

<b>APPLICATION NO:</b> 23/00625/FUL	<b>OFFICER:</b> Miss Michelle Payne
<b>DATE REGISTERED:</b> 14th April 2023	<b>DATE OF EXPIRY :</b> 14th July 2023
<b>WARD:</b> St Peters	<b>PARISH:</b>
<b>APPLICANT:</b>	Lane Britton and Jenkins
<b>LOCATION:</b>	456 High Street Cheltenham Gloucestershire
<b>PROPOSAL:</b>	Full planning application for the redevelopment to provide a residential development of 18no. apartments (12no. one bed and 6no. two bed) contained within two blocks, following demolition of an existing commercial building

## REPRESENTATIONS

Number of contributors	<b>18</b>
Number of objections	<b>17</b>
Number of representations	<b>1</b>
Number of supporting	<b>0</b>

Apartment 53  
Honeybourne Gate  
2 Gloucester Road  
Cheltenham  
Gloucestershire  
GL51 8DW

**Comments:** 24th October 2023

Dear sirs/Madam,

I wish to raise objections to the above planning application on the following grounds:

There is practically no difference to the original plans

It is far too dense a development for such a small site. The windows on the upper floors still face into our building thus depriving us on the upper floors of Honeybourne of privacy. I spend a great deal of my time in my flat &/do not relish having to live with drawn curtains or the expense of shutters. It is depressing living in gloom & detrimental to health .

There is absolutely no parking space on the plans. How are deliveries to be made? And where will the occupants park their cars. Just because it is in town does not mean there will be no car owners.

You seem not to have made adequate plans for refuse storage for both blocks. That will inevitably lead to mounds of rubbish being dumped in the general area. Apart from the aesthetic appearance, it will also be a health hazard & an attraction to vermin.

The impact on the Churchill memorial garden does not seem to have been considered. At the moment, High Street property is walled off. Will that remain the case? The gardens are a huge benefit to the local community but cannot withstand much more

Graffiti or rubbish being left there.

I really object to this development. It is far too much on too small a site & the amendments are so slight as to be negligible. None of the original objections have been addressed.

Yours faithfully,

Apt 42 Honeybourne Gate  
2 Gloucester Road  
Cheltenham  
GL51 8DW

**Comments:** 28th April 2023

Dear Sirs

I am writing to register my disapproval with planning application 23/00625/FUL.

My very strong concerns are as follows:-

I live on the third floor facing this development with my living room and bedroom windows both looking towards that direction. I am an elderly woman who spends a lot of time in the apartment but the proximity of this proposal fills me with horror and apprehension!

I am concerned about the noise from construction and ongoing noise once the development is complete.

Four stories will undoubtedly restrict my light and view

Parking in this whole area is extremely difficult.

Congestion is already continuous throughout the day and night on the immediate roads in the surrounding area and a further 18 dwellings will add to his sorry state.

In conclusion I feel that the proposal will severely impair the value of the Honeybourne Gate Retirement complex, particularly the apartments on my side which are so close.

I am a \*\* year old woman who would Like to see her days out in peace and tranquility, not overlooking a building site!

Yours faithfully

\*\*\*\*\*

Reception  
Honeybourne Gate  
Cheltenham  
GL51 8DW

**Comments:** 26th October 2023

I write in my capacity as managing agent to 2 Gloucester Road (Management) Ltd, trading as Honeybourne Gate and on behalf of the residents of Honeybourne Gate.

We strongly object to the current proposal and have previously objected. The revised proposal has not in any way addressed our previously expressed concerns.

We draw the planning committees attention to the comments included in the report from the Council's Heritage and Conservation Officer:

'The comments from that the Concern is raised over the proposed scale and massing of the development proposal. Specifically a concern is also raised over the cumulative impact of the height, width, depth which result in overdevelopment of the site, out of keeping with this part of the Central Conservation Area: Lower High Street character area.'

Our specific concerns are:

- The scale, height and massing of the building proposal is inappropriate to such a small site and would represent a gross overdevelopment which would erode the character and appearance of this part of High Street. Whilst a low level, residential development at that site might be appropriate, creating a four storey apartment block is not. It would singularly fail to meet the design standards required by paragraph 130 of the National Planning Policy Framework and Policy D1 of the adopted Cheltenham Plan.

- The height of the building, its bulk and close proximity to Honeybourne Gate (separated only by the width of the Honeybourne Line) will have an unreasonable harmful impact on the living conditions of residents at Honeybourne Gate. These effects will include loss of privacy by overlooking windows at close quarters, shadowing and loss of light, and a generally oppressive and overbearing imposition in the outlook enjoyed from habitable room windows at Honeybourne Gate that face south-eastwards. This would be contrary to paragraph 130(f) of the National Planning Policy Framework, Policy SD14 of the Joint Core Strategy, and Policy SL1 of the adopted Cheltenham Plan, which require developments to ensure high standards of amenity for neighbours.

- There is no on-site parking or servicing proposed for the scheme. Whilst it is true that there is good public transport links to local services it is not realistic to assume that the residents will not have vehicles - many will need vehicles to access their places of work even if they don't need them for shopping trips, etc. and this will place more parking pressure on already congested streets and tight junctions, raising highway safety concerns. The lack of any servicing, means that future residents demands in terms of removal vehicles, delivery vehicles, tradespersons and maintenance vans and lorries will all be inclined to park on the site frontage where there are double yellow lines and opposite the Swindon Street junction; this will be an accident waiting to happen. These serious highway safety concerns mean that the proposal conflicts with paragraphs 110, 111 AND 112 of the National Planning Policy Framework

- The applicant's loss of employment premises case under Cheltenham Plan Policy EM2 is wholly unconvincing. It is well known that Cheltenham has serious supply issues of employment land and policies, hence the protection afforded by Policy EM2. The site has not been marketed for employment purposes and the policy case has not been made. This is a refusal issue.

- The viability report claiming to provide a justification for avoiding the normally applied affordable housing content is not published or open to scrutiny. Given the nature of the site and local sales values, we find it surprising that the development cannot meet the policy requirements of JCS policy SD12. The Council is encouraged to subject any viability appraisal to a robust external RICS scrutiny.

For all the above reasons we respectfully ask that the application is refused.

**Comments:** 4th May 2023

I write as the managing agent for Honeybourne Gate, the retirement development at 2 Gloucester Road, Cheltenham.

I have been asked to make representations about the above planning application by residents of Honeybourne Gate who strongly oppose the proposed development.

First of all, I note that currently the application is scheduled for determination by an officer rather than by elected councillors. For a development of this intensity and in the proposed location I consider it important that councillors scrutinise the proposal.

The residents of Honeybourne Gate have several concerns about the proposal itself:

- The massing of the building is inappropriate to such a small site. Whilst a low level, residential development at that site would be appropriate, creating a four storey apartment block, without parking and with insufficient allowance for refuse and recycling is not.
- The height of the building, and its close proximity to Honeybourne Gate (separated only by the width of the Honeybourne Line) will restrict light to those Honeybourne Gate apartments facing the development and will also impact on the privacy of people living in their apartments both in Honeybourne Gate and in the proposed development.
- There is no on-site parking proposed for the scheme. Whilst it is true that there is good public transport links to local services it is not realistic to assume that the residents will not have vehicles - many will need vehicles to access their places of work even if they don't need them for shopping trips, etc. The nearby roads that allow for residential parking are already congested at night when residents are at home and will become more so when residents in the proposed building seek to park their vehicles there.
- The suggestion that rubbish should be left on the high street only early in the morning is unrealistic and it will inevitably be left on the High Street from the night prior to collection. This is likely to leave the High Street pavements impassable and are likely to be unusable by disabled people. Honeybourne Gate is a retirement development and many of its elderly residents have restricted mobility and need clear disabled access to the pavements at all times.
- During the development there will inevitably traffic disruption on the High Street and there are no details in the application as to how they developers will mitigate noise and disruption during the build.
- Only a narrow gap is proposed between the building and the Honeybourne Line which will make repairs to the embankment and the Line very difficult. When Honeybourne Gate was built a more significant gap was insisted on at design stage and the same requirement does not appear to have been imposed with this scheme.

