

2, Kerelm Gardens  
Cheltenham

GL53.

GL53 0JW.

30.9.21

re Miller Homes  
Leckhampton

Dear Sir,

As occupants of Kerelm Gardens we notice the vast amount of traffic on the Shurdington Rd at peak times. We object strongly to the proposed plans for the building of 350 houses which will dramatically increase the density of traffic and pollution.

The plans to give access to schoolchildren are a sign of the lack of planning to the huge increase of traffic these plans will produce.

Flooding is an ever increasing problem globally, but especially for Hatherley Brook.

As a scientist I am devastated by the proposed eradication of flora and fauna in this area of natural beauty.

Our future is not about profit for builders but about consideration for the welfare of our children and their environment.

Yours faithfully

[Redacted signature]

2 Vicarage Close  
Shurdington  
Cheltenham  
Glos.  
GL51 4TH

Cheltenham Borough Council  
Planning Department  
PO Box 12  
Municipal Offices  
Promenade  
Cheltenham  
Gloucestershire GL50 1PP

15 January 2021

Fao Ms Michelle Payne, Planning Case Officer

Dear Sirs

Planning Application Reference 20/01788/FUL. Miller Homes, Leckhampton.

I am writing to formally object to the above planning application. Whilst I have no relationship or association with Cheltenham Green Party, the reasons for my objection are encompassed in the consultation response from that Party.

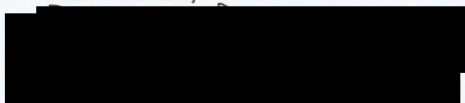
As a responsible Authority you cannot possibly grant planning permission for this – or any other new build residential development – unless the developer enters into a binding obligation:

- Not to install gas central heating or any other gas serviced appliances.
- To provide solar panels on all roofs and charging points for electric cars.
- To provide ground-source or air-source heat pump heating systems.
- To provide grey water harvesting and storage, with plumbing to utilise the same.
- To provide enhanced thermal insulation far beyond the current inadequate standards.

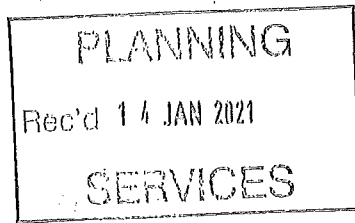
I cannot comment on the case of need for these houses, but surely your Authority has an increasing obligation to put in place policies and incentives to encourage the redevelopment of brown field sites, and in particular change of use from retail/commercial development, as the town centre retail landscape is declining irrevocably.

Unless you are Climate Change deniers, you must know that all the foregoing is likely to become law within the next few years. It is irresponsible of the Authority not to take account of this now, by refusing this application, and advise developers to think again.

Yours faithfully

A black rectangular redaction box covering the signature of the sender.

CC Cheltenham Green Party,



1. 9, Collier End Rise  
Leekhampton

Cheltenham  
GL53 0PP

12.1.21

To: CRB Planning  
Reception Office  
Cheltenham

This letter has my comments & objections to the  
MILLER HOMES PLANNING APPLICATION 20/0178 & FUL

## 1. Traffic Congestion.

Currently there is severe traffic congestion along Shurdington Rd. at peak times this can only worsen when the new school opens, because inevitably many parents will drive their children to and collect from school no matter what provisions are put in place for walkways and cycle lanes. To further add to this with the proposed building of 350 dwellings (with probably 350 cars) can only cause further congestion.

## 2. Pollution levels.

Along Shurdington Rd. the current level of Fine Particles in the atmosphere exceeds the level of W.H.O guidelines. With the knowledge that Fine Particles are a severe health hazard to all, but particularly to

children and a High Court Ruling recently in London that traffic pollution was the cause of death of a child, any increase in traffic or pollution should be avoided and particularly by reducing cars from a large housing development. Far more children, because of the new school, will be exposed to toxic levels in pollution.

At the Moorfield Rd junction levels of  $\text{NO}_2$  in the atmosphere are close to the permitted levels and further increases in traffic could breach the level permitted.

### 3. Varied landscape.

There are a few Varied landscapes as defined by the Government, the view over Leckhampton Fields being one of them. The Inspector of the J.C.S. stated that no building should take place ~~on~~ to detract from the value of the land and its value in ecology - the habitats of its wild life and plants.

~~There are a few Varied landscapes as defined by the Government, the view over Leckhampton Fields being one of them. The Inspector of the J.C.S. stated that no building should take place on to detract from the value of the land and its value in ecology - the habitats of its wild life and plants.~~

To Planning Miller Homes:

From [REDACTED]  
19 The Lanes Leckhampton.

① ~~As living in Leckhampton~~  
Village For Over Fifty Years  
Renamed Leckhampton Town

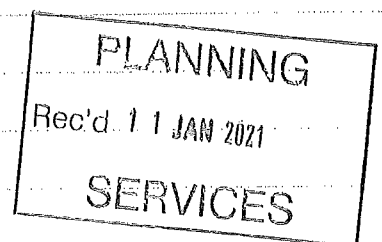
② 446 Shurdington Road.  
~~Attic enter both Road~~  
Sams. The Road not  
big enough.

③ Education Above Government  
Targets.

④ This Development Must  
not Go ahead.

⑤ Plant the area with  
Trees.

NO GO





80 Bournside Road  
Cheltenham  
Gloucestershire  
GL51 3AH

Tel:  
Mob. Mail:

Dear Ms. Payne

**Planning Application # 20/01788/FUL Shurdington Road**

I wrote to you objecting to the above proposed development on behalf of 'Friends of Bournside' but this objection, is personal.

My main concern is the inevitable increase in flooding of Hatherley Brook that bounds my property this development will induce and the resultant damage to my property. In short, the water levels in the Brook have increased alarmingly over the past twenty years or so and the number of floods I have witnessed since the infamous floods of 2007, increase year on year. During 2020, to my knowledge the Brook flooded four times, further eroding my land, destroying flora and depositing ever larger amounts of debris on my property. Further the intensity and duration of these floods continues to escalate and the last flood we experienced on 26 December 2020 was the worst I had observed. The Brook, a once gentle stream turned to a raging torrent for over an hour and during that time swept away the flora and tons of topsoil in which it grew and part of a retaining wall. As the photographs below taken on 21 & 29 January 2020 show, what should, at this time of the year be a carpet of snowdrops, ferns and embryonic bluebells, is now a barren, clay base and will never be the same again. Consultants reports aside, this evidence alone illustrates the real effects of further upstream developments and must not be ignored.

We have tended this little haven of ecology for 50 years and overnight, it was simply swept away. This ecological damage is bad enough, but the land erosion is such that a large garden building, erected twenty-five years ago is under threat as the supporting land is becoming seriously eroded. I have enquired about civil work to flood-proof my land and have been advised that, given the restricted access to the brook, would run into tens of thousands to complete.

The point of this letter is not just to put on record the fact that continued upstream development over the past twenty years or so, has increased the volume of water in Hatherley Brook and the consequential flooding is causing substantial damage to my property, but to draw your attention to the 'Flood Risk Assessment' published in support of this further application, that like others in previous applications, has played down the inevitable result that more development has on downstream properties. The report is riddled with theory, assumptions and statistical probability but simply does not state the blindingly obvious, that upstream development increases the threat of downstream flooding. That coupled with climate change produces

inevitable risk of flooding, a fact was clearly pointed out to me by the Environmental Agency following the notorious 2007 floods. The notion that constructing a small 'pond' may well prove effective in protecting the proposed development against flooding but to assume that this will have any effect downstream, where probably thousands of gallons per minute are flowing during high water, is fanciful.

Incidentally the report published on your website has the appendices redacted and this is a serious omission. It may have been an error but if it wasn't, it raises concerns about why this data was not published.

Turning to the Flood Risk Assessment, the stated objectives of the report are:

- *whether a proposed development is likely to be affected by current or future flooding from any source.*
- *whether it will increase flood risk elsewhere.*
- *whether the measures proposed to deal with these effects and risks are appropriate.*
- *The evidence for the local planning authority to apply (if necessary) the Sequential Test, and;*
- *Whether the development will be safe and pass the Exception Test, if applicable."*

There is much that can be challenged in this report on the basis of empirical evidence. It is an axiom that massive upstream development dramatically increases the volume of water in Hatherley Brook with consequential downstream flooding, despite soothing assurances to the contrary. For example, the author states:

*"The proposed surface water drainage system will ensure that the development does not increase flood risk downstream, and that the quality of surface water discharge is high. The rate of run off from the Site in all rainfall events up to and including the worst climate changed 100-year event shall be reduced as a result of the development, principally due to the volume of surface water storage that will be installed between the development's surface water collection system and the watercourses. This will help to reduce fluvial flood risk downstream of the Site."*

This observation is directly at odds with not just the facts, established by almost daily observations over fifty year but is also at odds with the Environmental Agencies position that upstream development and global warming will increase flooding downstream. Following the 2007 floods, I asked the Agency, given this knowledge, why further development, was permitted to continue. Their response was that they could only act in an advisory role and had no powers of statutory enforcement. One would assume that the Environmental Agency have some input into the development process and if they do, one is entitled to ask the question why the expert view of a government agency charged with the task of protecting the environment, is subjugated by a highly partisan report commissioned on behalf of the Developer?

It is also worth pointing out the emphasis put upon: *'The rate of run off from the Site in all rainfall events up to and including the worst climate changed 100-year event'.*

The report is undated as far as I can see but I assume it was drafted in 2019 or 2020. After the 2007 floods the Environment Agency labelled the flood a 1 in a 100-year event. I have lost count of the number of 1 in a 100-year events that have occurred in the intervening years! During 2020, to my knowledge the Brook at my premises flooded four times.

The report goes on to say:

*"Changes to Groundwater Levels*

*Significant changes to ground water level may have the potential of compromising low land areas where significant level changes are identified."*

This acknowledges, what again is obvious, that significant changes to groundwater levels will compromise (for that read 'flooding') low land areas. Since the huge developments in this area 'significant' level changes have indeed been identified. I cite what was considered 'highwater levels following high rainfall some twenty years ago. At my property, being some 1.5 meters wide by 1.5 meters deep would have been considered very high water. On 26 December the Brook in flood measured 8.5 meters wide by 3.5 meters deep. If this is not considered a 'significant' change, I am at a loss to know what is.

Another significant factor to consider is that the development of a large school in this area has been given the go ahead and work is underway. Again, no consideration was given to the downstream effects and this is already having severe effects on the volume of water being channelled into Hatherley Brook and the damage it is inflicting on my property, and indeed it is on my neighbour's properties is marked. A further large housing development will be catastrophic.

Anecdotally, fifty years ago, every day of the year we stepped across, what we referred to at the time as 'the stream' to take the dog for a walk in the fields that used to be at the rear. The photograph below, taken at 15:00 hrs today, 28 January shows the spot where we crossed. It would be most difficult, I suggest, to step across this without wearing waders and the dog would have to swim across! The point is that the recent rainfall has not been unexceptional. Further, it had not rained during the day, yet this is what we have become conditioned to accept is 'the norm'. Climate change aside, the only other factor contributing to this dramatic change is upstream development

Clearly, the need for housing is real, but provision of such should not knowingly result in the destruction of existing properties. The evidence that more development around the course of Hatherley Brook will cause further damage to my property is clear and unequivocal. The case put forward by the Applicant is based on theory, speculation and modelling and should be viewed as such. As I pointed out above, previous Flood Surveys utilised similar methodology to assess flood risk downstream and have all been shown to be plain wrong. Should the above application be approved in the face of this knowledge the Planning Authorities and Developers will be culpable and I will hold them jointly and severally responsible for any consequential damage that occurs.

I do hope common sense and pragmatism is exercised in this matter and the application is rejected.

Yours sincerely



**This should have been a carpet of snowdrops, ferns and emerging bluebells by this time of the year. 50 years of nurturing, wiped out overnight on 26/12/2020. No topsoil left at all.**



**Barren clay. All the topsoil, bulbs, ferns, washed away**



**At this spot in 1970 we used to step across 'the stream' with two small children and a dog most days throughout the year, to walk in the fields. This photo was taken 29 Jan 2021 after light rain. To cross today, would require waders, and the dog would need to swim! If a child fell in, it would be swept downstream. One can see by the waves that even in calm conditions the velocity of the water is significant. In flood it is a raging torrent.**



**Remnants of a bank retaining wall washed away on 26 December 2020.**



**The night of 26 December 2020. Hatherley Brook in full flood. Submerging bridge. 8.5 mtrs wide x 3.5 mtrs deep. This flood raged for over an hour and left devastation in its wake, sweeping away flora, topsoil and part of a retaining wall. Imagine the effect that the new school being built and some further 350 houses, roads etc being constructed will have!**

Planning Dept  
Cheltenham Borough Council



24 Farmfield Rd  
Warden Hill  
Cheltenham  
GL51 3RA  
12th March 2021

Dear Sir or Madam

Re: MILLER HOMES APPLICATION / REDWOOD HOMES APPLICATION

Firstly, apologies for the "hard-copy", but my computer is broken and in repair.

