherley Brook is loaded to capacity.

6.96 It would be unreasonable to expect there to be no further need for development after 2001 in Cheltenham. The designation of 'unallocated land' is an effective tool for resisting growth in a period of restraint. It is not inevitable that any or all of the Leckhampton land will be developed, but the designation gives the council the option of a strategy which includes peripheral growth. The historical and amenity value of the land is acknowledged, and the plan should be changed accordingly. The boundaries of the AONB were reviewed by the Countryside Commission only a short time ago.

#### Conclusions

6.97 The land at Leckhampton was originally omitted from the green belt with the proviso that the green belt notation might be extended if it appeared at a later date that it should remain open in the long term. The CELP inspector concluded that the principles which guided the planners in 1968 applied equally in 1984, and that the land should not be green belt, but should remain open. I have had the benefit of new evidence concerning the character, appearance and historic interest of the land. I have walked over it and examined it from Leckhampton Hill, and reached my own conclusions on its merits. I have also examined Swindon Farm, which the CELP inspector was not asked to do. The GSPFA, with its strategy of restraint, in great contrast to the high level of development which occurred in the 1980s, was approved only recently (in 1992). In my opinion these are material changes, which have occurred since 1984, in the circumstances surrounding the question of longer term development in Cheltenham.

6.98 There is in my view an ambivalence in the council's approach. They argue in respect of representation 69B, above, that the strategy of restraint is likely to continue beyond 2001, and that if changes to the green belt are needed in the longer term they should be made only after a comprehensive study of the entire boundary (CBC54). At the same time, they wish to retain the option of a strategy which includes peripheral growth,



and put forward Leckhampton as their strategic reserve of land (B11 and CBC39)<sup>6</sup>. Logically, it should follow that only the lack of present need should, in principle, prevent the development of that land, as argued by Bovis Homes. However, the council also cite agricultural land quality, highway constraints, and drainage constraints, as reasons for opposing development. As the objectors say, once the principle of the strategic reserve is accepted, the question of land quality becomes irrelevant, and the other constraints merely await technical solutions.

6.99 I have before me very convincing, but contrasting, evidence concerning Leckhampton and Swindon Farm. The former is a complex mosaic of uses and features, full of historic interest and highly visible from the important Cotswold scarp. It is possible to walk on rural public footpaths from virtually the edge of the CCA to the top of Leckhampton Hill, passing through some very attractive landscape, such as Lott Meadow. I do not believe that the development at Leckhampton Lanes, whilst undoubtedly intrusive from some viewpoints, so compromises the generally rural character of the unallocated land that further urbanisation should automatically follow. Swindon Farm is, on the evidence and to my eye, of far less intrinsic interest, although also of good agricultural quality, but it lies within the approved green belt. However, neither area of land, according to the evidence of Mr Beese, which follows a logic similar to that of the CELP inspector, is vital to the purposes of the green belt. Moreover, as I conclude in respect of the representations concerning the NWBP, below, there is evidence of an informal but consistent impulse towards development in the north west sector.

6.100 I believe that it would be very sad indeed if development were to proceed at Leckhampton, with its variety and interest, whilst Swindon Farm remained inviolate simply because of its present green belt status. I recognise that green belt boundaries should be altered only in exceptional circumstances; but if it is wrong for Leckhampton to be in the green belt, the same logic appears to apply to Swindon Farm, and vice-versa.

6.101 In my view this dilemma can only be properly resolved by a comprehensive review of the options when and if a requirement for peripheral land release emerges. I deal with the question of the need for development land below (see for example Chapter 10 for my conclusions on housing). It is sufficient to note here that given the clear structure plan strategy of restraint, the recent approval of the first alteration, and the lack of convincing evidence to suggest that the need for development land in Cheltenham has materially changed since that approval, I see no need to release the land at Leckhampton during the plan period, or to change the policy to allow for that possibility. Indeed, I do not believe it is right to nominate the land as a strategic reserve, without properly weighing the costs and benefits of developing it against those of other sites, such as Swindon Farm.

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<sup>6</sup> The council cite a Ministerial letter to the Boundary Commission in support of their contention that the Leckhampton land should not be included in the green belt. However, the quotation concerned refers to 'development which is expected to take place soon', and there is no evidence before me to suggest that this quotation could justifiably be applied to the unallocated land at Leckhampton.