Honeybourne Gate is a retirement development and its residents are elderly people looking for quiet enjoyment of their homes. They believe very strongly that this

development is not suitable for this site and will have a significant impact on the quality of their life and the ability to have quiet enjoyment of their homes.

Apartment 54  
Honeybourne Gate  
2 Gloucester Road Cheltenham  
Gloucestershire  
GL51 8DW

**Comments:** 22nd October 2023

Apartment 54 Honeybourne Gate  
2 Gloucester Road  
Cheltenham  
GL51 8DW

22rd October 2023

Dear Sir/Madam

Ref: Planning Application 23/00625/FUL

Following the revision to this planning request I wish to restate my original appeal with revisions to counter these changes which do little to answer my original appeal.

1. The scale, height and mass of this proposal is total inappropriate to such a small area and represents a gross overdevelopment of an unsuitable site. This is evidenced by the lack of any vehicular access or any access beyond very narrow pedestrian pathways. Further evidence of this can be seen in the plan view of the site and the asymmetric design to accommodate some form of free space for recreation or bins. Whilst a low-level residential development might be appropriate this is not: failing to meet the design standards required in para. 130 of the National Policy Framework and Policy D1 of the adopted Cheltenham Plan.

New Comment: Revisions to the earlier proposal show minimal and largely cosmetic and token changes amounting to less than 10% of the main building footprint and minimal changes to the elevation.

2. The height and mass of this building with its proximity to Honeybourne Gate (separated only by the width of the Honeybourne line) will have an unreasonably harmful impact on the living conditions of its residents. These effects will include gross loss of privacy from overlooking windows in close proximity, overshadowing and loss of light and a generally oppressive and overbearing imposition on the outlook currently enjoyed by those residents in habitable rooms with a south easterly aspect. Bearing in mind that like myself most of these residents are elderly, some with infirmities or limited mobility, thus tied to their outlook positions. This denial of amenity to neighbours is contrary to para.

130(f) of the National Policy Framework. Policy SD14 of the Joint Core Strategy and Policy SL1 of the adopted Cheltenham Plan.

New Comment: See above additional comments.

3. With no onsite parking the assumption seems to be that all travel and transport requirements by residents can be met from the very good local transport links. This is totally unrealistic as many residents will wish to own cars for work travel at the very least. This will place more pressure on already very congested streets and tight junctions raising road safety concerns.

Then there is the concern for servicing the site for which no provision has been made. This means that future resident demand in terms of removal vehicles, delivery vehicles, maintenance vans or lorries and finally emergency vehicles will be forced to park on the site frontage where there are double yellow lines, opposite the Swindon Road junction and just where the road narrows: there will be traffic carnage. Many times of the day there will be two static lines of traffic with impatient drivers backed up to traffic lights and so with any added blockages accidents ready to happen. These are very serious highway safety concerns which mean that the proposed development conflicts with paras. 110, 111 and 112 of the National Policy Framework

4. With reference to the concerns shown at para. 3 access to Block B will be a particular problem for persons moving in or out but especially for emergency services. In the case of an ambulance visit the vehicle will need to be parked, probably for some considerable time, on a busy main road causing a major lane blockage. The crew, meantime, need to get to Block B, carry on with their task, then move a patient over a considerable distance by stretcher, trolley or wheelchair. Not a pleasing prospect if you have just had a heart attack. Serious health and safety concerns.

5. The applicant puts forward a wholly unconvincing argument for a change of use to the existing premises. It is known that Cheltenham has serious supply issues of employment land and policies hence the protection afforded by the mentioned Policy EM2. The site has not been marketed for employment purposes so any supposition that the current use is not viable is therefore irrelevant at this point.

6. It would appear from reading the planning document paragraphs 6.1 to 6.7 that this attempts to justify the avoidance of the normally applied affordable housing content to meet the requirements of JCS policy SD12. Is this acceptable?

7. A factually incorrect assertion at para. 6.14 that 2 Gloucester Road consists of bedsits when in fact it is a retirement complex containing 55 one or two bedroom flats owned by mainly elderly residents.

8. New Comment: One other significant addition is the traffic carnage, with associated risks during the construction phase, that is guaranteed to paralyse the lower High Street area for considerable periods.

Yours faithfully

\*\*\*\*\*

**Comments:** 18th May 2023

Apartment 54 Honeybourne Gate  
2 Gloucester Road  
Cheltenham  
GL51 8DW

17th May 2023

Dear Sir/Madam

Ref: Planning Application 23/00625/FUL

I wish to register an objection to this proposal on the following grounds: -

1. The scale, height and mass of this proposal is total inappropriate to such a small area and represents a gross overdevelopment of an unsuitable site. This is evidenced by the lack of any vehicular access or any access beyond very narrow pedestrian pathways. Further evidence of this can be seen in the plan view of the site and the asymmetric design to accommodate some form of free space for recreation or bins. Whilst a low-level residential development might be appropriate this is not: failing to meet the design standards required in para. 130 of the National Policy Framework and Policy D1 of the adopted Cheltenham Plan.

2. The height and mass of this building with its proximity to Honeybourne Gate (separated only by the width of the Honeybourne line) will have an unreasonably harmful impact on the living conditions of its residents. These effects will include gross loss of privacy from overlooking windows in close proximity, overshadowing and loss of light and a generally oppressive and overbearing imposition on the outlook currently enjoyed by those residents in habitable rooms with a south easterly aspect. Bearing in mind that like myself most of these residents are elderly, some with infirmities or limited mobility, thus tied to their outlook positions. This denial of amenity to neighbours is contrary to para. 130(f) of the National Policy Framework. Policy SD14 of the Joint Core Strategy and Policy SL1 of the adopted Cheltenham Plan.

3. With no onsite parking the assumption seems to be that all travel and transport requirements by residents can be met from the very good local transport links. This is totally unrealistic as many residents will wish to own cars for work travel at the very least. This will place more pressure on already very congested streets and tight junctions raising road safety concerns. Then there is the concern for servicing the site for which no provision has been made. This means that future resident demand in terms of removal vehicles, delivery vehicles, maintenance vans or lorries and last but not least emergency vehicles will be forced to park on the site frontage where there are double yellow lines, opposite the Swindon Road junction and just where the road narrows: there will be traffic carnage. Many times of the day there will be two static lines of traffic with impatient drivers backed up to traffic lights and so with any added blockages accidents ready to happen. These are very serious highway safety concerns which mean that the proposed development conflicts with paras. 110, 111 and 112 of the National Policy Framework

4. With reference to the concerns shown at para. 3 access to Block B will be a particular problem for persons moving in or out but especially for emergency services. In the case of an ambulance visit the vehicle will need to be parked, probably for some considerable time, on a busy main road causing a major lane blockage. The crew, meantime, need to get to Block B, carry on with their task, then move a patient over a considerable distance by stretcher, trolley or wheelchair. Not a pleasing prospect if you have just had a heart attack. Serious health and safety concerns.