I would like to register my objections to both of the above-mentioned developments. I feel they are totally unnecessary and money-making developments (just like the ones which have destroyed greenbelt land on Church Lane (and which are a total eyesore). These other two will destroy yet more lovely countryside, solely to provide yet more totally uncalled-for "executive" homes, as if there aren't already enough of them in and around Cheltenham. The impact of any new build around the local area will be enormous. Traffic levels in the Shurdington Road/Warden Hill (and feeder roads) are already chaotic, polluting and congesting. We will already suffer the extra loading by the construction then completion and use of that new school on Kidnappers Lane, not to mention the rebuild of that junior school in Durham Close. We already have to put up with non-stop, speeding traffic along our local roads, especially near, from the school and the short-cuts taken for the "school run" and associated parents' parking! These two proposed developments will just further ~~add~~ add to the chaos and congestion.

Nobody in any council (especially Cheltenham) seems to care about the environment, but give plenty of lip-service to it. Money talks and seems to be the only thing that matters. There are plenty of brown-field sites to build on for the benefit of precious, "hardworking" executives - or would these sites be too lowly for them? !!

I really hope these two developments do not go ahead, but I've no doubt the developers will get their way in the end!

Yours faithfully





98A Shurdington Road  
Cheltenham  
Glo'shire  
GL53 0JH

7 January 2021

To  
Cheltenham Borough Council  
Planning Department  
PO Box 12  
Municipal Offices  
Promenade  
Cheltenham  
Glos  
GL50 1PP

**For Attention of Miss Michelle Payne (Planning Officer)**

Dear Madam

**Planning Application no 20/01788/FUL - 350 Houses Shurdington Road  
Cheltenham - Formal Objection**

I wish to register my **Formal Objection** to the above Planning Application for the following reasons:

1. **350 new houses** close to our homes is **against all recent Official Decisions**, when the Maximum Level was decided at 200 new homes at this location.
2. The new development will result in the **loss of nearby valuable and enjoyable countryside and the destruction of natural habitat/wildlife.**
3. **Traffic on the Shurdington Road** is already near Maximum levels and the extra homes planned and being built (at Brockworth and also on various locations on this Shurdington side of Cheltenham) plus the new secondary school - will only increase the tail backs, road dangers and associated levels of Pollution. I have first hand daily experience of the current traffic problems on the Shurdington Road.
4. **Flooded areas** are already of local concern and the building of 350 nearby new homes could easily increase this problem.
5. The plans also include a **Toucan Crossing** right outside the front of my neighbour's bungalow home (104 Shurdington Road). This will obviously result in a Breach of Privacy, an Increased Risk of Security problems, as well as additional Pollution from vehicles stopping and starting. I do not feel this crossing is necessary at this position.

This is the **same location** that only a few years ago, there were proposals as part of an earlier Planning Application for a **new Bus Stop and Lay by.**

Following significant public concern the Applicant **withdrew** this Bus Stop issue - with the support of Cheltenham Borough Council and the County Council Highways.

I ask that you give all my comments your full consideration.

Thanks

From

98 Shurdington Road  
Cheltenham  
Gloucestershire  
GL53 0JH

20 Nov 2020

Your Reference 20/01788/FUL Miller Homes 350 Houses

Sir,

**you will note that because of the COVID restrictions any public consultation is currently severely limited. Therefore, I believe it to not be in the public interest to close public opinions less than 30 days after the Government lifts the rules for the public. Which may or may not be 2 Dec.**

The traffic situation in the area is “**severe**” with long delays and, over used rat runs, buses held in traffic, non-existing cycle paths, few footpaths, and no direct links to rail services. Indeed, the Shurdington Road serves as the Southern arterial road to Cheltenham.

The 2016 the Secretary of State concluded: “sections of the highway network which are **already operating at over-capacity** levels”. The Secretary of State “**severe**”.

The 2020 Appeal concluded:

**50.** The 2016 appeal decision has been highlighted by interested parties, within which the Secretary of State concluded amongst other matters that those proposals would contribute to a severe impact on traffic within a wider area of Cheltenham. However, the 2016 appeal comprised a significantly larger mixed-use scheme including up to 650 dwellings and commercial uses. As such it is not directly comparable to the current proposals. Conversely, it is noteworthy that the Inspector for the 2018 appeal (for 45 dwellings) was satisfied that any increase in traffic would not result in any significant effect on highway safety.

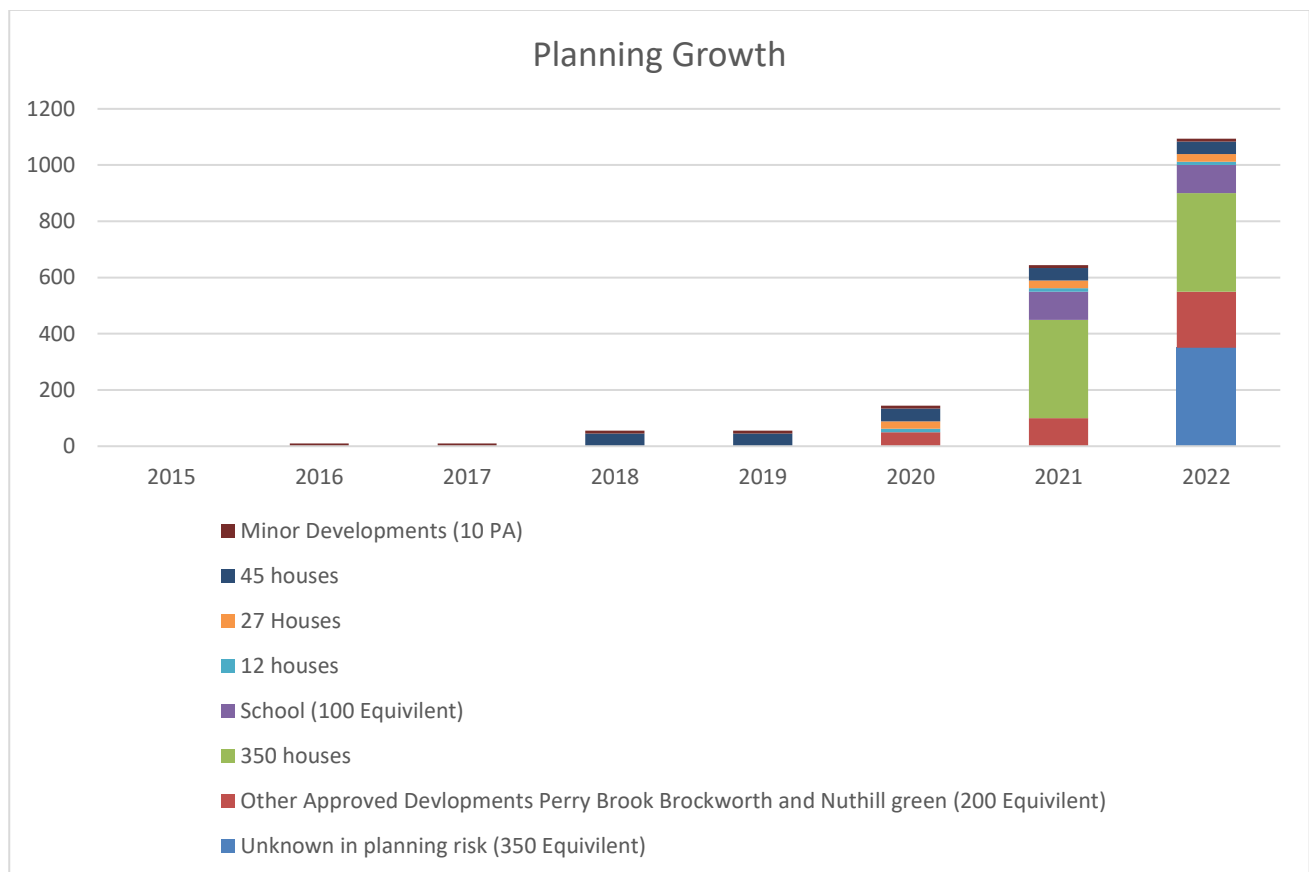
**51.** Cumulative traffic impact with the nearby emerging allocation MD5 has been cited, however, **the Traffic Assessment for the secondary school application is not before me in the evidence, and I was informed at the inquiry that consideration of the traffic impact of the school proposals is ongoing.**

**52.** I note the lack of objection from **the Highway Authority subject to conditions**, including measures to improve visibility and provision of a footway to connect the site to the edge of Cheltenham. Whilst there would be no direct access to public transport from the appeal site, there are bus stops with frequent services between 10-13 minutes’ walk

away which lead to the centre of Cheltenham and beyond<sup>19</sup>. This is a reasonable distance to make public transport a viable alternative to use of the car for some residents.

**53.** In view of the above I have no reason to reach a different conclusion to the previous Inspector in the 2018 appeal nor the Highway Officer's comments that the proposals would not result in an unacceptable impact on highway safety nor would the residual cumulative impacts on the road network be significant.

Thus, with traffic at "Severe" in 2016 as baseline and using a simple comparison to the how the traffic would be expected to increase/decrease the growth looks like:



Thus by 2022 the traffic plan needs to reduce the flow by the equivalent of an estimated 1000 houses to reduce the traffic below "Severe". With no agreed plan for the area the Secretary's view should remain valid.

The Gloucestershire Connecting Places document was last reviewed in 2017 and has no mention of the "Severe" nature of Traffic in the area. It has this road as an urban link! Whereas it is the Southern arterial road the Cheltenham. The only comment was to Highway improvement A46 (Shurdington Road) corridor, Cheltenham but not a priority!

<https://www.gloucestershire.gov.uk/media/2227/11-pd-4-highways-nov-2017.pdf>

The Cycling and Walking plan seems to avoid this area completely.

<https://www.gloucestershire.gov.uk/media/2095888/cycling-and-walking-infrastructure-plan-v2-20200806.pdf>

The Connecting Places strategy also seems to avoid this area completely. Not Severn? not Tewkesbury?

<https://www.gloucestershire.gov.uk/transport/gloucestershires-local-transport-plan-2015-2031/connecting-places-strategies-cps/>

My last comment on the specific proposal is that is largely a good plan but fails to link to any network. I present my own study into footpaths in the development area please see attached.



This is a photo Oct 2020 of the main footpath from the A46 to Leckhampton Hill via the Church. It lays adjacent to the 350-house site. This route will be the shortest route from the school, to the Town Centre, The Park Campus and Bath Road.

Therefore, I cannot support these proposals because:

The traffic in the area is classed as “Severe” and no effective plan has been presented to reduce that state. Whilst the on-site proposals are good, they don’t connect to any footpaths or cycles paths which meet the any standards required. This whole area of Cheltenham needs to be upgraded but I was unable to find a coherent plan from Gloucestershire Council, Tewkesbury or Cheltenham.

Yours Sincerely

# FOOTPATHS SOUTH CHELTENHAM

*Alan Bailey*

*Lechampton Resident*

*Nov 2020*

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# INTRODUCTION

The COVID 19 outbreak of 2020 gave a new need for local footpaths as many people needed to exercise from home without using public transport. Having recently moved to the area this provided the opportunity to explore Cheltenham, Lechampton, Pilley and Warden Hill and the town centre.

It has long been a ***stated aim*** of the Government and County, Town, and Parish Councils to improve the provision of alternative forms of transport! As the public emerged from lockdown, the planning authorities began to look at improving the access for pedestrians and cyclists.

Prior to the outbreak I became involved in two planning applications which both described the ***network of footpaths and communications as excellent.***

It quickly became obvious that the footpaths around the area were far from excellent. Indeed, they were non-existent and poorly maintained.

Having always been a fan of “management by walk about”. The need to exercise daily gave the opportunity to visit and record some 100 miles of footpaths. The Journeys ranged from 2 to 9km of circular walks around the South of Cheltenham.

This report aims to identify areas of concern and encourage the planning authorities to accurately assess the claims of developers. The application must consider the wider need to join up developments with the current infrastructure or implement changes in the infrastructure to meet up with developments..

## DEFINITIONS

For the purpose of this document a Footpath goes from A to B a pavement runs beside a road. Many estates are planned single ended so that pedestrians and cyclist need to follow the road.

This document concerns only Urban paths not country walks

Whilst many footpaths are good to the centre of Cheltenham.

Examples of bad or no connection are:

- Lechampton to Railway station
- Lechampton to Warden Hill
- Warden hill to Bath Road
- Shurdington Road to Charlton Kings

# LEGISLATION

Highways Act 1980 and use of Access Land under the Countryside and Rights of Way Act 2000 requires that the Local Authority maintain footpaths and Rights of Way. In this area that duty would seem to fall on the Gloucestershire Councils Highway department.

The same Highways Department is required to examine all planning applications thus must agree or disagree with developers' comments and therefore a conflict of interest arises.

Local Authorities are required to authorize any move or closure of roads or paths.

Thus, there is a statutory requirement to:

- Maintain footpaths.
- Manage the move or close of footpaths.

Public rights of way can only be moved or closed for one of the following reasons:

- it's necessary to allow development (if planning permission has been granted)
- the diversion benefits the landowner/occupier
- the diversion benefits the public
- the path is not used by the public (closure only) - these circumstances are rare and very difficult to achieve

When diverting or closing a public right of way, any alternative or new route/path should be just as convenient for the public as the existing path.

# STANDARDS

There are numerous technical standards for footpaths and rights of way. This paragraph details the public and my "expectations" as a minimum.

