

APPLICATION NO: 17/01411/OUT		OFFICER: Miss Michelle Payne	
DATE REGISTERED: 19th July 2017		DATE OF EXPIRY : 18th October 2017	
WARD: Springbank		PARISH:	
APPLICANT:	Finch Investments Ltd		
LOCATION:	Phase 1, Land At Old Gloucester Road, Cheltenham		
PROPOSAL:	Outline application for proposed residential development of up to 90 dwellings, associated open space, landscaping and infrastructure, including new vehicular access to Old Gloucester Road		

ADDITIONAL REPRESENTATIONS

Orchard End
Lowdilow Lane
Elmstone Hardwicke
GL51 9TH

Comments: 15th November 2017

We wish to strongly object the above planning application. We have only today become aware of the planning application.

There has been no consultation with the adjoining neighbourhoods and Parishes of Uckington and Boddington. So there has been no time for these communities to make their concerns known.

Our main objections are concerning :-

- a. The lack of any transport modelling especially the cumulative affect of traffic movements on the local networks, with the addition of the proposed developments at West Cheltenham, and North West Cheltenham.
- b. The lack of evidence on schools, doctors surgeries etc as existing facilities are all at capacity.
- c. The lack of adequate flood modelling especially in relation to the existing properties to the north of the River Chelt in Homecroft Drive and the Civil Service Sports centre the Witherbridge Gardens as well as Pilgrove and Glynbridge Gardens.

The LLFA has commented 'this may cause flooding elsewhere'.

d. The constraints of this site and the respective phasing will be massively constrained by the river Chelt floodplain as well as the high-pressure gas mains. There is no evidence from the Health and Safety executive as to whether they have any concerns.

e. The site is currently constrained by its Green Belt status.

The Moat House
Moat Lane
Uckington
Cheltenham
GL51 9SP

Comments: 15th November 2017

We echo the words of [Orchard End] as detailed in the email above.

From the plans shown we see that not only does this proposed development cover an area of ground that was under deep water in 2007 but it also abuts our land and our 13th Century moat that surrounds our property. For your reference this moat constitutes a SCHEDULED MONUMENT (number 32340) and is protected by English Heritage. I should also point out that our house, which dates back to the early 17th century, it's 17th Century barn, 19th century Coach House, lodges and bridge (cast at Coalbrookdale in 1851) are all protected by Grade 2 listing. I have spoken to English Heritage today and they know nothing about this proposal. As a matter of interest English Heritage tell us that we are not allowed to dredge the moat, or dig to any depth more than a spade in and around our property as this is likely to disturb the layers of 'history' that lie beneath the surface. Tis actually resulted in us withdrawing from an agreed planning permission for the building of garaging within our grounds.

Apart from the above there are other clear reasons to reject this proposal. Top quality farming land and this Counties wonderful green belt need protecting at all costs. There are numerous brown field sites in the Cheltenham area, why on earth are we not considering these first.

Our last observation is that no notice of such a proposal seems to have been circulated to local people or English Heritage. Surly this is WRONG!

25 Timperley Way
Up Hatherley
Cheltenham
Gloucestershire
GL51 3RH

Comments: 15th November 2017
Letter attached.

17/01411/OUT - Objection to non-Masterplanned development upon merely the CBC half of the 'Uckington Triangle's Apex' (i.e. the land JCS-planned for removal from Green Belt).

1

It is unwise to give this awkward small site any assent/permission now, before the JCS almost certainly becomes Adopted (decision on December 11th). Only then will this area of land have been confirmed as released from Green Belt.

Moreover, after December 11th Cheltenham will HAVE its 'five year supply' (notably from TBC's 'Site SD2' at Leckhampton being allocated 100% to meet Cheltenham's housing need). Then, IF any 'five-year supply' shortfall were to re-emerge in the future, the JCS would trigger its own mechanisms to deal with that eventuality, (i.e. a Review, and Cheltenham's 'stepped trajectory').

Thus there is **no haste or overriding need to determine** (fix in Outline) **this small application** (90 houses) which unwisely blocks a truly comprehensive masterplan for the 'Uckington Apex' (explained below).

2

The "Uckington Triangle" is the large triangle of land surrounding Uckington hamlet, bordered by the **A4019** (Tewkesbury Road), by the **B4634** (Old Gloucester Road) and by **Withybridge Lane**. This land was not allocated in the JCS, except that during the JCS the triangle's eastern apex (nearest to Cheltenham) was proposed for removal in order to better link Cheltenham's two major urban extensions (at North West and West Cheltenham).