5. The applicant puts forward a wholly unconvincing argument for a change of use to the existing premises. It is known that Cheltenham has serious supply issues of employment land and policies hence the protection afforded by the mentioned Policy EM2. The site has not been marketed for employment purposes so any supposition that the current use is not viable is therefore irrelevant at this point.

6. It would appear from reading the planning document paragraphs 6.1 to 6.7 that this attempts to justify the avoidance of the normally applied affordable housing content to meet the requirements of JCS policy SD12. Is this acceptable?

7. A factually incorrect assertion at para. 6.14 that 2 Gloucester Road consists of bedsits when in fact it is a retirement complex containing 55 one or two bedroom flats owned by mainly elderly residents.

Yours faithfully

.\*\*\*\*\*

13 St Pauls Parade  
Cheltenham  
Gloucestershire  
GL50 4ET

**Comments:** 8th May 2023

Object

The applicant proposes replacing a single storey industrial building with a pitched roof with a four-storey residential building. I have no objection to the change of use to residential. Though it is a shame to lose more town centre employment land, there is a demand for housing. I strongly object to the proposed height and size of the new building. It is overdevelopment of a small plot, leaving residents with no amenity space. Unlike the existing building it extends all the way to the front of the plot and far closer to the Honeybourne Line itself, far closer than Honeybourne Gate on the opposite side, and leaving a very restricted space for access for maintenance of the retaining wall.

This building should be restricted to two storeys with a flat roof - i.e. no higher than the Honeybourne Line boundary wall.



The distinctive feature of the northern end of the Honeybourne Line from the Waitrose bridge onwards is being at rooftop height and the views across the town, and across to the Escarpment in places. From the stretch of the Honeybourne Line between the Winston Churchill Memorial Garden and the High Street, you can see across towards the town centre, and back towards the front elevation of the grade II listed St Mary's Mission. Permitting a four-storey building would obliterate this view from the Winston Churchill Memorial Garden ramp to the High Street bridge.

Along with the existing Honeybourne Gate building, a four-storey building would create a canyon effect for this stretch, which would make the Honeybourne Line feel far more enclosed and less safe. The four-storey building extends close to the ramp leading down to the Winston Churchill Memorial Garden, which will contribute to this route also feeling far more enclosed and less safe.

This is within the Lower High Street conservation area. The local planning authority has a duty to preserve or enhance the conservation area.

The 2008 Character Appraisal and Management Plan identifies the setting and views for the Character Area as very important Development Control Proposal Action LH6 "The Council will ensure that all development respects the important views within, into and from the Lower High Street Character Area. These views are noted but not exclusively identified on the Townscape Analysis map. The Council will ensure that these remain protected from inappropriate forms of development and redevelopment and that due regard is paid to these views in the formulation of public realm works or enhancement schemes in accordance with the Cheltenham Borough Local Plan"

The views from the Honeybourne Line along the lower High St, towards the Mission, towards St Gregory's spire, and the treelines of the Winston Churchill Memorial Garden should be protected, and the height of any development on this site restricted in order to do so.

At four storeys high, it would also block the views of Honeybourne Gate residents on the third and fourth floors who currently look out over the Honeybourne Line. Instead, they would be looking at the brick wall and windows of this proposed development. Although no-one has a right to a view from their windows, it should be borne in mind that Honeybourne Gate is a retirement complex run on the Extracare model, which means that residents as they become increasingly incapacitated and housebound with age, are able to stay in their apartments without moving into a care home. When you are unable to leave your apartment, your views onto the outside world are all the more important.

The Lower High St Character Appraisal and Management Plan also recognises that "some modern developments do not sit well within the historic context of the area. They have a negative impact upon its character and appearance, through factors such as size, scale, footprint, [and] massing". This would be one such development if allowed to proceed as proposed. Another feature of the Lower High St as identified in the Character Appraisal and Management Plan is that "building heights are inclined to increase towards the town centre" making a taller building less appropriate in this location. Sadly, many recent buildings in this area have been unsympathetic to their setting and too tall. 401-403 High St being a glaring example. These recent developments do not relieve the planning authority of their duty to preserve or enhance the conservation area.

Apartment 49  
Honeybourne Gate  
2 Gloucester Road  
Cheltenham  
Gloucestershire  
GL51 8DW

**Comments:** 25th October 2023

Letter attached.

Apartment 3  
Honeybourne Gate  
2 Gloucester Road  
Cheltenham  
Gloucestershire  
GL51 8DW

**Comments:** 25th October 2023

Letter attached.

Apartment 29  
Honeybourne Gate  
2 Gloucester Road  
Cheltenham  
Gloucestershire  
GL51 8DW

**Comments:** 30th October 2023

Letter attached.

**Comments:** 9th May 2023

Dear Sir/Madam

Planning Application No. 23/00625/FUL

I live at 29 Honeybourne Gate, which is a second floor apartment with three principal windows facing the application site. These windows provide the only natural light to - and outlook from - my kitchen, living room and main bedroom. I wish to object to the planning application for the following reasons:

Due to the close proximity of the proposed four storey buildings - at their closest point just 15 metres away using the scale bar on the plans - the mass and scale of the development will have a significant detrimental overbearing impact on both my apartment and other apartments facing the site. The proposed buildings will be overpowering visually, will block light, and will result in a significant loss in the enjoyment of my property.

The proposed windows to habitable rooms in Block A will face my apartment and given the close proximity of the development this will have a substantial impact on the privacy

of my home. The nearest habitable room windows in Block A to my apartment will be significantly less than the 21 metres stipulated in Policy SL1 of the adopted Cheltenham Plan (July 2020). Note 2 to the policy states:

' In determining privacy for residents, the Council will apply the following minimum distances:

\* 21 metres between dwellings which face each other where both have windows with clear glazing.....'

In this regard, paragraph 14.1 of the Local Plan states that the well-being of the Borough's residents is a key consideration in all policy-making and no less in the determination of planning applications.

I have noticed that it appears that the Applicant has not submitted a Health Impact Assessment with the application despite this being a specific requirement for major planning applications.

The Planning Statement submitted with the planning application makes a factually incorrect statement (para. 2.4) by commenting that the Honeybourne Gate development is used for bedsits. Honeybourne Gate contains one and two bed apartments occupied by older people, many of whom spend a considerable amount of time in their homes. For those residents occupying homes facing the application site, the proposed development will have a substantial negative impact on their well-being and quality of life.

The Applicant has sought to justify the lack of on-site parking provision in the Transport Note, however in practice the site will not work without space for visitor parking and access / space for deliveries and loading / unloading. The lack of such facilities within the development clearly demonstrate that the proposals constitute unacceptable over-development of this small site. The consequence of having no facilities for visitors, deliveries etc. will be that vehicles will park illegally on the foot way in the Lower High Street, giving rise to considerable safety risks to pedestrians using a busy walking route into the town centre.

Access to Block B for larger deliveries and removals appears to be totally impractical given that the block will only benefit from a single pedestrian access which is stepped at the front of the site. The location of the refuse / recycling bins within Block A will be highly inconvenient to the occupiers of the other units in Block B, and it is quite reasonable to predict that rubbish will be left more conveniently in the courtyard and other paved areas which will be unsightly both to residents and users of the Honeybourne Line.

I have no objections in principle to the redevelopment of this brownfield site for housing, however any proposal should be of a much reduced size and scale so that it is commensurate with the small size and shape of the site, and respects its surroundings. I suggest that any development should be no more than two storeys in height and finished with white painted render, which would be in keeping with the wider prevailing character of the area.