## SAFETY

The path should be clear such that any individual can walk with risk from objects, trips or toxic plants.

The risk should be assessed from ground level to the sky. Any overhangs should be at least 2m above the path.

Lighting should be a must where the more vulnerable are expected to walk as an accepted route within a community.

The safety of the less able should be a priority.

## SIGNAGE

If footpaths are intended to be used as a route all paths should be clearly marked. To identify the destination route.

All closures should be clearly marked from all access points.

All diversions should be clearly sign posted from the furthest point of entry.

All the information should be considered a public notice and be available on the authority's media pages.

## ACCESS

Ideally there should be free access for all.

Any upgrade must consider the less able.

Where animals could be penned there should be gates or stiles to control entry.

Country code signs must be available at all entry points. To clarify, litter, dogs and keeping to paths etc.

## CURRENT STANDARD AS ENCOUNTERED

## ENCROACHMENTS

Many property owners have encroached onto the highway (footpaths). Which include:

- Fences being moved to benefit the house owner, maybe more than once.
- Fences collapsing onto the highway.
- Overgrown trees bursting onto the footpaths.
- Footpaths being moved.

Maps show that there was a footpath across the field where Warden Hill School was built. That path is closed and managed by the school. It is the only path connecting Warden Hill to the Park. A very questionable decision probable encroachment by the Council on a Public Right of Way.

## THE NEEDS OF THE LESS ABLE AND SAFETY

Few footpaths met any needs of the less able.

Parking was a challenge and a risk to all users.

As were refuse bins some industrial bins blocked footpaths completely.

## CYCLE PATHS

I have not considered cycle paths but the situation seems confused some of the main parks had clearly marked cycle paths, most streets had none, the footpaths were confused on Up Hatherley there are 3 cycle paths 2 on the road and one on the pavement. Safety issues forces cyclist to use foot paths.

Electric scooters are being used with no education of the public as to what is permitted and what rights these have/ I assume the “operators” are training those who use them.

## Management and Maintenance

Public rights of way were closed by the Council without the provision of a diversion suitable for those on foot. The public footpath in Pilley Bridge Nature Reserve has been blocked so there is no through route. The Bridge has been *temporarily* closed for over 10 years. The closure order posted was Out-of-Date, and the signs were missing at the start of one end of the diversion. It is a long pedestrian diversion.

Maps show a footpath along the top of the Pilley embankment but that is now gone.

The footpath routes over the railway at Hatherley were closed with no signs and no diversion, the diversion needed was miles.

Footpaths were closed by landowners and moved by landowners.

## MAINTENANCE

The planning applications I examined stated that footpaths and waterways be maintained but they did not say whether these would be privately funded?

# PLANNING APPLICATION AND COUNCIL APPROVAL

## EXAGGERATED STATEMENTS:

Planning applications included statements which were just throw away lines.

For Example: “*Transport links from Kidnappers Lane to Cheltenham Railway Station are **excellent***”.

When actually, there are few cycle tracks, no transport links, and its along way to walk, The Number 10 bus can be delayed by one hour at peak time. Reports such as these should be rejected until the statements are evidenced.

Planning Approval implies the Council have agreed to maintaining, paths, road, streams, parks and flood protection but do not seem to change to Councils Plans and budget cuts. Indeed, I believe these requirements are being accepted without financial scrutiny.

When applications state that roads, cycle paths and footpaths will be provided. Then they should link to the Councils transport plans.

## Conclusion

I have examples to support all the statements above, but my aim is to highlight the need to join up development with the infrastructure to supports them.

In my opinion, the standard of roads, footpaths and cycle paths in the South East of Cheltenham, including, Shurdington, Leckhampton, Pilley, Warden Hill and Charlton Kings, Varies from poor to non-existent.

My view is that the current infrastructure in this area of Leckhampton, Warden Hill, Pilley and Charlton Kings cannot support these planned developments. Planning Officers must be more critical in the acceptance of reports. Wild statements are worthless to the public or the planning authority.

I have not covered Road Transport as The Secretary of State the has stated that there is a severe traffic problem.

# FOOTPATHS SOUTH CHELTENHAM

Lechampton Resident

Nov 2020

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# INTRODUCTION

The COVID 19 outbreak of 2020 gave a new need for local footpaths as many people needed to exercise from home without using public transport. Having recently moved to the area this provided the opportunity to explore Cheltenham, Lechampton, Pilley and Warden Hill and the town centre.

It has long been a ***stated aim*** of the Government and County, Town, and Parish Councils to improve the provision of alternative forms of transport! As the public emerged from lockdown, the planning authorities began to look at improving the access for pedestrians and cyclists.

Prior to the outbreak I became involved in two planning applications which both described the ***network of footpaths and communications as excellent.***

It quickly became obvious that the footpaths around the area were far from excellent. Indeed, they were non-existent and poorly maintained.

Having always been a fan of “management by walk about”. The need to exercise daily gave the opportunity to visit and record some 100 miles of footpaths. The Journeys ranged from 2 to 9km of circular walks around the South of Cheltenham.

This report aims to identify areas of concern and encourage the planning authorities to accurately assess the claims of developers. The application must consider the wider need to join up developments with the current infrastructure or implement changes in the infrastructure to meet up with developments..

## DEFINITIONS

For the purpose of this document a Footpath goes from A to B a pavement runs beside a road. Many estates are planned single ended so that pedestrians and cyclist need to follow the road.

This document concerns only Urban paths not country walks

Whilst many footpaths are good to the centre of Cheltenham.

Examples of bad or no connection are:

- Lechampton to Railway station
- Lechampton to Warden Hill
- Warden hill to Bath Road
- Shurdington Road to Charlton Kings

# LEGISLATION

Highways Act 1980 and use of Access Land under the Countryside and Rights of Way Act 2000 requires that the Local Authority maintain footpaths and Rights of Way. In this area that duty would seem to fall on the Gloucestershire Councils Highway department.

The same Highways Department is required to examine all planning applications thus must agree or disagree with developers' comments and therefore a conflict of interest arises.

Local Authorities are required to authorize any move or closure of roads or paths.

Thus, there is a statutory requirement to:

- Maintain footpaths.
- Manage the move or close of footpaths.

Public rights of way can only be moved or closed for one of the following reasons:

- it's necessary to allow development (if planning permission has been granted)
- the diversion benefits the landowner/occupier
- the diversion benefits the public
- the path is not used by the public (closure only) - these circumstances are rare and very difficult to achieve

When diverting or closing a public right of way, any alternative or new route/path should be just as convenient for the public as the existing path.

# STANDARDS

There are numerous technical standards for footpaths and rights of way. This paragraph details the public and my "expectations" as a minimum.

## SAFETY

The path should be clear such that any individual can walk with risk from objects, trips or toxic plants.

The risk should be assessed from ground level to the sky. Any overhangs should be at least 2m above the path.

Lighting should be a must where the more vulnerable are expected to walk as an accepted route within a community.

The safety of the less able should be a priority.

## SIGNAGE

If footpaths are intended to be used as a route all paths should be clearly marked. To identify the destination route.

All closures should be clearly marked from all access points.

All diversions should be clearly sign posted from the furthest point of entry.

All the information should be considered a public notice and be available on the authority's media pages.

## ACCESS

Ideally there should be free access for all.

Any upgrade must consider the less able.

Where animals could be penned there should be gates or stiles to control entry.

Country code signs must be available at all entry points. To clarify, litter, dogs and keeping to paths etc.

## CURRENT STANDARD AS ENCOUNTERED

## ENCROACHMENTS

Many property owners have encroached onto the highway (footpaths). Which include:

- Fences being moved to benefit the house owner, maybe more than once.
- Fences collapsing onto the highway.
- Overgrown trees bursting onto the footpaths.
- Footpaths being moved.

Maps show that there was a footpath across the field where Warden Hill School was built. That path is closed and managed by the school. It is the only path connecting Warden Hill to the Park. A very questionable decision probable encroachment by the Council on a Public Right of Way.

## THE NEEDS OF THE LESS ABLE AND SAFETY

Few footpaths met any needs of the less able.

Parking was a challenge and a risk to all users.

As were refuse bins some industrial bins blocked footpaths completely.

## CYCLE PATHS

I have not considered cycle paths but the situation seems confused some of the main parks had clearly marked cycle paths, most streets had none, the footpaths were confused on Up Hatherley there are 3 cycle paths 2 on the road and one on the pavement. Safety issues forces cyclist to use foot paths.

Electric scooters are being used with no education of the public as to what is permitted and what rights these have/ I assume the “operators” are training those who use them.

## Management and Maintenance

Public rights of way were closed by the Council without the provision of a diversion suitable for those on foot. The public footpath in Pilley Bridge Nature Reserve has been blocked so there is no through route. The Bridge has been *temporarily* closed for over 10 years. The closure order posted was Out-of-Date, and the signs were missing at the start of one end of the diversion. It is a long pedestrian diversion.

Maps show a footpath along the top of the Pilley embankment but that is now gone.

The footpath routes over the railway at Hatherley were closed with no signs and no diversion, the diversion needed was miles.

Footpaths were closed by landowners and moved by landowners.

## MAINTENANCE

The planning applications I examined stated that footpaths and waterways be maintained but they did not say whether these would be privately funded?

# PLANNING APPLICATION AND COUNCIL APPROVAL

## EXAGGERATED STATEMENTS:

Planning applications included statements which were just throw away lines.

For Example: “*Transport links from Kidnappers Lane to Cheltenham Railway Station are **excellent***”.

When actually, there are few cycle tracks, no transport links, and its along way to walk, The Number 10 bus can be delayed by one hour at peak time. Reports such as these should be rejected until the statements are evidenced.

Planning Approval implies the Council have agreed to maintaining, paths, road, streams, parks and flood protection but do not seem to change to Councils Plans and budget cuts. Indeed, I believe these requirements are being accepted without financial scrutiny.

When applications state that roads, cycle paths and footpaths will be provided. Then they should link to the Councils transport plans.

## Conclusion

I have examples to support all the statements above, but my aim is to highlight the need to join up development with the infrastructure to supports them.

In my opinion, the standard of roads, footpaths and cycle paths in the South East of Cheltenham, including, Shurdington, Leckhampton, Pilley, Warden Hill and Charlton Kings, Varies from poor to non-existent.

My view is that the current infrastructure in this area of Leckhampton, Warden Hill, Pilley and Charlton Kings cannot support these planned developments. Planning Officers must be more critical in the acceptance of reports. Wild statements are worthless to the public or the planning authority.

I have not covered Road Transport as The Secretary of State the has stated that there is a severe traffic problem.

From

98 Shurdington Road  
Cheltenham  
Gloucestershire  
GL53 0JH

18 Nov 2020

Your Reference 20/01788/FUL Miller Homes 350 Houses

Sir,

**you will note the because of the COVID restrictions any public consultation is currently severely limited. Therefore, I believe it to not be in the public interest to close public opinions less than 30 days after the Government lifts the rules for the public. Which may or may not be 2 Dec.**

In relation to Flood Risk:

My concern expressed at the 19/00334/OUT tribunal is that the combination of these proposals severely increases the flood risk to a brook which floods once or twice a year and is currently subject to the collapse of footpaths downstream of the A46.

Our house is awfully close to the Zone 3 at the culvert. All of the following developments develop nearly all of the land East of the A46, land which has low permeability.

If these are to be individual schemes who will maintain them as the brook East of the Road appears not to be maintained?

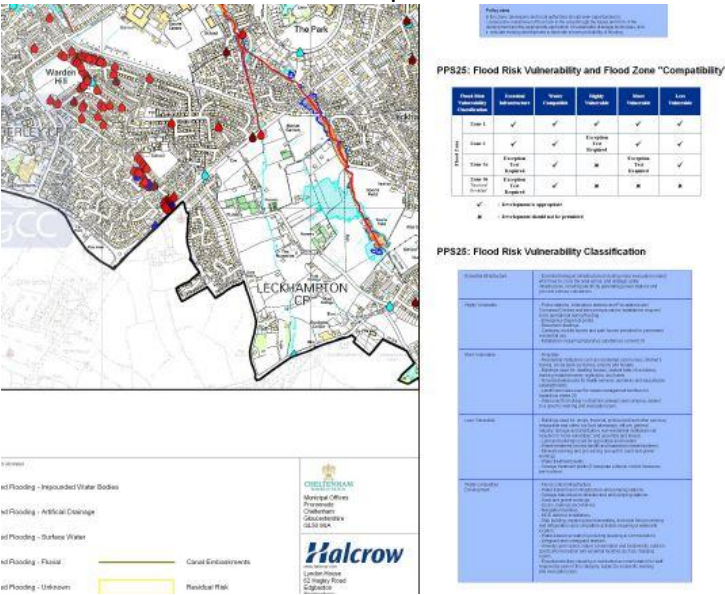
The Flooding implication of all of the following must be considered together.

- 20/01788/FUL Miller Homes 350 Houses Between A46 and kidnappers lane
- 19/00334/OUT 27 Homes Kidnappers Lane
- 19/01690/DEEM3 Lechhampton School
- 20/00332/FUL Burrows Playing Field Footpaths
- 19/02303/OUT 12 Homes Bovis Homes Ltd
- Burrows Playing field astro turf pitches are being added.