The JCS Inspector finally recommended the removal of this apex to **"provide a more appropriate GB boundary to the north of the West Cheltenham allocation and to the south of the North West Cheltenham allocation"**.

Part of this apex land's relationship with the two large urban extensions (north and south of it) must be to consider linkage, i.e.:

- (a) for residents of the 4000+ North West houses ('Elms Park'), travelling on foot/cycle or by car to work in the Cyber Park (West Cheltenham), and
- (b) for residents of the 1100 houses proposed just off the Old Gloucester Road ('West Cheltenham') needing to access Elms Park businesses, or just get to the A4019 westbound to M5-J10.

Some corridor whether footpath/ cycle or preferably a road through the apex is needed, but this planning application preempts and blocks that kind of masterplanning.

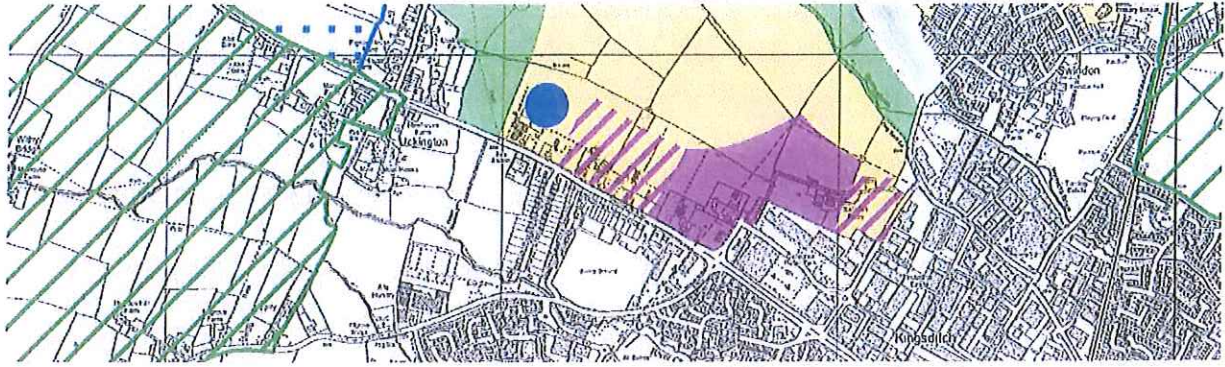
Properly "comprehensive" Masterplanning does not mean just the three "Phases" (Finch, GCC and CBC) lying within CBC territory, because more than half of this Apex (i.e. the land north of the River Chelt) lies in TBC territory, yet no cooperation with TBC is even being mentioned in the application papers, which is poor short-sighted planning.

TBC will gain considerable developable (non-GreenBelt) land, west of Holmcroft Drive, although any housing on this land would be solely for Cheltenham (according to the JCS 'apportionment' strategy).

Moreover, the latest 'Indicative **Site Layout A4 - North West Cheltenham**' (published by Gloucester City: Item 6 at:

<http://democracy.gloucester.gov.uk/ieListDocuments.aspx?CIId=238&MIId=6291>)

shows TBC intending to take **even the Moat** at Uckington out of Green Belt, (which has certainly not been consulted upon). See map below:



Cheltenham Plan (Preferred Options) states in para. 6.6.4:

"The site will require masterplanning ..."

Why has Tewkesbury BC not been consulted for the **masterplanning** of the whole 'Uckington Apex' (whose layout this application acts to preempt) ?

This is a serious omission, considering that Finch Developments' site borders TBC territory.

3

The applicant's Planning Statement claims that during the JCS process his site *"proved to be uncontentious. Indeed, not a single objection or comment was lodged in respect of the Application site (one representor made some comment on the nursery site)."*

This misrepresents the lengthy comments which I submitted on the Uckington Apex, both to the JCS and to the Cheltenham Plan (Preferred Options).

I expect all these issues concerning 'comprehensive masterplanning' of the Apex to be picked up now and be resolved properly in the Local Plans, (not be pre-determined via a minor 'Outline' planning application).

A principal reason for requesting the removal of the 'Uckington Apex' from Green Belt was to enable a Link Road to come forward, to **continue the West Cheltenham 'spine road' onwards to reach the A4019**, and thereby provide some relief for Princess Elizabeth Way (which is already overloaded).