As submitted, the application proposal fundamentally conflicts with Policy SL1 of the adopted Cheltenham Plan.

Yours faithfully

\*\*\*\*\*

Apartment 5  
Honeybourne Gate  
2 Gloucester Road  
Cheltenham  
Gloucestershire  
GL51 8DW

**Comments:** 25th October 2023

Letter Attached.

Apartment 4  
Honeybourne Gate  
2 Gloucester Road  
Cheltenham  
Gloucestershire  
GL51 8DW

**Comments:** 4th May 2023

I would like to register an objection to the proposed development on many grounds including the following;

1. Over development of the site, resulting in impacting the privacy of the nearby apartments at Honeybourne Gate, which were not designed to be faced by windows level with them and overlooking them, only separated by the width of the Honeybourne line.
2. Parking, The fact that the occupiers of the proposed buildings have a genuine choice of sustainable transport methods does not apply to deliveries made to the building. As there has been no provision on the site, the building, apart from a narrow strip of planting, is up to the edge of the pavement, and parking on the pavement is illegal, delivery vehicles and vans will park on the single carriageway main road or illegally on the pavement while deliveries are carried to the 18 four storey flats.

Either would cause problems for the busy road or pedestrians and handicapped buggy users.

The suggestion of the report which points out that public car parks locally could be used for 'visitors and delivery vehicles', would seem comical - settees and fridge freezers being carried by delivery drivers across main roads!!!! they would in reality park illegally on the pavement or hold up the traffic on the busy single carriageway main road.

3. The Street Scene and air pollution.

Visitors coming into the town along the major access road, will see the proposed building looming above the honeybourne bridge. The view will be of a "canyon" (the expert's words) formed by 2 four story buildings right up to the pavement either side.

apart from the aesthetics of the look of this main approach to the town, this will cause, according to the air report, air pollution problems either side of this canyon so that they will have to instal 'mechanical ventilation systems'. This does not seem very green or healthy for the residents.

If the proposed devt. of the site was limited to 2 floors with provision for refuse storage, the problems of overlooking, parking and air pollution would be solved, and the street scene coming into our lovely town would not be spoiled by this unpleasant 'street canyon'.

**Comments:** 25th October 2023

Letter attached.

Apartment 41  
Honeybourne Gate  
2 Gloucester Road  
Cheltenham  
Gloucestershire  
GL51 8DW

**Comments:** 24th April 2023

Letter attached.

**Comments:** 25th October 2023

Letter attached.

**Comments:** 25th October 2023

Letter attached.

Apartment 39  
Honeybourne Gate  
2 Gloucester Road  
Cheltenham  
Gloucestershire  
GL51 8DW

**Comments:** 26th April 2023

Dear planning people

The above planning proposal has come as a bombshell to those of us living at Honeybourne Gate (HG) on the side facing the proposed development. In particular to me as I occupy the 3rd floor flat nearest to the Honeybourne Line walkway. My more specific comments follow, in the categories suggested in your letter.

Privacy:

Occupants of the proposed building would have their bedroom and/or lounge windows directly overlooked by HG apartment windows and vice versa. At my end of the building the distance between the buildings would be barely a road's width.

Visual Impact and amenity value:

This is my biggest concern. The proposed building would completely dominate the view from all windows of HG apartments on this side. For the many users of the Honeybourne Line walkway it would block a view which appears to be much appreciated and would give a feeling of walking through a dark alleyway between the two buildings. It would also provide yet another surface for the hated 'tagging' that already plagues the rest of the Honeybourne Line. I invite someone from the planning committee visit my apartment to assess the impact for themselves.

Noise and Disturbance:

I appreciate that construction disturbance does not count as a planning consideration - but residents on the affected side of HG have chosen to live on the 'quiet' side of the building. Some are vulnerable and possibly in the final stages of life. It does not seem fair to inflict on them the inevitable noise, vibration and disruption of the building works.

Yours sincerely

Apartment 52  
Honeybourne Gate  
2 Gloucester Road  
Cheltenham  
Gloucestershire  
GL51 8DW

**Comments:** 9th May 2023

6th May 2023

Dear Sir

Ref : Planning Application 23/00625/FUL

I wish to comment on this application on the following grounds.

1. The proposal represents a gross overdevelopment of a restricted site and will be entirely out of scale with the immediately adjacent properties.

2. While the application indicates a low level of traffic accidents at the nearby Gloucester Road / High Street junction, it does not address the other traffic incidents which occur on a quite regular basis i.e. over-sized articulated lorries hitting the bridge. These events are rarely reported to the Authorities but are witnessed by the occupants of apartments in Honeybourne Gate .

When the vehicle hits the bridge the driver has to reverse out and into Swindon Street, which is immediately opposite the proposed development. In order to carry out this manoeuvre the drivers cab has to mount the pavement and encroach onto the existing forecourt of No 456, High Street.

The proposed development will eradicate this forecourt making the entire procedure very difficult, if not impossible and creating a major traffic hazard. Furthermore, I believe that a building so close to the bridge will further disguise the hazard that it represents.

3. The suggestion that car parking facilities will not be needed on the site is absurd. And unsupported by any substantial evidence. Whilst there is Permit Parking in the

surrounding streets, a walk round the named streets at almost any time of day or evening will confirm that the spaces are fully used by existing residents. There is little or no substantive evidence that car use will fall significantly in the foreseeable future and therefore it seems at best irresponsible to permit town- centre developments which do not include provision for car parking.

4. The Proposal involves the removal of two trees at the entrance to the award-winning Winston Churchill Gardens. This will reduce the amenity value of the entrance to this valuable community resource.

Yours faithfully

\*\*\*\*\*

**Comments:** 25th October 2023

Letter attached.

Apartment 47  
Honeybourne Gate  
2 Gloucester Road  
Cheltenham  
Gloucestershire  
GL51 8DW

**Comments:** 25th October 2023

Letter attached.

452 High Street  
Cheltenham  
Gloucestershire  
GL50 3JA

**Comments:** 9th May 2023

Letter attached.

Apartment 39  
Honeybourne Gate  
2 Gloucester Road Cheltenham  
Gloucestershire  
GL51 8DW

**Comments:** 13th October 2023

Following the revision of the plans I would like to restate and revise my objections first listed on 26 April 2023 and add more. The revised plans have not addressed any of my concerns.

Privacy

I note that windows on the top floor on the South West elevation are angled to avoid overlooking a single storey premises (?) but the windows on the 3rd floor of the North East elevation - a few feet directly opposite my lounge windows - will still be looking straight into my rooms.

Visual impact and amenity value

The length, breadth and height of the development is out of keeping with an already congested stretch of the high street which also happens to be part of the conservation area. A view over Cheltenham that is currently much appreciated by users of the Honeybourne Line would no longer exist. There would be a dark 'canyon' effect between 2 tall buildings especially from the ramp up from Winston Churchill Gardens.

Delivery/Drop Off

The assumption that no cars will be required on or near the site by any residents does not appear to be reasonable. Even if residents can find parking spaces in an already overused parking zone, drivers delivering large or heavy parcels or furniture will not be able or willing to carry them from any of the suggested local public car parks.

Honeybourne Gate residents have paid a premium to move in here expecting to live out the last years of our lives without the usual upheaval and burdens we have dealt with in the past. The prospect of this development is now hanging over us and is causing much distress. There is also resentment and a feeling that the council and developers have disregarded the presence of a retirement complex when considering these plans. Please spare us a thought.



42 Nine Elms Road  
Longlevens  
Gloucester  
GL2 0HB

**Comments:** 7th May 2023

I oppose the proposed development on a number of grounds.