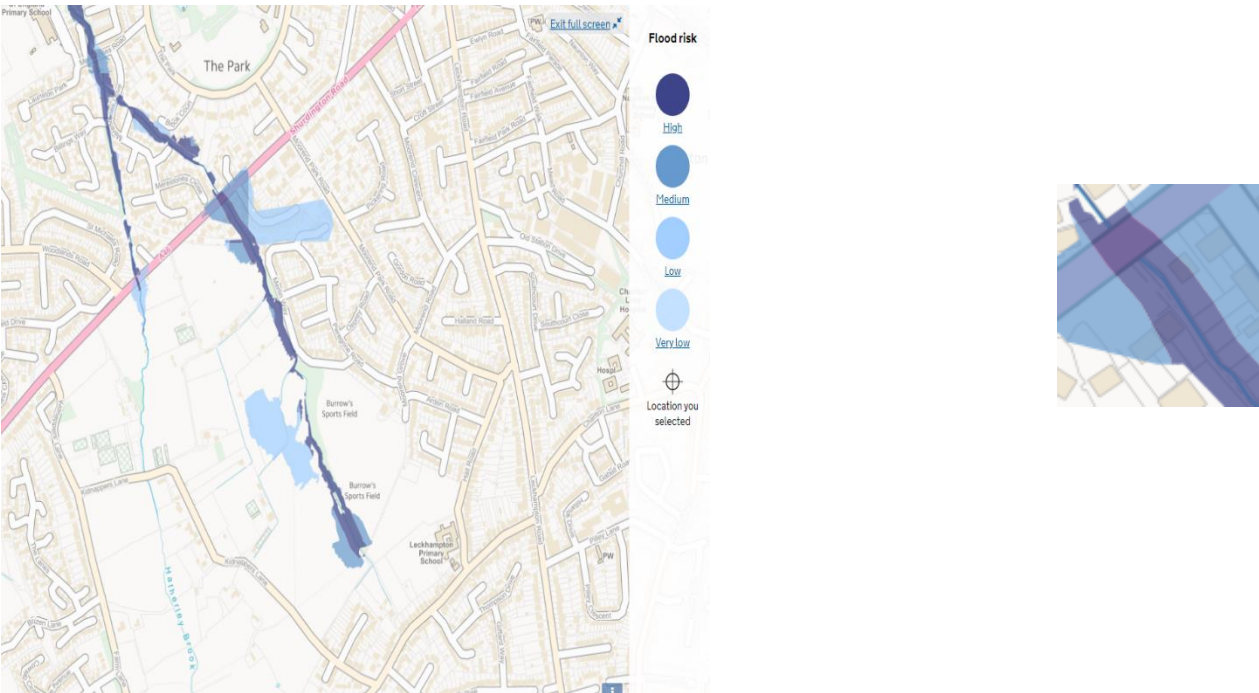
Council policy clearly says that if the risk to properties downstream are at risk they must be refused. We lay downstream! as does Council Properties!

1. The subject application has a **very optimistic flood map** when compared in detail to the Council Flood Zones.

Reference 1 Council Flood Map



Reference 2 Environment Agency Map and Close up 94 Shurdington Road



2. All of the schemes are best guesswork and do not take into account Global Warming.

This was the Gloucester Council warning Oct 2020.

***“Gloucestershire 'danger to life' warning extended into Sunday as torrential rain from Storm Alex set to bring flooding”***

The wettest October since at least 1797 was recorded last month with some 159.2mm collected, 238 per cent of average. The month started wet with the daily October rainfall record also broken with 49.1mm on the 2nd, **the wettest day ever recorded in the UK.**

Winchcombe in the Cotswolds had also the average rainfall throughout in October in the first few days of the month. Fortunately for us that was Winchcombe!

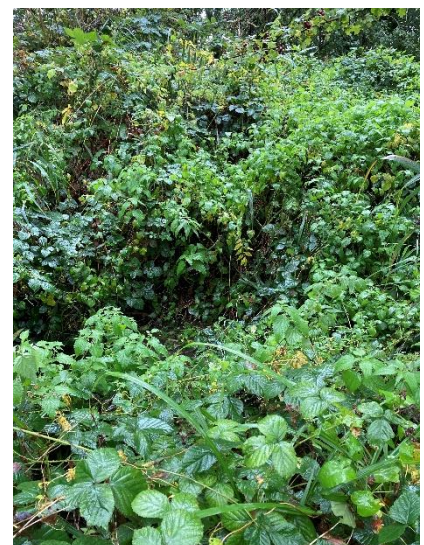


Foot path and land next to Hatherley Brook 2020. *See also developers quote **“Excellent network of foot paths!”***

3. Maintenance all of these planned schemes must be mandated, in particular as it is in 19/00334/OUT tribunal conditions.

Maintenance is not carried out and thus the Culvert floods. No clearance has been carried out in 2020.

As shown by this photo. Of the entrance to the culvert. The foliage dies back and blocks the culvert.



4. Damage down stream

The Brook behind Merestones Close has collapsed and has been subject to many repairs. The flood defences cannot cope now, so any development upstream will increase the risk.



I also find it difficult to understand why there was not a broader public consultation on the Application 19/02303/OUT. To quote the Parish Council, *Which leaves many question unanswered?* The Planning Authority was clearly aware of the sensitivity of developments in this area and yet notification seems scant.

Lastly, now is the time to address all 6 development against a common plan. My view is that if there is to be adequate SUDs schemes that will need to be a larger scheme the Millar Homes site downstream of all these developments. Thus, approval now risks no space for any flood scheme in the future.

Yours Sincerely

From

98 Shurdington Road  
Cheltenham  
Gloucestershire  
GL53 0JH

24 Jan 2021

Head of Planning (Mr Mike Holmes)  
Cheltenham Bourgh Council  
Municipal Offices,  
Promenade,  
Cheltenham,  
Gloucestershire,  
GL50 9SA

Your Reference: 20/01788/FUL Miller Homes 350 Houses

Objection – No High-Level Plans in Place

Sir,

Since I have received no replies to my earlier communications I wish to object to 20/01788/FUL Miller Homes 350 Houses.

In my view, at least 6 applications seem to have been considered without the high-level plans being in place as required by the NPPF.

As per my comments below I believe that the NPPF requires that plans be in place covering Flooding and safeguarding land, high-quality sustainable transport links and social and leisure amenities.

It would also seem impossible to deliver a Community Plan unless overarching plans are in place.

Your Sincerely

Strategic Plans Nation Planning Policy Framework (NPPF) suggest that planning system should be genuinely **plan-led**. Succinct and **up-to-date** plans should provide a positive vision for the future of each **area**; a framework for addressing housing needs and other economic, social and environmental priorities; and a platform for local people to shape their surroundings.

1. Whilst **strategic plans** are in place for the area around the new Cyber Park I could not find any for Leckhampton and Warden Hill, Shurdington and Brockworth (A46 Corridor) except for the park and ride. Whilst all the NPPF provisions are important the main strategic provisions should be.

Strategic Plans the Nation Planning Policy Framework suggests high level plans should be in place this is the information found relating to the area in question Cheltenham A46 corridor:

	Transport (102 -111)	Utilities / Sewers	Green spaces (91- 98)	Strategic SuDs (157(b))	Social Assets (91 – 98)
20/01788/FUL Miller Homes 350 Houses Between A46 and kidnappers lane	No plan Identified	Area sewers maybe at capacity	Too Small, current Green space at capacity, must make provision for all of the community.	None	None found
19/00334/OUT 27 Homes Kidnappers Lane	No plan Identified	Area sewers maybe at capacity	Too Small, current Green space at capacity must make provision for all of the community.	None	None found
19/02303/OUT 12 Homes Bovis Homes Ltd	No plan Identified	Area sewers maybe at capacity	Too Small, current Green space at capacity	None	None found
19/01690/DEEM3 Leckhampton School	No plan Identified	Area sewers maybe at capacity	Too Small current Green, space at capacity	None	None found
20/00332/FUL Burrows Playing Field Footpaths	No plan Identified	Not required	Too Small, current Green space to capacity and more sports facilities required.	Upstream	Not Required
20/02028/FUL Burrows Playing Field Drainage	NA	NA	Essential to plan	Upstream	Increases flow into river

A main planning condition that has been applied and required by the NPPF the requires a SuDs **lifetime** management. Currently, it is believed that this planning condition cannot be met by any of the schemes:

- Because Authority policies are not in place.
- Authorities will be reluctant to accept the cost of ownership and global warming is an unknown.

#### Dynamic Suds Management Plans

	Planning Condition	First 5 Years	Lifetime	Adoption Plans	Notes
20/01788/FUL Miller Homes 350 Houses Between A46 and kidnappers lane	Lifetime plan Requested	Expected	??	GCC – No policy CBC – FOI question - No Parish - Not known Private - Not known Severn and Trent - No	
19/00334/OUT 27 Homes Kidnappers Lane	Yes, Lifetime plan Required	Expected	??	GCC – No policy CBC – FOI question - No Parish - Not known Private - Not known Severn and Trent - No	
19/02303/OUT 12 Homes Bovis Homes Ltd	Lifetime plan Requested	Expected	??	GCC – No policy CBC – FOI question - No Parish - Not known Private - Not known Severn and Trent - No	
19/01690/DEEM3 Leckhampton School	Yes Lifetime plan Required Condition 14	?	??	GCC – No policy Parish - Not known Private - Not known Severn and Trent - No	
20/00332/FUL Burrows Playing Field Footpaths	None	Parks Department?	??	Parks Department?	If the plan to install drainage is implements Planning and SuDs would seem to be required.

Before adoption, the public needs to know the cost of ownership and statement from the CBC Asset Management Team that they are prepared for the cost of ownership.

Requires that Strategic Planning takes plan before development.

11. Plans and decisions should apply a presumption in favour of sustainable development. For plan-making this means that:

a) plans should positively seek opportunities to meet the development needs of **their area**, and be sufficiently flexible to adapt to **rapid change**;

The developments within Leckhampton are defined in the JCS by Plan A7 which covers the whole of the Southern area of Cheltenham. However, current strategic planning strategy only covers the developments around the planned cyber park. If the 400 Leckhampton Houses are to be included, then the **Strategic Plans** must cover the area of Leckhampton.

All development should be employment led; delivery of housing must be in tandem with employment development. What employment area is targeted with these 400 houses in mind? Until that is defined you cannot plan the transport routes.

Measures necessary to mitigate the traffic impact of the site, including the use of travel plans to encourage the use of sustainable transport modes.

If the “400 house” employment objectives include the “Cyber Park” There are no cross-town bus links to Cyber park, or railway station. The sustainable route via Up Hatherley is “muddled” and incomplete.

If the employment target is elsewhere. Currently, the Transport plan does not include any plans for South Cheltenham (A46) and there are currently no “Sustainable routes” through Leckhampton. (See Footnote)

Land has been safeguarded for a Park and Ride at Brockworth, but no Strategic Plans are available for the (A46) corridor and no land has been safeguarded to create the sustainable links require to make a Park and Ride work. No land has been identified for any new relief roads or cycle track or bus tramways.

High quality public transport facilities and connections within and adjacent to the site. No plan for Leckhampton and Warden Hill, no cross-town routes or to transport links. “High quality” of routes is defined by GCC. See footnote<sup>1</sup>

Safe, easy and convenient pedestrian and cycle links within the site, to key centres and with neighbouring existing development and the wider green infrastructure network; No plan for Leckhampton and Warden Hill and there are no “High Quality” links to key centres.

The acceptance by Cheltenham Borough Council of the 400 houses needs comprehensive masterplan and development strategy for the Strategic Allocation, **A master plan is required for Leckhampton and Warden Hill. Set within the context of the safeguarded land at West Cheltenham, which includes’ the need for “Social and demographic services” for some 2600 new residents** in area A7. The plan needs to be mindful of the massive developments at Brockworth and Shurdington thus strategic JCS is required.

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<sup>1</sup> Note: Roads, Cycle routes and footpath must comply with [Manual for Gloucestershire streets - Highways](#)

### The NPPF references.

157. All plans should apply a sequential, risk-based approach to the location of development – taking into account the current and future impacts of climate change so as to avoid, where possible, flood risk to people and property.

They should do this, and manage any residual risk, by:

a) applying the sequential test and then, if necessary, the exception test as set out below;

b) safeguarding land from development that is required, or likely to be required, for current or future flood management.

The land to the East of the A46 is a source of the River Severn. Any development of the land runs the risk of changing the course of the river. Whilst the SuDs plans for each site consider the rainfall on the site and may individually manage the water from those sites. It **does not** consider the above and below ground flows of the river. Any development running North South will act as a dam. Thus, to mitigate flooding including that required to mitigate global warming land should be safeguarded on the land adjacent to the A46. (Which is the land currently earmarked for development.)

The Planning Approval for each of the development must include a management plan for the Lifetime of the SuDs system. The developers have a limited plan. But the CBC has no policy and there is not legal requirement for Severn and Trent to take them on and they currently do not. So, a **strategic plan** is required for the Maintenance of the SuDs.