6.102 I believe that the reasoned justification should be changed to make it clear that the Leckhampton land is not being protected as a strategic reserve, but because of its varied topography, landscape history, dense network of footpaths, and pedestrian access from several residential districts. I also believe that, if further peripheral growth is thought to be necessary, a rigorous comparative review of the possibilities should be undertaken, using consistent criteria throughout the borough. If the plan were so changed, I do not think it would be necessary to give the land additional protection in the short term by making it green belt, a landscape conservation area, or part of a new conservation area, although all these options should in my view be rigorously explored as part of the next review process. The proper boundary of the AONB is not a matter for me to consider, but no doubt the land can be looked at again when the next review is carried out.

6.103 The land at Leckhampton appears from the latest available classification (MAFF 1) to be a mixture of Grade 2, 3a and 3b. Although not of the highest quality, the land is in my opinion sufficiently valuable for this factor to be given some weight if it ever becomes necessary to consider whether the land ought to be released.

6.104 The structure plan supports the council's contention that Bath Road does not have the traffic capacity to support further development. There is insufficient evidence for me to draw conclusions about the drainage question; there is, at the least, serious uncertainty. Whether these constraints might be overcome in the longer term is not a matter which I need to address. However, they seem to me to be of such importance, and to have implications for such a wide area, that it is reasonable to conclude that the land at Leckhampton would need to be the subject of comprehensive development proposals if it were ever to be developed, as the council suggest. In the meantime, it should in my view continue to be protected from development.

6.105 PPG2 advises that land between the urban area and the green belt which may be required to meet long term needs should be 'safeguarded'. It is difficult to see how this could be achieved in practice without applying the same sort of rigorous control over development as is usual in the green belt itself; anything less would in my opinion be seen as an invitation for speculative development proposals. How this is set out in the policy is a matter for the council, although the policy should not contain a presumption against development.

#### Recommendations

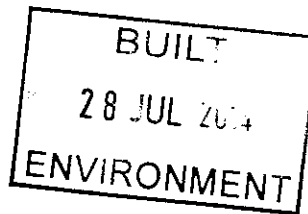
I recommend that:

6.106 Policy CO7 should be rephrased so that it does not contain a 'presumption against' development. It should continue to protect only the land at Leckhampton.

6.107 The reasoned justification should be strengthened to make it clear that the Leckhampton land is not being protected as a strategic reserve, but because of its varied topography, landscape history, dense network of footpaths and pedestrian access from several residential districts.

6.108 The plan should also say that if, in the future, further peripheral growth is thought to be necessary, a rigorous comparative review of possible sites should be undertaken, using consistent criteria throughout the borough.





6 Nourse Close  
Leckhamptom  
Cheltenham  
GL530NQ

CBC Planning Team,  
Municipal Offices,  
Cheltenham,  
GL50 9SA.

27 July 2014

Dear Sirs,

Re: Proposed development of 650 houses off Kidnappers Lane: Ref: 13/01605/OUT.

I vigorously object to the above Outline Planning Application to build 650 new houses in Leckhamptom, and change the layout of long established and historic roads just to suit the new development. The existing roads are historic and must be kept.

Over 800 people have already objected to the proposals and surely their views must be listened to. Where is democracy?

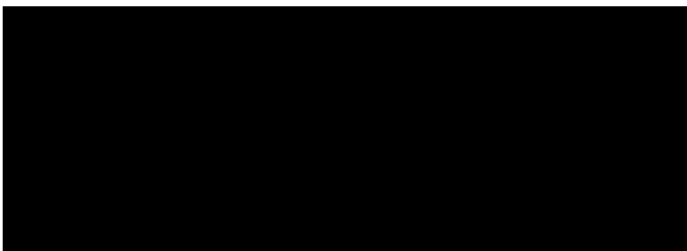
I implore the Planning Committee Members to REFUSE this application.

The current road system is already busy at rush hours but also during the day and to add 1000's of extra car journeys through choice is unreasonable and dangerous.

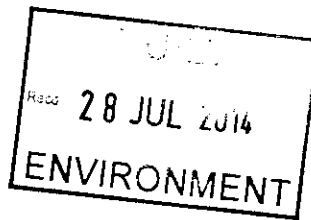
I implore the planning committee **not** to close the existing Kidnappers Lane/ Shurdington Road junction and not to allow the redirection of the existing road system which would force the existing residents through the new development.

Please note my objections and pass them on to the Planning Committee.

Yours faithfully,







Amberlea,  
Much Marcle  
Herefordshire  
HR8 2NA

CBC Planning Team,  
Municipal Offices,  
Cheltenham,  
GL50 9SA.