My \*\* year old mother recently purchased apartment 27 Honeybourne Gate and we were not aware of this proposed development.

The apartment looks out directly on to the proposed development site with 3 full length windows. My mother is \*\*\*\*\* and the amount of natural daylight the outlook provides was one of the main factors determining our choice. Her main living area looks directly onto the proposed site. With poor \*\*\*\*\* and needing a \*\*\*\*\* to get around good light is crucial to enable her to live safely and independently in her new apartment. The proposed development will result in a dramatic loss of light in the room she spends 95% of her day and therefore impact her life significantly.

In addition there will be sustained invasion/loss of privacy, both during any construction period and if the proposed apartment block is built.

The noise levels during any construction period will again impact her daily life for a considerable period of time at a time when she is seeking to live out her later years in peace and quiet.

The size of the proposed development seems too big for the size of plot and with an influx of so many residents it is inevitable that congestion in an already very busy area will be added to. With no proposed parking, and most households these days owning at least one car, parking in the surrounding area will become more congested. Access for delivery vehicles, etc will force vehicles to park on a very busy single carriage road causing an obstruction or park illegally on the pavement posing a risk to pedestrians and as my mother walks with a walker clear pathways are crucial.

It is unrealistic to believe none of the residents will own a vehicle and these along with additional vehicles requiring access to the site will only add to pollution in an area already recognised in the report as 'experiencing potential poor air quality'.

1 Pittville Crescent  
Cheltenham  
Gloucestershire  
GL52 2QZ

**Comments:** 21st April 2023

No objection to the proposed building, but surely the developer should provide a new staircase up to the Honeybourne Line (HL), similar to the one on the other side of the High Street. The redevelopment of this site is likely to be the only opportunity to provide that. It would prevent residents having to cross the road to access the HL, which of course is a very useful route to the station, to the leisure centre, etc. The more points of access are provided to the HL, the better used and safer it will become.



452 High Street  
Cheltenham  
GL50 3JAL

The Head of Planning  
Cheltenham Borough Council  
Municipal Offices  
Cheltenham  
GL50 1PP

4<sup>th</sup> May 2023

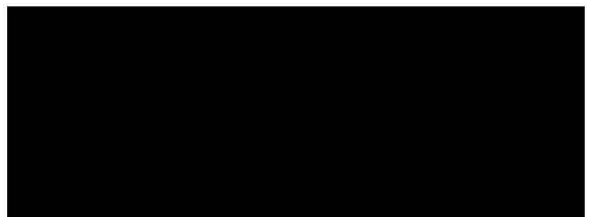
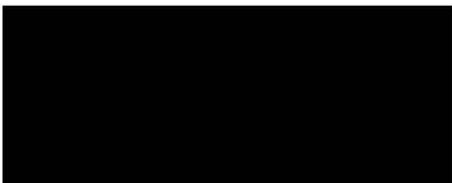
(By Hand)

**Planning Application: 23/00625/FUL**

1. We write to totally object to the Planning application in respect of residential development involving 456 High Street, Cheltenham.
2. My wife and I own and have lived at the adjacent property 452 High Street, Cheltenham for the past 50 years. We are aged [REDACTED] years and [REDACTED] years, and both suffer from ill health and mobility problems. We live in the flat over a shop known as Walkleys Cycles. This business we operated for some 50+ years until about 8 years ago when we closed the business due to ill-health. We are both Cheltonians and have good knowledge of the vicinity.
3. The proposed development site is very small. As a consequence other potential developers in the past expressed the view that it would be extremely difficult to develop the site effectively due to access problems from the High Street. As a result it was not thought financially viable for reasonable development.
4. If permitted our concern is that the present proposed residential development would present a massive and excessive over development of the site with detrimental impact of immediate surrounding properties including 452 High Street and Honeybourne Gate.
5. Because of the height and mass of the two proposed buildings it would be inevitable that occupiers of adjacent buildings would suffer severely from the visual and overpowering impact. There would be a major loss of privacy and inevitable heavy noise and disturbance emanating from any built property.
6. The development site is within the Cheltenham Central Conservation area. The proposed excessive mass of building coupled with poor design and materials is unlikely to enhance the character and appearance the site and area warrant. The proposals simply indicate overbearing high buildings and excessive over development of a small difficult site.



7. We highlight the fact that the small site of 456 High Street, Cheltenham is located on a very busy major road carrying a heavy traffic volume. The obvious difficult site access problem that exists, coupled by the consistent heavy traffic volume, together with the nearby presence of Gloucester Road traffic light junction, presents obvious problems. It is therefore reasonable to anticipate major obstruction and traffic flow problems for long periods at the site entrance and on immediate roads including the High Street. Clearly there would also be extreme difficulty on-site for development and storage of materials.
8. The Planning application makes no provision for on-site parking for vehicles. This situation will create increased difficulty for residents parking on already over congested nearby roads. We have in mind the number of proposed apartments and bedrooms (18 and 24) and likely occupants with vehicles.
9. A further disturbing feature of the Planning proposal is the lack of space at ground floor level for the proposed 18 Apartments containing 24 bedrooms. The residents would have little ground floor amenity area for safe storage, exercise, sitting out etc. In the absence of effective management we anticipate the area would soon degenerate and present on-going social problem such as abandoned rubbish, sprawling waste bins, vermin control etc.
10. We stress that we are not nimby people! Our view is that any improvement or development of the empty 'factory site' at 456 High Street should be smaller and less intrusive. Our ideal situation would be that 456 High Street, together with 452 High Street and two other adjacent long empty, and increasingly derelict, shops be recognised by Cheltenham Borough Council as a large suitable site for providing rare opportunity to provide social housing on an acceptable scale.
11. The present planning application, if allowed, would create a traumatic situation for local residents for the various reasons outlined. The proposals indicate an inappropriate overbearing development on a small difficult site. We strongly object to the proposals for the reasons given.



- Copies:
1. Honeybourne Gate residents
  2. Miss Michelle Payne, Planning Officer
  3. Ward Councillors (Atherstone and Willingham)



**Further Objection to Planning Application No. 23/00625/FUL**


I live at no. 29 Honeybourne Gate which is close to the application site, and I have previously objected to planning application ref. 23/00625/FUL.

Having looked carefully at the revised plans received by the Council on 2<sup>nd</sup> October, my objections to the development still remain.

Whilst some design alterations have been made to the elevations and third floor elements of the buildings, the overall size and scale of the development remain essentially the same, and the impact of the scheme will be unacceptable overdevelopment of the site.

The Council's Heritage and Conservation Officer has submitted thorough and well-researched objections to the proposals. The applicant has not provided any design justification for the changes to the proposals in response to these objections, and the amendments in no way overcome the conclusions reached by the Heritage and Conservation Officer that the proposals will result in over-development and will have a detrimental impact on the setting of St. Mary's Cemetery Chapel which is a Grade II listed building.

The objections from the Heritage and Conservation Officer are substantive and compelling, and clearly demonstrate that this application should be refused.

  
29 Honeybourne Gate  
Cheltenham  
Glos

  
27/10/23

Apt 11 Honeybourne Gate  
2 Gloucester Road  
Cheltenham GL51 8DW

23-10-23

The Planning Office  
Cheltenham Borough Council  
Municipal Offices  
Promenade GL50 1PP

REF  
23/00625/FUL

Dear Michelle Payne

I do not agree with the planning application even though the plans have been revised. It is a very high proposed block of flats which will still present the same problems building on an overdeveloped plot of land.

The plans indicate an inappropriate overbearing development on a small difficult site.