### Change:

The area A7 and its associated objectives do not align, leaving no objective strategies for Leckhampton 400 House and the A46 corridor. The addition, of Leckhampton School has further complicated the challenges. The NPPF requires that there be strategic plans for the development area

It particular:

- Social Development - (Primary Care & Commissioning Services has a new Leckhampton Surgery in its plan where is this in The Strategic Plan?), Sports and Leisure? See Annex A
- Transport
- Flooding

Given that the NPPF requires that Plans must be subject **to rapid change** and the LPA can change them I would be **in favour** of this development if such plans were in place. However, it **should not** get planning approval because the area needs to be safeguarded for future SuDs requirements.

NPPF. The presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision making. Where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted. **Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed.** I would take the view that given the area of the 400 houses is not defined and there are not strategic policies in place the 400 houses be removed from the allocation until the various strategies and safeguarding takes place as recommended by Inspector Ord.

The need for rapid change of plan. COVID 19 and associated lockdowns have and will cause a massive shift in emphasis:

- The need and added importance of Green space.
- The nature of traveling to work and the need for infrastructure to support that. [Coronavirus and the latest indicators for the UK economy and society - Office for National Statistics \(ons.gov.uk\)](#)
- Working from home.

If the 400 houses are removed there remains a need for strategic planning in particular flooding.

I would like to add for the record that local authorities and lockdown have hampered the collection of evidence on which to present a fully objective case.

## Annex A

### Demographic Chart for 1100 houses (does not include Shurdington and Badgeworth etc.)

Age	2018	Number of	People per	
	UK	Houses	House	Total
less than 19	23.00%	1100	2.4	608
19-64	57.00%	1100	2.4	1505
over 64	20.00%	1100	2.4	528
				2641

	WFTA	WFTA	Local
Services	Percentage	Population	People
Doctors (NHS)	100.00%	2641	2641
Dentist (NHS)	50.00%	2641	1321
Pharmacy	80.00%	2641	2113
Childcare	10.00%	2641	265
Infant School	20.00%	2641	529
Primary School	35.00%	2641	925
Secondary School	30.00%	2641	793
Special needs	5.00%	2641	133
Care Homes	10.00%	2641	265
Emergency Services	100.00%	2641	2641
Multi faith pastoral care	40.00%	2641	1057
Social Services	10.00%	2641	265
Leisure (public inc swimming)	50.00%	2641	1321
Recycling facilities	100%	2641	2641

WFTA (Wet finger in the air)

[Inspector Ord's report findings](#)

103. I indicated in my Preliminary Findings, that I was minded to find both of these allocations sound, at least in part. This remains my view for North West Cheltenham, albeit with some reduction in housing numbers. With respect to Leckhampton, I take the view that the housing numbers should be substantially reduced, bringing it below the JCS threshold for strategic allocation within the JCS. I am therefore recommending its removal from the JCS. I shall now consider each proposed allocation in turn.

100 Shurdington Road  
Cheltenham  
Cheltenham Borough Council  
Planning Dept.  
PO Box 12



Planning Application No 20/01758/FUL -  
350 Homes at Shurdington Road, Chelt.

I object to the above planning App:

1. Traffic on the Shurdington Road is already nose to tail at times, what with the New School the traffic will only increase, at the present time it's very very difficult to get across the road from 100, Shurdington RD.
2. The maximum no of New Homes was 200, now it's 350 (what).
3. The countryside will be sliced to bits the Badgers, Deer which visit us weekly will all be destroyed.
4. Floods will add to the already very wet areas, more houses will only increase This -

(2)

5. Toucan Crossing outside 104 Shurlyb Road, will only add to traffic and pollution.

Please give the application your full consideration. Thank you



100. Shurlyington Road,  
GL53 0JH.

7/1/21.

100 Shurdington Road  
Cheltenham Borough Council - Cheltenham  
Planning Dept. GL53 0JH.  
PO Box 12 7-1-21.



Planning Application 100 20/01788/FUL -  
350. Homes at Shurdington Road, Chelt.

I object to the above planning App.

1. Traffic on the Shurdington Road is already nose to tail at times, what with the New School the traffic will only increase, at the present time its very very difficult to get across the road from 100. Shurdington RD.
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- 4 Floods will add to the already very wet areas, more houses will only increase This -

(2)

5. Toucan Crossing outside 104 Shurlyb Road, will only add to traffic and pollution.

Please give the application your full consideration. Thank you

100. Shurlyb Road  
QL53 0JH.

7/1/21.

To  
Mrs. MICHELLE PAYNE,  
CHERTENHAM BOROUGH COUNCIL  
PLANNING DEPT.  
CHELT, GLOS.  
GL50 1PP.

①

From:

PLANNING  
Rec'd 11 JAN 2021  
SERVICES

102 SHURDINGTON Rd  
CHERTENHAM  
GLOS  
GL53 0JH

9th JANUARY 2021

RE: FORMAL OBJECTION TO CHERTENHAM BOROUGH COUNCIL OVER P/A NO 20/1788/FUL

With reference to the summary application of 20/1788/FUL,  
I live in what I would call a small Hamlet off  
the Shurdington Rd, which ultimately will be in the  
front line of this proposed development.

Mrs. Payne, at the risk of being accused of  
Nimbyism I have written this letter more out of a  
sense of mutual service. As you are aware, being  
a Planning Officer, life consists of mutual service which  
is something I've always tried to believe. Sadly and  
regrettably this world seems to be coming a Walt Disney  
World in many ways.

If memory serves me right I can recall the original  
application for this proposed development was for  
200 Homes. Now its 350 Homes, to be built.

Never mind Walt Disney here! "The Sorcerer's  
Apprentice" springs to my mind when I consider this.  
As you can imagine there's not just a few  
people out here that feel they are labouring under  
a sense of injustice. In truth none likes to be  
duped and without reservation I say we have been  
duped. I hear the words "relieving capacity" (sic)  
being uttered and know full well this is just a  
"well-meant" gloss for the Developers intentions.

(2)

Mrs. Payne I can sympathise with the awkwardness of your decision makings when you are confronted with so many formal objections to planning applications but years ago when I was studying at Teikyo University I can remember with stark clarity my Tutor telling me that a basic rule of war and life is that collective defence protects the individual. Single defence doesn't.

So... on this chord I would like to continue with my letter of objection. I will disregard all the most obvious nightmares ie increased loading on services and infrastructures, congested traffic and gridlocks, the destruction of open land and the one that puzzles me the most. A totally ~~unnecessary~~ unnecessary Toucan Crossing.

A Toucan crossing that's going to be erected midway between 2 traffic controlled pedestrian crossings. Why? Why will this be needed? Is it to create more traffic and pedestrian problems? Please tell me.

Anyway.... getting back to the defence theme I have to say all my neighbours are fine and I like them fine. I know instinctively that the intended erection of a Toucan Crossing right outside one of my neighbours property will be profoundly unnecessary and disturbing to say the least.

I could say it's not my problem because I won't hear it when the chimes go off

③ to cross the road; this is because I'm deaf!  
I do know one thing despite the fact I won't hear the wretched chime, my poor neighbours are going to wonder if there's in one of those awful Supermarkets with those hideous till chimes.

Regardless of the sudden, revealed disapproval of this proposed Toucan Crossing, I initially and selfishly reasoned that it would benefit myself and my neighbours in the respect of getting into the main traffic flow on the Shurdington Road.  
Mrs. Payne you have to understand that trying to negotiate entrance into Shurdington Rd traffic there are times when it's like "Running the Gauntlet".

But, here is the flip side of the coin.... I quickly realized the prospect of the incidents of accidents and "light jumping" will increase considerably simply because of the short run of road between one set of lights to the next i.e. The Toucan Crossing.

You must forgive me if this proximity seems endless but if my main objection to this planning application appears only to be a "molehill" there seems yet to be a mountain of principle behind it.  
It's infallible I have to admit in reason to a large part of development, because one has to accept it as so called progress.

Every time I drive past a school that's

(4)

Exhausting its pupils you know full well at some stage they are all going to want a house, a car, television, ~~press~~ mobiles etc, etc. Every one of them

So... Mrs. Payne, every now and then a little transient gleam of sunshine manages to pierce the gloom of Joe Public's life.

This happens when Planning Officers listen to objections to developers that want to heap a little more misery onto our narrow shoulders, and refuse to embellish a joke.

However, or whatever, I expect no redress like a lot of us out here; but, perhaps the satisfaction of here expressing my case. Finally Mrs. Payne. I can understand we have to have developers and their methods of Developing might be justified; but, and I mean but, never ever the manner of it!!

Yours Very sincerely

~~[Redacted signature]~~

(P.S. I apologize for any spelling mistakes and jumping from one subject to another.  
I only had 1 hour to write this  
BYD.)

~~[Redacted]~~

---

**From:**  
**Sent:** 06 January 2021 17:06  
**To:** Internet - Planning Comments  
**Cc:** Michelle Payne  
**Subject:** Planning Application 20/01788/FUL - 350 homes Shurdington Road, Cheltenham - Objection

**For Attention of Miss Michelle Payne (Planning Officer)**

1. I make the following comments as a **"STRONG OBJECTION"** to the above planning application and we feel there are many very important issues to consider.

2. This application does cause my wife and I and my neighbours some Major Concerns. No 106 is right alongside the new site. Many of us are retired and living in Bungalows and it is fair to say that we have a daily experience of the current traffic problems (pollution etc) and ask ourselves *"how can it be allowed to get any worse?"*. There are also Objections on the CBC planning website from nearby Residents on the Merestones Estate, whose homes would back onto the proposed new development.

**3. SUMMARY of THE ISSUES OF CONCERN (OBJECTIONS) ABOUT THIS PLANNING APPLICATION:**

**a. The Siting of a new Toucan Crossing right outside the front of my bungalow home** allowing a full view into my front garden, lounge and kitchen. This is in addition to the obvious noise, pollution, breach of privacy and security risk, which would result. There are also similar Objections from the Merestones Estate Residents, whose homes would back onto this new Toucan Crossing.

**b. Excess Traffic on Shurdington Rd - associated current dangers and pollution etc.**

**c. Serious Flooding Risks.**

**d. Closeness of the new 350 homes to existing residents.**

**e. The proposed 350 Homes ignores recent JCS. Local Plan decisions**, limiting the numbers of new houses to 200 on this location.

I understand my neighbours will also be making their own similar important comments.

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**4. DETAILS of OUR CONCERNS**

**CONCERN A. THE SITING OF A NEW TOUCAN CROSSING RIGHT OUTSIDE MY HOME.**

I feel it is important when you are considering this application, that you have a full understanding of the **"recent history"** about the precise site of this current proposed Crossing - which I summarise below.

It featured in the 2013/15 Bovis/Miller 650 Homes Application/Appeal, when there was an intention to site a new BUS STOP AND LAY BY right outside the front of my bungalow home. This raised major local concerns and there was also support from our MP, Parish and Borough Councillors (Leckhampton and Park wards) - **against these specific plans.**

It was during the Appeal hearing that the Applicant - with the agreement of Cheltenham Borough Council and Glo'shire County Council Highways - withdrew this aspect of their case. (There was also Secretary of State involvement)

Our Objections at that earlier date were mainly built on the "*Pollution aspects at the location from fumes, noise, light and an invasion of privacy and also an increased risk of Security problems - this being some of our major concerns today in 2021 on this 350 homes application.*"

**Regarding this 2020 Miller Homes Application** - There has been a public consultation process, including liaison with local councillors and also my verbal and written correspondence with Miller Homes Senior Planning Directors - which has included a specific reference to the new proposed crossing outside the front of my home.

Miller Homes are aware of the earlier issues/history associated with the 2013/15 Planning Application/Appeal and despite our verbal and written opposition about the the new Toucan crossing - it still remains a feature of their 2020 planning application.

Miller Homes' initial plans in the 2019 public consultation process were for Crossings on both sides of their North East access point - the one being right outside the front of my home and the other crossing near Silverthorne Close, a short distance away.

They later withdrew this Silverthorne Close Crossing. The 2020 Miller Application is however now stating in one of their submitted documents, that this Silverthorne Close crossing is still to be part of Miller USEAGE, by virtue of the nearby  
"Bovis - now Kendrick Homes " planning application.

**Miller Homes in my opinion have FAILED to take any material action about "my toucan crossing" and it still UNNECESSARILY remains part of their current application.**

To the best of my understanding - there are to be a total of 4 Crossings along Shurdington Road due to the new Senior School application, the Bovis/Kendrick Homes application and this 2020 Miller Homes application.

The Bovis/Kendrick Homes site is right alongside the Miller North East access point on Shurdington Road and their Crossing is close to Silverthorne Close, where "interestingly" Miller initially had their own earlier plans for a crossing.

**I FEEL IT IS IMPORTANT TO DRAW YOUR ATTENTION TO 3 DOCUMENTS, WHICH FORM PART OF THIS CURRENT APPLICATION:**

No 1 Document - "Transport appendices part 2 figures and drawings part 2" - which clearly shows that there are planned to be 4 separate crossings on Shurdington Rd - one being upgraded near Kidnappers Lane and 3 new ones either side of the Woodlands Road/Warden Hill turn. **Significantly there are plans therefore for 2 crossings quite close to each other - the one being outside my home and the other near Silverthorne Close.**

No 2 Document - "Transport Assessment Part 1" - paras 6.4.6 and 6.4.7. Mention is made that "the new proposed Toucan crossing outside my home (104 Shurdington Rd) is considered to be the "Optimum Location". Mention is also made that "discussions are ongoing with Gloucestershire County Council Highways Development Management Team (GCC HDM) about the nature of the signals and minimising impacts on local residents etc". **There is a reference to Miller Homes "also using the new proposed BOVIS/KENDRICK crossing at nearby Silverthorne Close".**

No 3 Document - "Acoustic Design Statement".