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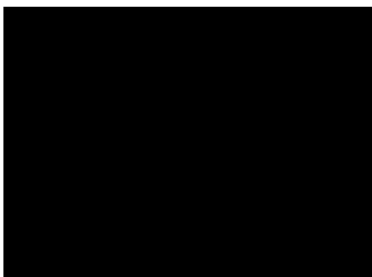
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21 Windsor Street,  
Hereford,  
Herefordshire  
HR4 0HW

CBC Planning Team,  
Municipal Offices,  
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GL50 9SA.

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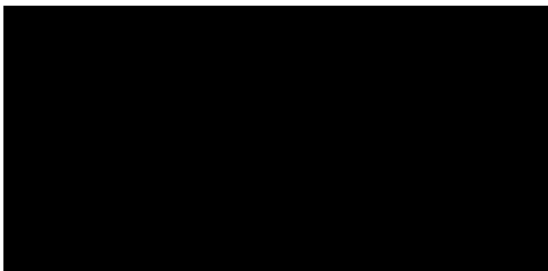
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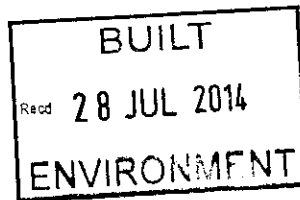
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45 Pickering Road  
Leckhampton  
Cheltenham  
GL530LF

CBC Planning Team,  
Municipal Offices,  
Cheltenham,  
GL50 9SA.

27 July 2014

Dear Sirs,

Re: Proposed development of 650 houses off Kidnappers Lane: Ref: 13/01605/OUT.

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I implore the Planning Committee Members to REFUSE this application.

The current road system is already busy at rush hours but also during the day and to add 1000's of extra car journeys through choice is unreasonable and dangerous.

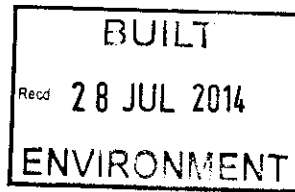
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Please note my objections and pass them on to the Planning Committee.

Yours faithfully,

A large black rectangular redaction box covering the signature and any text below it.





77, The Wheatridge  
Gloucester  
GL4 7DQ

CBC Planning Team,  
Municipal Offices,  
Cheltenham,  
GL50 9SA.

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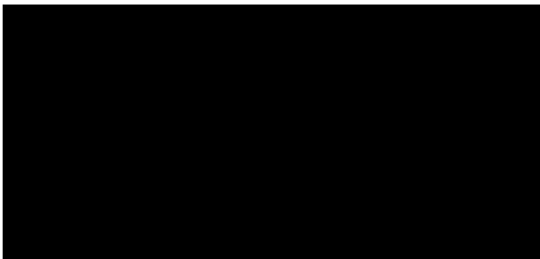
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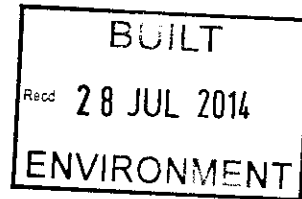


Flat 5 Henbury House

Claverton Down

Bath

BA2 6DN



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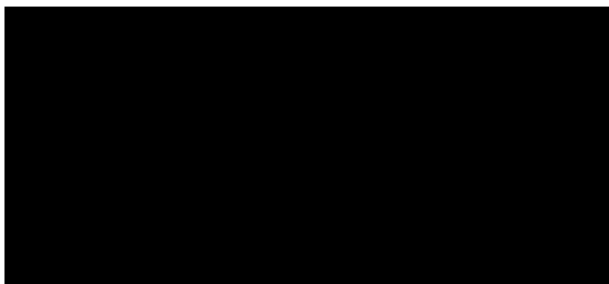
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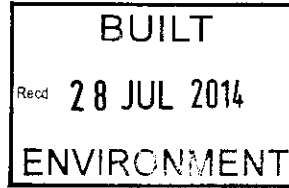


6 Nourse Close

Leckhampton

Cheltenham

GL530NQ



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Municipal Offices,  
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GL50 9SA.

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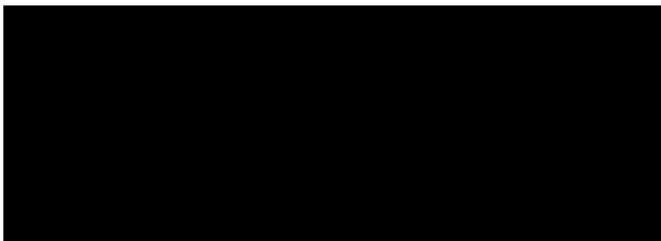
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