It will be difficult to develop the site effectively because of access problems from the High Street.

There is not enough parking space for services eg. refuse lorries, deliveries, work done to the flats etc.

The air pollution will be an even bigger problem, so will the extra traffic on a very busy dangerous corner where there are daily many near accidents

Yours sincerely

[Redacted signature]

## Parking

From: [REDACTED]  
Date: Sat, 21 Oct 2023 09:56  
To: [REDACTED]  
Cc: [REDACTED]  
Bcc: [REDACTED]

Response to Zesta's  
'Updated Transport Note: Car Parking Assessment.'

CBC application ref :23/00625/FUL

We, who are residents of Parking Zone 12, were pleased, that in response to GCC concerns about the lack of capacity in this zone. (392% more permits issued for this zone than there are parking places available - and this before the 36 permits to which this development will be entitled!) the developer has commissioned a Car Parking Survey of Zone 12. Unfortunately, it appears that their times chosen, ie. Tuesday 18.30- 19.30 and Thursday 10.30-11.30am, were not the times which would be most relevant to the needs of residents.

We, who live here permanently do not recognise the findings of this report as being what happens day in and day out.

We therefore decided to do our own research, but assumed that the most relevant time to look at the situation, was when residents would most require parking and would not want to be scouring local streets for a spare parking space, maybe on their own, in the dark and possibly in bad weather.

We therefore went out at the following times: Saturday 14 October 2023, 8.00 to 8.30am and Sunday 15th October 6.00 - 6.30am, and 21.00 - 22.00pm to take photos and other times in the week to see what the situation was.

We enclose attachment showing our findings on Sunday 15 October 21.00 - 22.00pm but have many more photos showing the problem of congested parking.

On first sight there was the odd space but on the whole, the entire area looked at was full, with many cars parked on double yellow lines. (These were not blue badge). Also cars were parked half on pavements which made moving down the road difficult and would have made it impossible for emergency vehicles.

In our view, our findings disprove Zesta's assertion that there is spare capacity for further permit parking.

In addition, we found some inaccuracies in the report :- for example

- Point,  
3 - "than there are permit zones available in Zone 1"  
6 - "Given the sites' sustainable credentials and 'the one bedroom nature of the development' - not



68 two bed and 12 one bed.

16- "access to footpath/cycle paths". Difficult cycle access to Honeybourne Line either through park (no cycling) or carry bike up a steep flight of steps having crossed the constantly busy main road.

18 - "170 metres South....access is provided" access on to Market Street- this would be either through the non-cycling Churchill Gardens or round the busy junction of the Gloucester and Tewkesbury Roads.

34 - "car free as on similar sites"- 449 High Street only 5 flats and not 18. ~~The garage~~ Any other schemes of this size with no parking or delivery access?

37 - These are not the 2 main time periods that are used by residents.

43 - Local car parks not suitable for delivery vehicles. No provision made for delivery vehicles on the front of the site, on a very busy main road. Any parking of delivery vans eg online food deliveries, Asda, Sainsbury and lorries ie delivery of furniture, white goods to the 18 flats would cause major hold ups back along the High Street, Poole Way and Swindon Road. Parking on the pavement outside, which would inevitably happen, would also, apart from being illegal, affect the pedestrians and mobility users locally.

44 - "the one bedroom nature of the building" 8 2 bed and 12- 1 bed

Appt 4, Honeybourne Gate, GL51 8DW

Appt 47, Honeybourne Gate  
GL51 8DW

Appt 52, Honeybourne Gate.



**RE Full planning application: 23/00625/FUL**

**Objections to Redevelopment of No. 456 High Street, Cheltenham**

Due to the close proximity of the proposed four storey buildings, the mass and scale of the development will have a significant detrimental overbearing impact on the apartments in Honeybourne Gate facing the site.

Honeybourne Gate contains one and two bed apartments occupied by older people, many of whom spend a considerable amount of time in their homes. For those residents occupying homes in Honeybourne Gate facing the application site, the proposed development will have a substantial negative impact on their well-being and quality of life as a result of its overpowering impact.

The proposed windows in the buildings, particularly at 3<sup>rd</sup> floor level, will overlook the apartments in Honeybourne Gate, and given the close proximity of the development this will have a substantial negative impact on the privacy of the apartments.

There is no on-site parking provision within the proposed development. The lack of on-site parking spaces clearly shows that the proposals constitute unacceptable over-development of this small site. There can be no certainty that residents will be able to park in nearby resident streets.

The consequence of having no facilities for visitors, deliveries etc will be that vehicles will park illegally on the footway in the Lower High Street, giving rise to unacceptable safety risks to pedestrians using a busy walking route into the town centre.

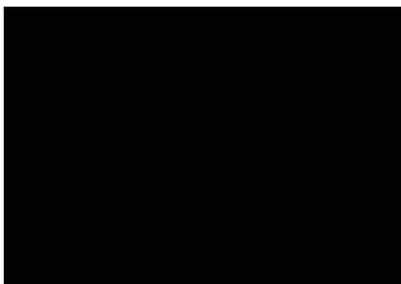
Access to Block B for larger deliveries and removals appears to be totally impractical given that the block will only benefit from a single pedestrian access which is stepped at the front of the site.

The location of the refuse / recycling bins within Block A will be highly inconvenient to the occupiers of the apartments in Block B, and inevitably rubbish will be left more conveniently in the courtyard other paved areas which will be unsightly both to residents and users of the Honeybourne Line.

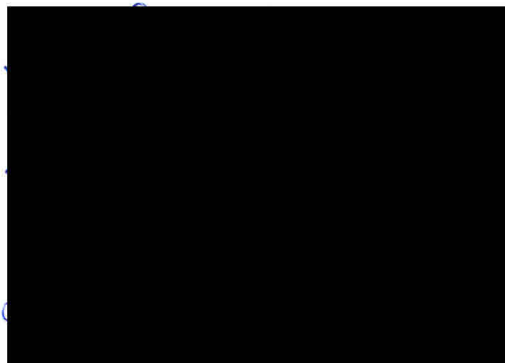
The Council's Heritage and Conservation Officer has submitted detailed and strong objections to the application on the grounds that the scale and massing of the proposal results in overdevelopment of the site which would be out of keeping with the Conservation Area, and that Block B would have a detrimental impact on the setting of the Grade II listed St. Mary's Cemetery Chapel.

I have looked at the revised plans submitted by the application which show a revised roof design at 3<sup>rd</sup> floor level and a small reduction in height. However the number of flats and the scale of the development remains essentially the same and I do not consider that the changes overcome the strong objections of the Council's Heritage and Conservation Officer.

This is unacceptable overdevelopment of the site which is insensitive to its surroundings and should be refused by the Council.