This document refers to Pollution in its widest sense (including loss of privacy and potential disturbance from noise etc and is a "feature" of Local Planning Policy.

In November 2020 I started written correspondence with GCC HDM (Glo'shire County Council Highways Development Management team) to address this specific issue of the Toucan crossing siting. I believe there are others similarly writing to GCC HDM.

Apart from a formal acknowledgement - no further information has been heard - other than GCC Highways making comments dated 21.12.20 on the CBC Planning site that **"they are now deferring their comments for further consideration/discussions on Policies and also relating to the new Secondary school Highway works".**

**IMPORTANT TO NOTE**

There is in my opinion a very clear indication that Miller Homes do "only partially recognise" the Obvious Breach of Privacy and Pollution by poor air, noise, light etc. **I do NOT consider however that their actions are sufficient to address our significant worries in this regard.**

**The only way of addressing our concerns is to completely remove this 104 toucan crossing altogether and for Miller to easily rely on the other one nearby at Silverthorne Close, especially as Miller "in their own Document" accept they will be using the new Bovis crossing at nearby Silverthorne Close.**

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## CONCERN B

### EXCESS TRAFFIC

Over recent years I have submitted photos of the "traffic delays near our home at various times of the day" for the attention of JCS, Cheltenham Local Plan and various earlier Planning Applications. It is also to my knowledge that there have been delays in Public Transport and Emergency vehicles due to traffic hold ups.

**The question has to be asked - has there been any Appreciation of the 1,500 homes being built in the nearby Brockworth area and the recent developments planned and being built on this side of Cheltenham ?**

There has also already been formal recognition that traffic in this area was "**severe**" - so the 350 Miller development and the new secondary school and the other mentioned developments will only make the Traffic situation "**even more Severe**".

"Pollution in its widest sense" is a major concern, as has been previously mentioned.

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## CONCERN C

The issue of **FLOODS** has been widely commented upon by local residents over the years and full notice should be taken

of those who have experienced the problems, together with the need to adhere to National and Local Policies etc. It should be appreciated that Floods now appear to be a regular problem for residents in the Shurdington Road, Merestones and Warden Hill areas.

An Extra 350 homes "without proper proven flood plans" in my opinion can only make matters worse.

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## CONCERNS D and E

The unnecessary **CLOSENESS of 350 new houses** to existing dwellings (bungalows) - an obvious statement.

We are very disappointed that despite the the recent formal assurances of limiting the max no of houses to 200, this will now be significantly increased to 350.

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## FINAL COMMENTS

1. You will note that one of our **biggest personal concerns** relates to the proposed Crossing at the front of my bungalow home and we feel there is sufficient detail in this email to justify its removal from the Application.

2. There has also been **strong official comment** in recent years about the "**severe traffic problems**" - so we have to ask "*what has now changed in January 2021 to allow this Application to go ahead ?*"

This email is sent to the best of my knowledge and understanding and I ask that you give this email your full consideration.

Thanks

104 Shurdington Rd  
Cheltenham  
GL53 0JH  
07970 029482

MyRef 1700-060121



## Consultation Response to Planning Application

<b>Application Reference</b>	20/01788/FUL
<b>Applicant</b>	Miller Homes
<b>Case Officer</b>	Michelle Payne
<b>Consultation Deadline</b>	08/12/2020
<b>Application Description</b>  Full planning application for residential development comprising 350 dwellings, open space, cycleways, footpaths, landscaping, access roads and other associated infrastructure  Land At Shurdington Road Cheltenham Gloucestershire	

## **Organisation Overview:**

Gloucestershire Community Rail Partnership (GCRP) consist of several organisations, volunteers and enterprises across the county seeking to benefit communities through connecting people with and engaging them in local railways and stations. The GCRP engages in a number of conventional 'bottom up' workstreams, such as community outreach, alongside more strategic decisions supporting integrated transport and development proposals.

This includes playing a critical role in organising, conducting and collating datasets to help inform local decision making and taking a proactive role in facilitating a responsive and flexible recovery to Covid 19. The remit extends to stimulating healthy and active lifestyles and reducing emissions through sustainable travel.

GCRP is run by CIC as its executive arm. Jon Harris is the Director responsible for the strategic planning, development and regeneration agenda.

### **Strategic Aim:**

*To develop an accredited, sustainable community rail partnership organisation for Gloucestershire that puts the region on the map through effective community engagement, public transport integration, station development activities, enhanced visitor experience and sustainable travel promotion and projects.*

Gloucestershire's long-term vision for rail is for more frequent, faster passenger services accessed via modern station facilities that provide gateways to the rest of the country. Rail services will offer people with a choice in the way they travel making local and longer distance trips. The GCRP is an independent voice but aligns its activities with the four key pillars of rail policy and practice:

- Gloucestershire County Council's Local Transport Plan and Rail Strategy
- DfT's Community Rail Strategy objectives
- RSSB's Rail Sustainable Development Principles
- Community Rail Network (CRN) best practice including accreditation criteria

The aims of the GCRP are far broader than looking at rail. As a partnership, there is a real desire to ensure that access to rail plays a part in the development and delivery of integrated transport and land use policy to support various objectives. The GCRP wants to go beyond conventional community rail ambitions by submitting our views on this planning application

## Key Aims

1. To contribute positively to the visitor experience and the long term economic sustainability of Gloucestershire
2. To improve accessibility to public transport for all
3. To improve the integration of transport through sustainable modes of transport
4. To increase ridership profile and community involvement at all Gloucestershire's railway stations
5. To provide community insight to shape future proposals for rail investment and services in the County

## Key Objectives

1. To engage all stations in Gloucestershire and establish / strengthen Station Adoption groups along the lines through inclusive and participative community consultations. The consultations will identify the issues and challenges at each station and help engage the local community. The outcomes will inform the development of relevant and proactive action plans that will be reviewed and refreshed on a quarterly basis.
2. To link adopted stations with their broad community through facilitation of unique community led projects that address community issues and communicate a sense of place. Publicity will consider county wide connectivity and integrated transport approach to encourage wider connectivity between stations, communities and the locations they serve.
3. To promote Gloucestershire as a sustainable destination nationally and internationally connecting sustainable travel with Gloucestershire's visitor experiences to engage and resonate with visitors. To achieve this we will work in partnership with the county's destination management and marketing organisations to achieve an aligned and coordinated approach.
4. To stimulate stations as local places working proactively with developers and local authorities to ensure that rail facilities are well connected to new development through continuous engagement and consultation with councils and their associated neighbourhood plans. We will work proactively with developers, town and parish and councils and local authorities to ensure that rail facilities are well connected to new housing, employment and leisure development
5. To link stations, communities and visitors through promotional and educational measures, including trails, walks and enhanced destination experiences through maps, education, training and events that celebrate local heritage and improve health and wellbeing.

6. To proactively input into planned improvements to the rail network in Gloucestershire, including new or improved stations, accessibility, bus and sustainable transport integration and community transport schemes.

### **Overall Alignment**

A core objective of the CRTPs work would be to work with local transport authority to meet the long term LTP targets, not just around rail growth, but also around continued use of walking, cycling, bus and community transport modes as stated in the current Local Transport Plan

LTP PI-2: No. Of Peak Hour Vehicle Journeys – Restrict annual growth to 1% per annum

LTP PI-7: Increase use of rail – Increase by 30% from 2015 to 2031

LTP PI-8: Increase use of cycling – Increase by 50% from 2015 to 2031

LTP PI-9: Increase use of bus – Maintain bus passenger numbers in line with reviews

LTP PI-10 Maintain bus passenger access - Maintain access within 45 minutes

LTP PI-13 Reduce levels of traffic derived Nitrogen Dioxide – To reduce transport derived NO<sub>2</sub> at each Air Quality Management Areas

LTP PI-14 Reduce per capita transport carbon emissions - 0 tonnes per capita by 2050

<b>Contacts/ Response Authors</b>	
<b>Email</b>	j

## Local Policy Context

The proposed residential site sits in a peri urban location towards the south east of Cheltenham Railway Station and south of the main town centre along the A46; a key thoroughfare providing direct access to the A417 and (M5 Junction 11A), the urban extension of Brockworth, Gloucester, and Stroud, via Painswick through the Cotswolds Area of Outstanding Beauty (AONB).

The site forms part of the Policy MD4 site in the Cheltenham Plan (adopted July 2020) which includes a six-form entry secondary school. The secondary school site was granted planning permission on 21 July 2020 (Gloucestershire County Council planning reference 19/0058/CHR3MJ). The residential area is to be split into two parts; an eastern and a western parcel comprising of 175 homes each featuring 40% affordable homes.

The Gloucester, Cheltenham and Tewkesbury Joint Core Strategy (JCS) provides a key policy backdrop to the development. A thorough examination of local policy and relevance to the proposed site has been undertaken on behalf of Miller Homes (developer) with clear reference made to the following:

**JCS Policy INF1:** Transport Network and specifically Paragraph 15.5 which states: "Policy INF1 of the JCS sets out transport-related requirements and expectations for development in the Borough. Of particular note is Part One of INF1 which ensures that all proposals improve and encourage access to more sustainable modes of travel. A Travel Plan also forms part of the requirement for a development of this scale and size.

**JCS Policy SD4:** Requires new development to prioritise movement by sustainable transport modes through design. These policies will form an important part of development proposals in the Borough."

**Policy SD4 Design Requirements: Movement and Connectivity.** It states that new development should be designed to integrate, where appropriate, with existing development, and prioritise movement by sustainable transport modes, both through the application of legible connections to the wider movement network, and assessment of the hierarchy of transport modes.

The National Planning Policy Framework (NPPF) also sets out matters when considering development proposals across four key paragraphs:

**Paragraph 108:**

"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- b) safe and suitable access to the site can be achieved for all users; and
- c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."

**Paragraph 109:**

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

**Paragraph 110:**

"Within this context, applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."

**Paragraph 111:**

"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."

We believe the Transport Assessment has been sufficiently thorough and extensively researched with strong alignment with local policy and strategy. Particular attention has also been made to the JCS evidence base and the reference made to assessing impacts on the eleven strategic travel corridors, namely Corridor 9: A46 Bath Road (central Cheltenham) to A417 junction.

GCC's preferred mitigation package for Corridor 9 includes:

- Leckhampton Lane - upgrade A46 / Leckhampton Lane priority junction, to include a dedicated right turn from A46 south into Leckhampton Lane (funded through developer contributions);
- Moorend Park Road - A46 Shurdington Road northbound approach to Moorend Park Road – additional highway space for right turning traffic by providing a longer stacking lane (funded through developer contributions);
- Badgeworth Lane - A46 / Badgeworth Lane priority Junction – Signalisation of junction to provide improved access to/from Badgeworth (funded through ad hoc funding opportunities).

## **Alignment with GCRP Strategy**

We feel on a whole that the development scheme and associated commitments to local infrastructure works, on and off site, alongside a detailed travel plan, are sufficient to accept this proposal. However, we do believe that a number of points need to be highlighted and a number of conditions made to meet the expectations and commitments outlined in the proposal and the GCRP Aims & Objectives.

### **Positive Alignment**

There are many positive hard and softer measures proposed as part of the development masterplan and developer contributions to support active travel and increased local permeability and connectivity. The site is strategically positioned on a north south axis between Shurdington Road and the proposed secondary school and the east west axis between Leckhampton Footpath 12 / Merlin Way and Kidnappers Lane. The proposed site layout provides off road footpath / cyclepaths completing the north south and east west pedestrian linkages in the local area.

We believe the site is well positioned to take advantage of principal bus route serving the Shurdington Road, including Service 10 Gold, operated by Stagecoach, which provides a frequency service every 10 minutes to Cheltenham and Gloucester / Lower Tuffley Monday to Saturday and every 30 minutes on a Sunday. The first available service towards Cheltenham leaves the stop at 06:22 and the last return is 23:45. The earliest service for Gloucester leaves at 06:32 and last return journey is at 23:06.

Another Gold Service, 61, also operates frequently along the Cheltenham to Stonehouse alignment via Stroud and would serve as an excellent sustainable and scenic alternative to car-based travel for Swindon/London bound rail users via the Cotswolds AONB. This would be a natural direction of travel for rail users than rail heading into Cheltenham or Gloucester station providing that the route is adequately promoted through the travel planning process.

More importantly, the site is served by Bus service D which provides a connection to Cheltenham Railway Station and Bishop's Cleeve departing Warden Hill bus stops every 30 minutes. This is approximately 850m from the centre of the site but would need to be correctly signposted for residents are the service extended to plug directly in the new site. First services from the stop start at 06:38 to Cheltenham and the last service from the destination is at 22:48. Peak Period frequency is 15 minutes, including over the course of Saturday, with off peak and Sunday services being every 30 minutes on average.