Regrettably, this application would rule out (prematurely) any through-route ever being considered.

4

There will inevitably be a spine road through the large 'West Cheltenham' urban extension, from Telstar Way to Old Gloucester Road. There will also inevitably be a road from 'West Cheltenham' to reach the A4019 and M5 Junction 10.

If the latter road retains the **option** of going across the 'Uckington Apex', then that would also amount to a "Western Bypass" (from A40 to A4019) to **relieve Princess Elizabeth Way**, which will otherwise be dire once the 4000+ Elms Park houses contribute their traffic, (much of it needing to access the Golden Valley Bypass towards Gloucester).

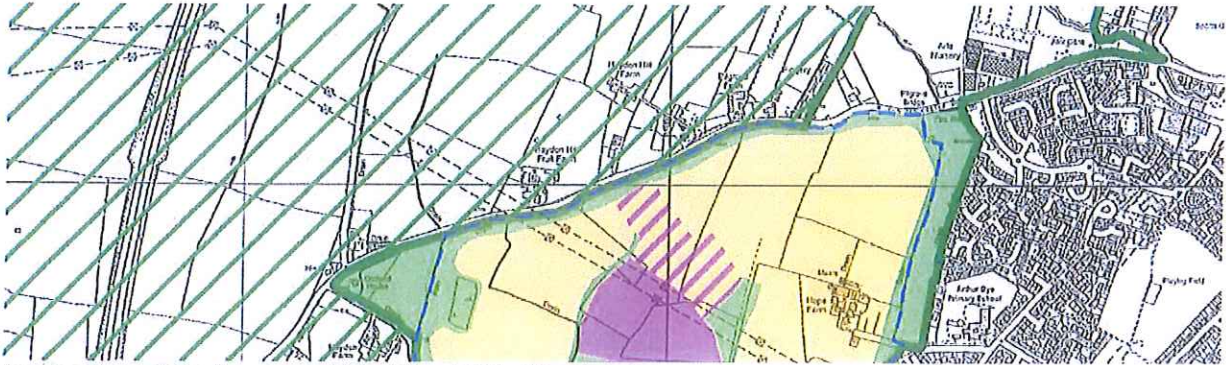
This application should not be allowed to block that possible route, prematurely and piecemeal.

The JCS Transport Strategy for West & NorthWest Cheltenham is still far from finalised in any detail. The need for a 'Western Bypass' for Cheltenham was acknowledged in the last-but-one transport scheme (called **DS5**), although its replacement (**DS7**) has removed all detail.

In effect, Gloucestershire Highways has **ducked out of committing to any transport details** at Cheltenham, merely assuring the JCS Inspector that some roads solution will be found.

Therefore, highways options need to be kept open.

This application's access (off Old Gloucester Road) ought to fit with the much more important entrance into the 1100 houses in the 'West Cheltenham' strategic site, preferably via a joint junction on the B4634. This 'West Cheltenham' access road is not yet defined.



Indicative Site Layout A7 - West Cheltenham

Incidentally, the indicative capacity for Finch Investments' site (called "Phase 1") in the JCS Interim Findings (EXAM-232, para. 145, plot CP035) is 59 units (not 90, which would be 50% more). Perhaps space for a 'link road' through the Apex was envisaged.

5

The planning officer's report is too concessionary, inadequate for such a key site linking between two major urban extensions.

In particular, the following formula is far too 'put off' and therefore unreliable.

"If Phases 2 and /or 3 did not come forward in future, the scheme embodied in this application would constitute a somewhat isolated development. To prevent this scenario from arising, it would be beneficial if a joint statement could be obtained from the 3 relevant parties that gives a commitment to developing the whole area in future (Phases 1,2 and 3) so that ultimately a comprehensive development is achieved."

Instead, the "comprehensive development" needs to be specified (masterplanned) first.

The prematurity is clear; the claimed 'special/exceptional circumstances' are not.

"whilst this application could be considered premature, officers consider that special circumstances exist on this occasion"

With the JCS virtually in place, there is no ('five year supply') haste to permit these few tens of houses.

Refuse, in the absence of a fully comprehensive, detailed masterplan.

Do not permit this piecemeal application within the 'Uckington Apex'.

It is premature to hinder the highway options for a major UE, just for one minor application.

[Redacted]
(JCS Examination participant)