Apt 5.  
Apt 49  
Apt 41  
Apt. 3





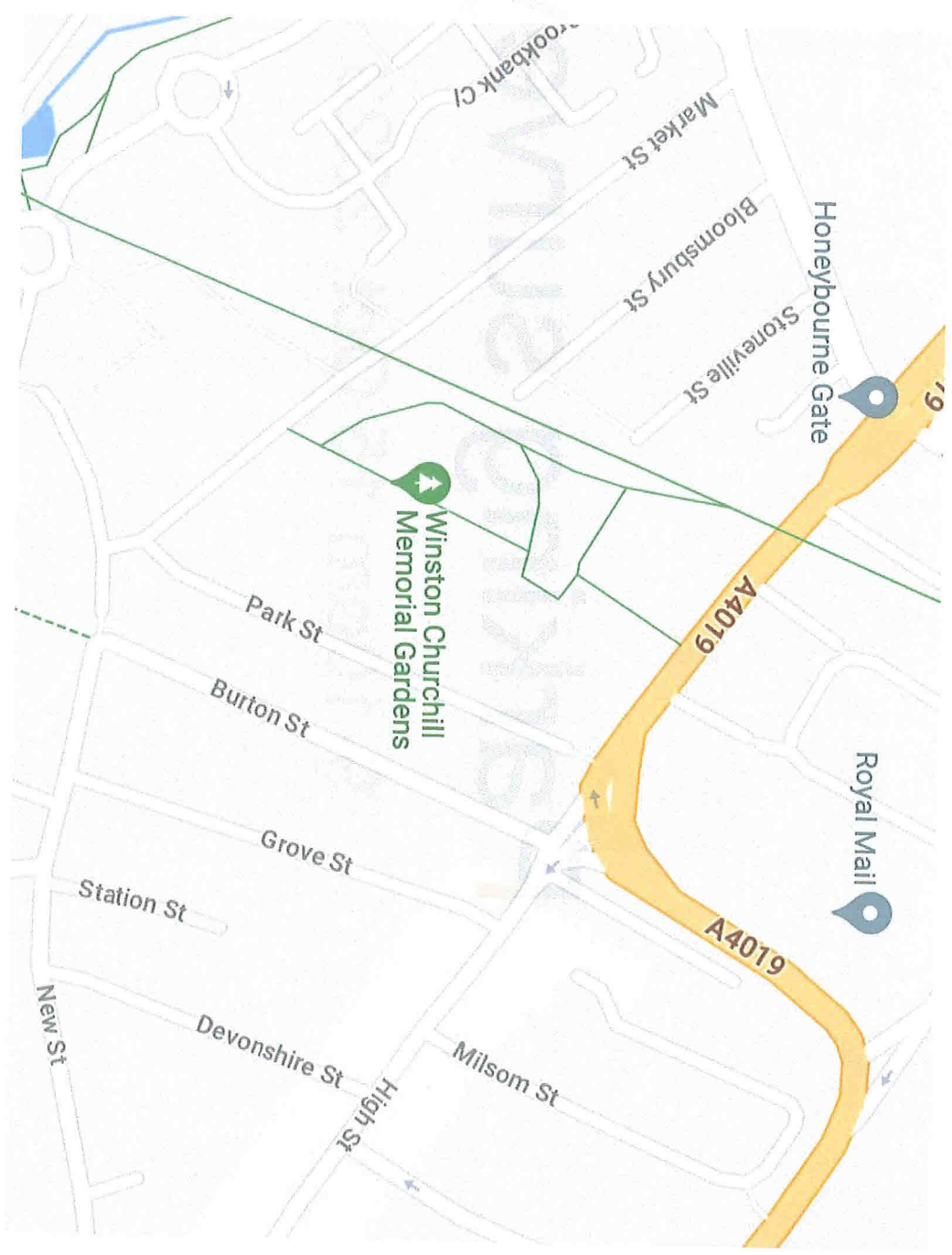
# Parking survey

9-10pm 15 Oct, 2023



# Overview

- New Street
- Devonshire St
- Burton St
- Park St
- Market St
- Bloomsbury St
- Stoneville St



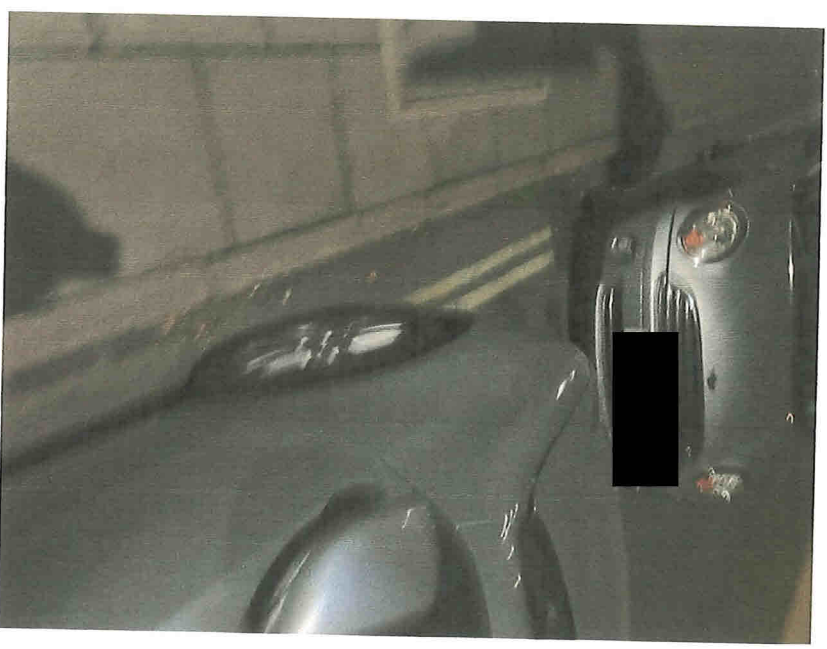
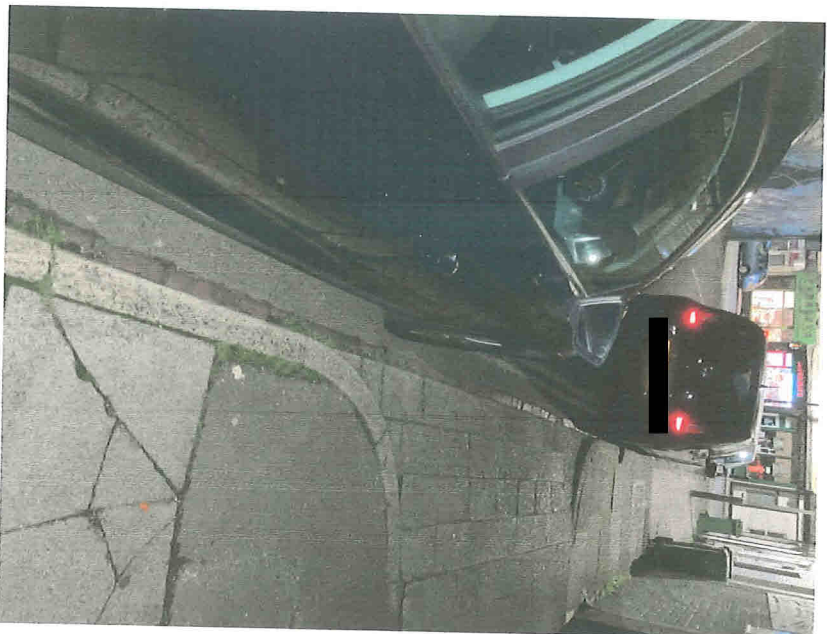
## New St

There were no spaces on New St, although parking was very orderly and three cars were parked on double yellow lines.



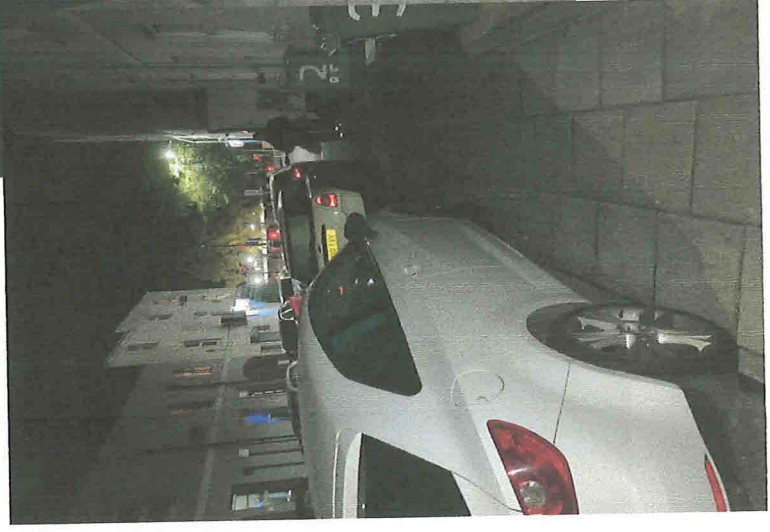
# Devonshire St

There were three spaces on Devonshire St but there were also three people parked on double yellow lines.