It is noted that pedestrian and cyclists will have the opportunity of accessing Cheltenham town centre by two main routes. The first is via Shurdington Road, the Shurdington Road / Moorend Park Road junction and beyond. The second is via Shurdington Road, Woodlands Road, St Michaels Road, the off-road cycle route linking to Merestones Road and the signed cycle route via The Parks and beyond providing a quieter route towards the town centre . We would welcome the applicants offer to assist in bringing forward improvements to this route and to enter further discussion with GCC and CBC on the matter. This would serve to support access to the railway station from Gloucestershire University Park Campus and ultimately help create smore eamless door to door journeys.

### **Negative Alignment**

We believe that commendable efforts to support sustainable travel are undermined by the scale of car parking capacity provided on site (2.52 spaces per dwelling) and the low-density urban design code that may only lead to exacerbating local car-based movements. Whilst we understand that the development has to be sympathetic to local surroundings and is relatively permeable, there is little to suggest that new residents would opt to travel sustainably. We agree that the site is generally walkable to local neighborhood facilities.

We would request that evidence be provided off how Miller Homes have previously met mode share targets for a development of a similar scale and size and to ensure that the local authority is vigilant and holds the developer to account initially and when assessing monitoring activity. We for example, would not be able to predict the heightened levels of rail travel based on the figures presented due to the uncertainties around travel patterns and future demand to travel. This applies to the interim modal split targets identified by rail for the site:

Baseline: 2.1%

Year One: 2.1%

Year Three: 3.0%

Year Five: 3.5%

The Travel Plan objectives is:

‘To reduce the number of vehicle trips generated by the site during the morning peak hour (08:00-09:00) and evening peak (17:00-18:00) by 10.0%. The objective is to achieve this target within five years from first occupation.’

We feel that efforts to reduce car use should, however, be more ambitious considering the window of opportunity presented by the pandemic to reduce travel

demand and increase levels of walking and cycling. Car driver mode share only drops 6.7% to 60.1% for mode share on site. This does not meet local ambitions and the required modal shift required over the next five years for a new development in a strategic position. We do hope that if Travel Plan targets are not met by the end of the monitoring period outlined above, the developer will work with Gloucestershire County Council to identify a strategy and to agree further actions to get the Travel Plan back on track.

We feel much more attention needs to be channeled towards upgrading Shurdington Road (A46) which is part of the National Primary Route Network but also a highly trafficked single carriageway, 7 metres in diameter and with a 40mph speed limit. This road is a potential barrier to movement; both physically and psychologically, especially for cyclists looking to use it for accessing the station and town centre. Better integration with local quiet streets and alternative routing may be useful to promote and improve as part of local works. We do already appreciate the consideration given to desire lines over Shurdington Road.

We would like to see further clarifications made on the ease of access to rail for people with reduced mobilities and disabilities as well as ambulant users as indicated on the design principles for the site. Limited attention has been made to supporting Community Transport operations in this capacity and we would like to see a discussion around a designated car club vehicle being provided on site to develop a greater package of demand responsive options. This is especially pertinent for those who associate with a Protected Characteristic Group (PCG) s no accessible, frequent, direct bus connection that plugs into the proposed site that would serve the station directly. Bus Service D, which allegedly serves the site accordingly to the transport assessment and travel plan stops well short of the 400m recommended walking radius of the proposed site location.

## **Recommendations/Specific Observations**

### **Walking and Cycling**

We are generally satisfied with the level and type of funding commitments and infrastructure measures being proposed as part of the planning application, which would help plug the site into the wider active travel and public transport networks. The following upgrades would benefit both utility and recreational travel and enhance local permeability. They include:

- The proposed site layout provides off road footpath / cycle paths completing the north south and east west pedestrian linkages in the local area;
- A new 3.5m footpath cycle path is proposed running in a broad north south direction (to the west of Hatherley Brook) between Shurdington Road (near the secondary school proposed Toucan crossing west of Woodlands Road
- Bus stops on Shurdington Road) and Kidnappers Lane opposite the access to the proposed secondary school.
- A new footpath / cyclepath also connects between the eastern development parcel and Kidnappers Lane (to the east of Hatherley Brook); and
- A new 3.5m east west footpath / cyclepath achieved through the site utilising part of Footpath no 6. To the east, it connects with Footpath no. 12 and Merlin Way and to the west the realigned Kidnappers Lane linking into Shurdington Road, Farm Lane and beyond ▪ Footway / cycleway provision at the proposed eastern and western site access arrangements;

This complements the adjacent secondary school application covering the following improvements:

- Upgrade of the existing pelican crossing on A46 Shurdington Road, south west of the Shurdington Road / Kidnappers Lane junction to a Toucan crossing;
- A new Toucan crossing on Shurdington Road between the Kidnappers Lane and Woodlands Road junction;
- Upgraded or new unsegregated footway/cycleway provision on the main approaches to the school site along A46 Shurdington Road, Woodlands Road and Kidnappers Lane;
- Upgrade the surfacing of PROW Leckhampton 13 and PROW Leckhampton 28; and
- A way finding strategy;

## **Public Transport**

We feel that necessary investment should be made in term of upgrading the current bus stop infrastructure along the A46 serving the site to reflect its increased usage and position. This includes additional waiting capacity and shelter alongside Real Time Information Displays to help the integration between bus and rail. We would also suggest that the bus stop enables step free access by incorporating Kassel kerbing into the reconfigured design. The wayfinding strategy developed for the new school could also incorporate creative signage projects to assist the first and last mile to the bus stop provision, particularly the stop in Warden Hill for Service D that stops at the railway station.

## **Car Sharing & Car Clubs**

Whilst car sharing will be promoted amongst new residents of the development, particularly in relation to journeys to work, we would entertain a discussion around the feasibility of a car club vehicle on site with the nominated Travel Plan Coordinator. This could help reduce single vehicle occupancy trips but could also tie in with support for rail related tourism trips that membership to a club could offer at stations elsewhere across the UK.

## **Behaviour Change**

In addition to the hard infrastructure measures set out in the Transport Assessment, the Travel Plan includes a range of non-infrastructure or 'soft' measures for the development to reduce the need to travel and to encourage trips by non-car modes. A Travel Plan Coordinator is being nominated to oversee a very promising package of measures including:

- An information leaflet about the TP, its aims and objectives, how to get involved and how travel will be monitored;
- Information about the community travel websites to provide travel information including the promotion digital applications to support modern travel behaviour such as Stagecoach Buses new travel app;
- A plan of the new development, highlighting local facilities and the nearby key destinations, the walking and cycling routes to these with indicative travel times, locations of local cycle parking, and the location of bus stops;
- Information about opportunities to travel to local schools in the vicinity of the site by sustainable modes, including details of any local school Travel Plans;

- A £150 sustainable travel voucher for the first owner of each dwelling to be used for the following measures:
- A bus travel voucher (such as Stagecoach Taster Tickets) to encourage travel by bus;
- A cycle purchase voucher to assist with the purchase of a bicycles; and
- A voucher towards a rail season ticket to encourage travel by rail.
- Copies of CBC / GCC's cycle plans;
- Bus and rail maps and timetable information;
- Information about journey planning services, e.g., [www.nationalrail.co.uk](http://www.nationalrail.co.uk) and [www.travelinesoutheast.co.uk](http://www.travelinesoutheast.co.uk);
- Information about car sharing;
- Investigation into a car club; and
- Information about home delivery services offered by local supermarkets

We would add that the promotion of PlusBus Ticketing would be advantageous as a direct campaign to support multi modal travel and would also insist on cross promoting the GCRP to enable residents to provide direct feedback on rail and donate skills towards connecting communities with their local station.

### **Freight & Construction Activity**

We would be keen to understand whether the construction company responsible for the development would will be a 'Considerate Contractor' and For suppliers delivering to the site to be FORS accredited. We feel that this is important during the development phase due to the proximity of local schools, key active travel routes and local green spaces where there is a heightened risk to those who associate with a Protected Characteristic Group (PCG). Additional HGV movements would inevitably put additional pressure on the A46 and potentially impact active travel users travelling within the area.

### **Community Engagement**

We would be very interested on helping support Miller Homes and the TPC in the travel planning process to support access to rail and provide the resources and knowledge to feed into local communication streams. We believe that we can complement the range of community facilities being muted; by providing information for the community boards and social media outlets.

We commend efforts to set up a bicycle user group to enable cyclists to share information on routes, safety, cycle maintenance etc and acknowledge how this would enable less experienced cyclists to contact established cyclists and therefore to obtain information, guidance and potentially a 'cycling buddy' to accompany

them on cycle journeys, including to the rail station. We would suggest that this approach also ties in with creating material with alternative routes for different types of cyclist to access the station.

We would like to go a step further and encourage residents, through the dissemination of information, to also take on responsibility for improving their local station through station adoption and to help with efforts to improve last mile links with local communities. This may also form part of the proposed surveying activity where we would be happy to be a critical partner in the formation and delivery of the survey.

### **Conditions and Section 106**

We believe that the commitments made in the planning application are generally sufficient with our commentary providing a few suggestions as to how to build on the offer presented and to strengthen the links with rail and the travel planning process in particular.

## **GCRP Evidence Base & Supportive Materials**

An integral part of the GCRP work will include station travel planning activity and looking at the ways in which sustainable travel can be better connected to each of the stations, including access and equality audits, and a review of signage, waymarking and interpretation. We feel that this can help complement the design solutions to ensure the design of the site effectively amalgamates into the setting.

We would like an open dialogue with the developer to support any travel planning activity and to support the exchange of data and information, ranging from:

- The distribution of resources to aid travel choice in the form of timetables & maps, including new access guide for Cheltenham.
- A community survey to assess travel choice, perceptions and behaviors and capture predicted rail use.
- Light touch Personalised Travel Planning (PTP) activity to aid individual choices (potentially as part of developer contributions)
- Recruit of potential volunteers to joining GCRP and to be local station adopters at Cheltenham.
- Cross promote of local recycling bike offers and training courses and negotiating deals with local suppliers as well as TOCs for taster tickets.

We are also due to launch our Developer Guide which seeks to establish a better relationship between the housing industry, local authorities and the rail industry with the input of local communities and organisations represented by GCRP. We would welcome the opportunity for the applicant to get in touch to engage on this process throughout this proposed development as well as other ventures across the county.

# FRIENDS OF BOURNSIDE

C/O 80 Bournside Rod, Cheltenham, GL513AH

Michelle Payne  
CBC Planning Office  
Municipal Offices  
Promenade  
Cheltenham  
GL50 9SA

Sent via email.

Dear Ms Payne

## **Planning Application Ref: 20/01788/FUL 350 Houses Shurdington Road, Cheltenham**

Several residents in Bournside Road, who's property bounds Hatherley Brook are deeply concerned that this proposed development will further exacerbate the growing menace of flooding in Bournside Road and surrounding area. Consequently, it should be rejected.

Many of our group whose property is in close proximity to Hatherley Brook, have been concerned for some time at the year-on-year increase in water levels. This increased volume of water is not only eroding gardens but causing widespread damage as the incidence of flooding increases.

Many remember the so-called 'exceptional' conditions in 2007, when widespread flooding occurred, and we received assurances from the Environmental Agency that this was a 'once in a hundred-year event'. Since then, we have seen water levels continually rise and the storm on the 17 June 2020 saw the brook rise above levels witnessed in 2007, almost breaching the wall in Hatherley Road. At one point during this flood the Brook was 7.5 meters wide and 2.5 meter deep at the end of the garden at number 80 Bournside Road. and the flood on Boxing Day, 26 December at the same location, measured **8.5 meters wide and 3.2 meters deep**. This flood, the fourth, 'one in a hundred year' event during 2020, wreaked havoc in gardens and brought down huge tree trunks, wooden pallets and numerous other fence posts and deposited other debris that we had to clean up and dispose of. It also threatened existing garden buildings and swept away shrubs and much of the topsoil.

Back in 2007, following the floods, we were further informed by the Environmental Agency that there were two major contributing factors to this unprecedented rise in water levels in the Brook. One being global warming the other upstream development. Since then, the development upstream areas that bound Hatherley Brook has gone on, unchecked and it is no coincidence that this existing and ongoing development around the Kidnappers Lane area has had a dramatic effect on the levels of water in the Brook. Clearly, whatever assurances that were or are being given to the Planning Department about flood risks downstream, are clearly, plain wrong if they discount the risk of further flooding or if they don't, are being ignored. The evidence that the flooding is now a regular occurrence is overwhelming.

In closing, it is an axiom that the Environmental Agency were aware in as early as 2007 that upstream development was a major contributing factor to flooding. We are in no position to establish whether they made this clear to the Planning Authorities, perhaps they did and were ignored or perhaps they failed to do so. Regardless of this, the fact remains that planning permission has been granted and much development has taken place. If further planning permission is granted in the full knowledge that the inevitable result will be increased flooding to many downstream properties, surely the parties involved namely CBC and the Developers will be culpable and must bear the cost of any financial penalties flood victims may incur, when further flooding occurs whether that is damage to property or increased insurance premiums for 'flood-risk' area? One final point. The depth and flow of the water in the Brook in flood, is a serious health & safety risk. A very strong, adult swimmer would struggle to survive a fall into the Brook. A child would stand no chance of survival and planners must be aware of that fact.

Relevant photographs attached.

For FOB



Flood 12 July 2007 Probably 60% less volume of flood as in December 2020 flood (once in a hundred year event!)



**Spring 2020** Top: Normal      Bottom: During June flood



Large logs brought down Spring 2020 c 3 meters long x 200mm diameter



Log deposited across Brook after water receding 26 December 2020



Floodwater on evening of 23 December 2020 17:53. 9 x 3.5 meters



Hatherley Road flooding





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**From:** > 10 January 2021 15:38  
**Sent:** Internet - Planning Comments  
**To:** Miller Homes Planning Application 20/01788/FUL  
**Subject:**

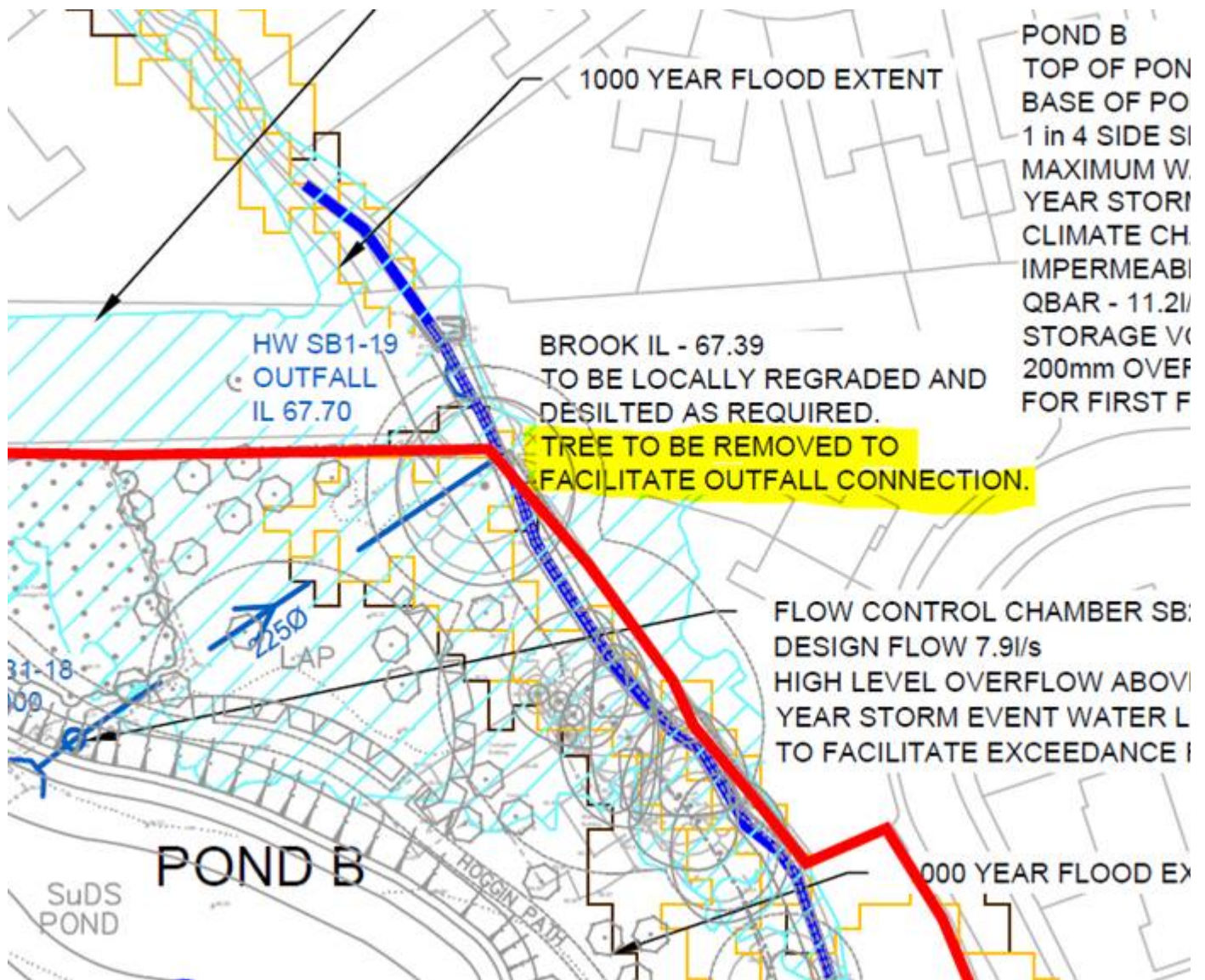
The Sleepers  
Merlin Way  
Cheltenham  
GL53 0LS

To whom it may concern

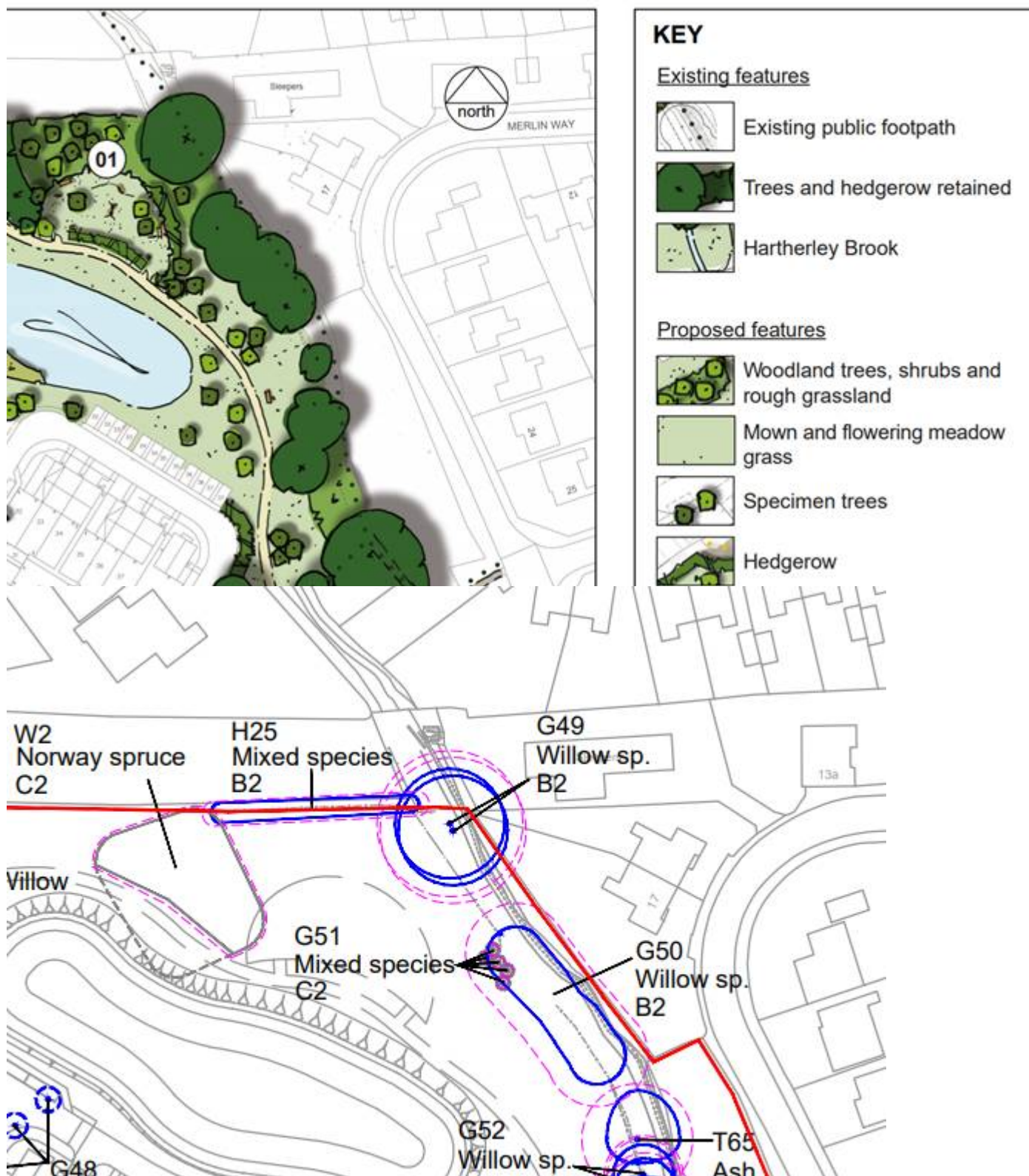
I purchased my house (directly adjacent to the northeast boundary of the proposed development) partly because of the open view, and the feel of living in the green space, while still having the convenience of the town. Both of these characteristics will be severely altered should the proposed 350 dwelling go ahead.

Given the change in my living environment, and the financial impact of this development on the value of my home, I would like to formally object to the application. However, should the development proceed, then I would appreciate consideration be given to mitigate these unwelcome changes as detailed below.

I am particularly concerned that the existing tree line could be effected along the northeast boundary. The Phase 1 Drainage Layout actually states that a tree will be removed to facilitate the proposed drainage outfall from Pond B (see extract below).



Not only do I find this unacceptable as it will significantly increase the visual impact of the proposed development from my property, it also directly conflicts with the developer's own Landscape Strategy (see extract below) and Tree Retention Plan (G49 on the extract below) that explicitly state the tree is to be retained. I would request that explicit assurances are sought from the Developer to ensure the trees along the brook are retained, as noted on their own plans, and that an alternate solution is provided for the drainage outfall that doesn't affect the existing trees.



I am also concerned over the increase in flood risk and I am supportive of the comments made by the Parish Council. In particular, I am concerned that if the maintenance of the attenuation ponds detailed in the Flood Risk Assessment is not carried out, it will have a significantly detrimental effect on local flooding along the brook.

I also agree with comments made by the Parish Council with regards to bio-diversity and ecology. If a development is to be granted on green space, surely the Developer should have to provide a net gain in bio-diversity. The Developer's own Ecology Appraisal demonstrates that this is possible and I would like to see the Developer obliged to implement all of the recommendations detailed in clause 8.5 of the appraisal, as early as possible within the phasing of the development.



Waterwood  
Merestones Road  
Cheltenham  
GL50 2RS

Your Reference 20/01788/FUL Miller Homes 350 Houses

To whom it may concern.

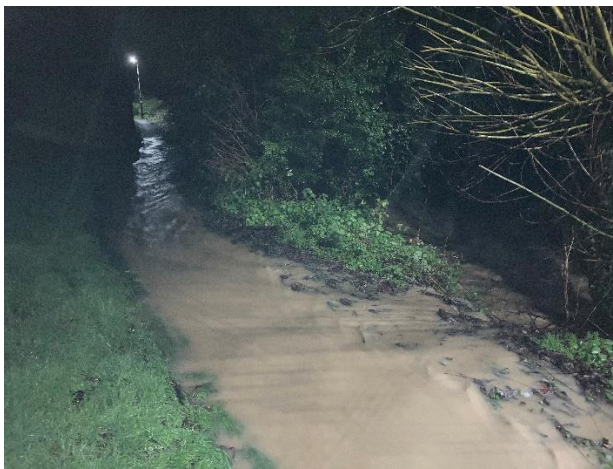
I appreciate the need for new housing in Cheltenham and have no problem generally with the plans submitted by Miller Homes, it won't help the current gridlock on Shurdington Road at rush hour, but there are few routes into Cheltenham unaffected by our general obsession with cars.

I am however concerned about the amount of water that comes off Leckhampton Hill, that will undoubtedly get worse as climate change has more of an impact. The proposed housing site currently absorbs water run off from Leckhampton Hill, we can clearly see this from the amount of surface water currently in the fields and the affect on neighbouring pathways. Buildings and roads do not absorb water and the water continues across the higher elevation to the lower elevation.

The addition of ponds will take some of the excess, to the 100 year flood event +40% according to the plans, but the remainder will need a route to the lower elevations.

Currently Hatherley Brook takes a great deal of this run off and struggles now. The route under the A46 into Merestones and down into Bournside Road is very poorly maintained with paths regularly flooding and even collapsing.





Our house lies several hundred yards downstream of the meeting point of the 2 Hatherley Brook routes through Merestones. I have had to improve the flood defences myself in my own time and at my own cost, but I can't do anything about the diameter of pipes or clearance below bridges.

The below pictures show the difference between the water levels in a 5 hour period on Wednesday 23<sup>rd</sup> December. This is the second time this year that the water has gone over the capacity of the pipe. The first being 17<sup>th</sup> June, following dry weather, so saturated higher ground was not a factor. On both occasions this was one day of rain. How much more water would be required to flood both mine and my neighbours properties? Do we need to expect 2007 levels regularly, more than one day of heavy rain?



Where will this excess water go? There is a solution, drastically improve the culverts, dredge, line, widen, deepen. I suspect the council have no resources to do this judging by the current poor state of repair and the developers will bamboozle the council with survey statistics proving that this is a one in a hundred year event in order to prevent loss of margin. I don't believe the developers (Boo Homes) re-assurances did the residents of Leckhampton Views any good in 2016, probably more like a one in hundred day event for them.

The drainage plan says for the blue line that represents the existing watercourse "to be retained and maintained as appropriate". They are not be maintained now so who will be responsible for this in the future?

Your consideration of the above would be appreciated.

Yours sincerely