## Burton St

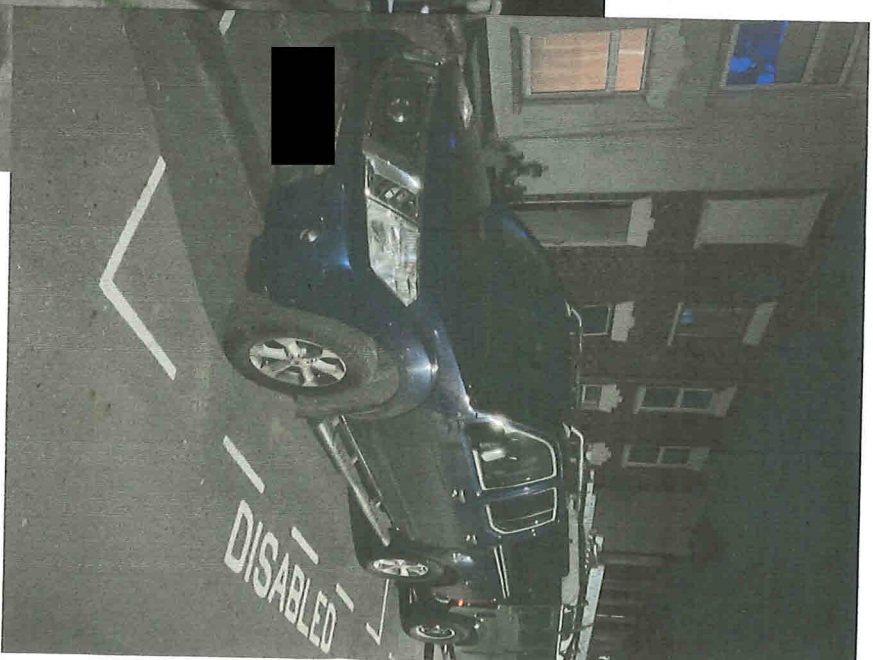
There are five free spaces but this is only achieved by multiple cars parked on the pavement, since the street is too narrow for parking on both sides. Two cars parked on double yellow lines, and in one disabled space.



# Park St / Market St

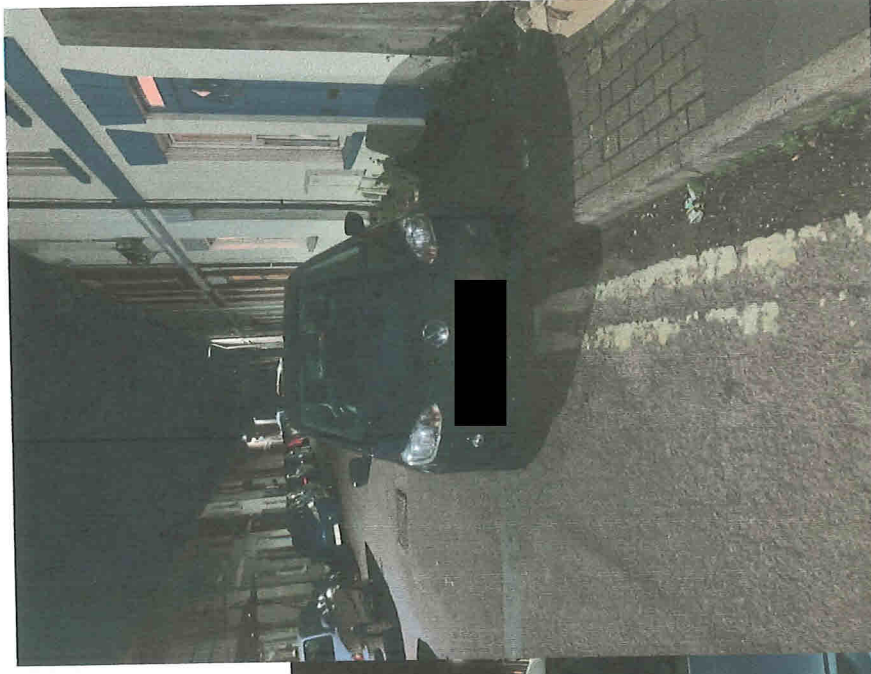
There were four spaces on Park Street, but five cars were on double yellow lines.

Market Street had no free spaces, and both disabled spaces were blocked by trucks with no badges.



## Bloomsbury St

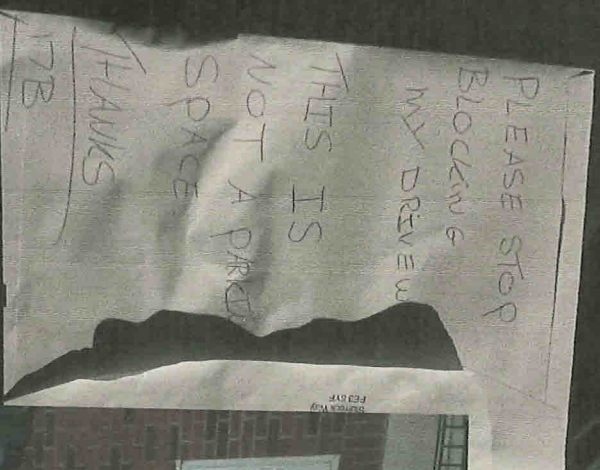
There were four free parking spaces on Bloomsbury Street, but only because almost half of the cars parked on pavements making it impossible for people with buggies or in wheelchairs to pass.



# Stoneville St

There were no free spaces on Stoneville Street, and many cars were parked in front of garages with cones or No Parking signs displayed. One van was parked blocking a driveway, and bore a note on the windshield to that effect.

Please stop blocking my drive



This is not a parking space

Thanks

17B



## Summary

Dozens more photos like these.

Lots of illegal parking - on double yellow lines, in disabled bays with no disabled badge - and inconsiderate parking - on the pavement, blocking driveways.

Much more illegal and inconsiderate parking than spare spaces (of which there were only a small handful)

**How much worse would it be with additional high density housing with no parking?**





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

Apt 41  
Honeybourne Gate  
2 Gloucester Rd  
Cheltenham  
GL51 8DW  
22-4-'23

REF 23/00625/FUL

Dear Michelle Payne

I strongly object to the planning application made for the redevelopment of an old factory to provide a residential development of 18 apartments in an already overcrowded corner of High St. Parking is very limited and Gloucester Rd / Tewkesbury Rd / High St have constant traffic and jams everyday with queues of cars and many huge lorries. It is not safe as it is.

Another large building is only going to add to the problems and frustration.


There are so many near misses.

Most people moving into their flats will own cars and there will be constant delivery vans, tradesmen etc. servicing the flats which is only going to increase the already dangerous congestion.

I hope when you are planning the building that due consideration will be made to the impact on the local community.

As I am on the third floor and the plans are for four floors, it will inevitably take some of my light.

Yours sincerely



Supporting photographs from Apartment 52 Honeybourne Gate comment:



