

APPLICATION NO: 16/02000/OUT		OFFICER: Mr Chris Gomm
DATE REGISTERED: 7th October 2016		DATE OF EXPIRY : 6th January 2017
WARD:		PARISH: SWIND
APPLICANT:	Bloor Homes And Persimmon Homes	
LOCATION:	Elms Park Tewkesbury Road Cheltenham	
PROPOSAL:	Outline application for up to 4115 new homes providing a range and choice of mix and tenure, including affordable housing (C3) and elderly persons accommodation (C2/C3 up to 200 units), 24 ha of employment generating uses including 10 ha B1 business park (up to 40,000 sqm), a hotel (C1 up to 200 rooms), and mixed use centres providing retail uses and community facilities (A1 - A5 up to 6,150 sqm, D1/D2 up to 3,000 sqm), a transport hub and public transport inter change, primary and secondary school education (D2), new areas of green infrastructure including areas of play sports hub, woodland planting, allotments and habitat at creation, creation of new means of access onto Tewkesbury Road and Manor Road, new footways and cycleways, and energy and drainage infrastructure.	

REPRESENTATIONS

Number of contributors	122
Number of objections	111
Number of representations	6
Number of supporting	4

7 Rushworth Close
Cheltenham
Gloucestershire
GL51 0JR

Comments: 18th October 2016

The map of the area surrounding Swindon Village does not show the LGS that was submitted to the Inspector and which was supported in her response. It was also supported by Cheltenham Council and is in the Draft Cheltenham Plan. The LGS is bigger than that shown in the application and should be the agreed size on the application.

I am also concerned that, though the Inspector reduced the numbers of houses in this area by 500, there appears not to have been a reduction on the application.

69 Church Road
Swindon Village
Cheltenham
Gloucestershire
GL51 9RE

Comments: 6th November 2016

This land is green belt and should be protected as agricultural land to produce food. There is brownfield land that should be developed in preference to the large area of land that cannot ever be replaced. There are wild habitats and old trees that will never be replaced.

The main concern is the lack of improvements to the transport infrastructure and chaos that will ensue. the roads that are already congested to such a degree that it can take an hour to get to the M5 to go south from Swindon village! There is already gridlock at peak times around the Kingsditch industrial estate and this will be much, much worse if these houses are built.

The maps do not include the agreed local green space around Swindon village which is extremely important and should definitely NOT be allowed for any development.

9 Green Pippin Close
Gloucester
Glos
GL2 0PA

Comments: 29th November 2016

New affordable housing is desperately needed for this area - especially to support the enlarged workforce needed to attract and support new and existing industry.

This is an intelligent proposal which is accessible to Gloucester - to benefit both communities.

14 Flint Road
Cheltenham
Gloucestershire
GL51 3JE

Comments: 2nd November 2016

Cheltenham and the surrounding areas will be extremely badly affected if the proposal to construct an urbanised area upon an existing protected greenbelt is successful. In order to protect, and maintain order and acceptable living standards and space in, Cheltenham, this must not go ahead. The dire implications of destroying the greenbelt environment must be considered, and so far, they have not been. This includes the destruction of

wildlife habitats and an increase in harmful pollution which will spread throughout Cheltenham and the surrounding areas.

33 Rivelands Road
Cheltenham
Gloucestershire
GL51 9RF

Comments: 7th November 2016

I would like to object to these plans on the following basis:

1. There has been a number of comments made regarding the local green space that has been 'agreed' to remain outside of the application area. The developer attempts to make reference to this on drawing 9926 however the 3 areas indicated still remain on the submitted proposals. The drawing gives the impression of 'giving-up' much more than is actually the case; One of the hatched areas (in the middle) is outside the development boundary and should not be included at all, the northern most area has been shown as being considered as green space since the proposals were released in 2013!, therefore the only concession made is the southernmost area, which is an area of steeply sloping ground and therefore difficult to build on in any case.

These areas should be removed from the planning application and indicated as outside the site boundary.

Presumably a further consideration will be given to applying a similar approach to Phase 4 if this is ever to be considered?

2. There is nothing in the proposals to address the current strains on the traffic situation in the adjacent areas. All roads around Gallagher and Kingsditch retail parks and Swindon Village ward are chaos at peak times. This development will massively increase traffic on the surrounding roads both during the Construction phase and particularly in Operation, not only from the potential additional circa 8000+ new residents but also visitors and employees using the new proposed facilities; hotel, schools, sports facilities and additional retail outlets.

The developer makes reference to the transport hub and the use of a 'hierarchy of routes' to control movement of traffic within the development but there is no reference to how the additional pressure on the surrounding areas will be controlled.

Scenarios used and considered for any assessments of traffic within the area are based on 2011 figures and are therefore significantly out of date particularly given the recent changes to the available retail facilities in the area attracting more and more visitors over the last 5year period.

It is hard to accept that traffic will be reduced along Swindon Road as a result of the development as is suggested in the Environmental Statement made by the developer, and it would be interesting to understand the parameters input into the model to arrive at this conclusion. In addition the report suggests that in certain aspects the modelling used in the assessment criteria is 'questionable' it is interesting that this approach is taken

when it suits the outcome of the report yet using figures over 5yrs out of date is not 'questionable'!

The whole section on Transport is full of speculation and not backed up by up to date relevant hard facts and therefore surely must be questioned as to its accuracy.

The current traffic problems in this area is very real and it would be irresponsible (to say the least) to allow a significant development such as this to proceed without prior major investment in Town infrastructure planning and improvement. The information presented by the developer is clearly erroneous and cannot be relied upon as an accurate assessment of the current of expected condition.

3. The impact of the proposed development on Swindon Village itself has not been fully considered and must be given higher emphasis. If development must proceed then the area proposed as surrounding local green space must be increased to maintain this important heritage and character. And maintain a much needed resource for the local community and local environmental diversity.

To achieve this the development boundary should be further restricted on its eastern boundary to the west of the village and increase the green belt provision in line with national planning policy.

4. The land proposed for development is established agricultural land and should be given importance as such. As Britain looks to become much more self-sufficient over the coming years, prime agriculture land close to existing centres should be protected as a valuable resource.

5. The proposals do not satisfactorily deal with the increased pressure a development of this size would have on the existing drainage infrastructure. The developer suggests that all provisions have been considered and will be dealt with however until specific details are proposed then the application should be refused as incomplete.

6. There are a number of brownfield sites in and around Cheltenham and Tewkesbury such as the Ashchurch site that are surely much more suitable for development prior to destroying much valued and important Green belt land. This must be taken into consideration and the proposal should therefore be rejected until these opportunities have been exhausted.

7. In light of all the above any development of this scale should be refused. Applications of this scale should not be considered until a full appreciation of the impact of such developments have been considered and suitably planned for with all infrastructure upgraded in preparation to minimise the impact not reactively instigated. The Joint Core Strategy has not yet been agreed and even in itself does not fully address these issues. It is clear to all that at present this area cannot support this level of development.

The Old Rectory
Church Rd
Swindon Village
GL51 9RE

Comments: 27th July 2022

Timing of the consultation period

The public has been given very little time during the holiday season to review the application to make a comment. Some documents are showing as unavailable to view. Please consider an extension to this deadline.

Note- This happened previously when developers timed their application for the Christmas holiday period.

Sustainability

These plans need to address specifics rather than using vague terminology. Need to describe heating/ insulation/ water saving/ use of rainwater/ public as well as personal EV charging points etc to meet CBC net zero by 2030 target.

Highways/ Transport

No homes should be built until the change to M5 J10 and the Tewkesbury Road access and road widening are ready. There are safety concerns due to the impact on already overstretched roads in the area.

There are already significant pinch points including Swindon Rd bridge , Swindon Lane level crossing(and consequent traffic jams when gates are down on Wyman's Lane) and leaving the village via Manor Rd especially when the staff working at the light industrial estate leave work.

GCC highways have no concerns that Swindon village becomes a rat run. We disagree. The plans show no provision to link A4019 to Bishops Cleeve. Essential to avoid north bound traffic from this proposed development passing through Stoke Orchard/Elmstone Hardwick.

Cycleways

Please take note of the comments from the cycle campaigners, especially around safe design at junctions and roundabouts and routes to schools.

Phases

There should be a 'Housing Requirement Review' after completion of each Elms Park phase to reassess need.

The Home Farm proposal (previously Phase 4) should only be considered after all Elms Park development phases have been completed and a post-phase 3 housing requirement review. The narrow roads in Swindon Village cannot be used for construction vehicles and traffic from 180 new homes.

Ownership of green spaces

All existing local green space, public footpaths and bridleways should remain in place. Ownership of this land must be clearly defined.

Health care

Dental services and primary care provision are mentioned but what additional resource and capacity will be provided for our already overstretched secondary care and the emergency services?

Education

The local schools are full and cannot meet demand for the new estate, therefore new schools should be built as priority. Pates Grammar School is mentioned but is not relevant as admission is selective without a catchment area.

Housing

There must be adequate provision following all legal requirements as a minimum for social housing, and for disabled persons.

The homes must be built to a high standard using best quality materials and designed for minimal environmental impact. Each need sufficient outside space for parking cars and bicycles alongside communal space for enjoyment of the outdoors.

Wildlife / countryside

The detailed planning application must include specific measures on how to manage the wildlife population to the remaining green areas. The proposal will result in a 13% loss of hedgerows. There must not be any negative impact on trees, and Trees with Protection Orders must be identified. The natural character of Dog Bark Lane must be maintained. An additional separate recreational cycle path is needed whilst leaving Dog Bark Lane as it is.

Comments: 7th November 2016

I understand that there is a real need for new housing nationally and locally but a single development of this scale clearly has a major impact. I have looked at the public documents and object to the development because of the following points.

1. I am opposed to allowing building on designated greenbelt land. There have been brownfield sites identified which should be used in the first instance. This is a legal requirement. By allowing this breach of greenbelt land in Gloucestershire it will set a precedent for elsewhere in the UK.
2. The acceptance of a local green space for Swindon Village is welcome but has not been shown correctly on the plans.
3. I am very concerned at the traffic implications from an expected population of over 8,000 of having one primary access onto Tewkesbury Rd, near the Park and Ride, and a "secondary" access with mini roundabout onto Manor Rd. Since the expansion of the retail parks and Spirax on Runnings Rd, there are times where the traffic from Manor Rd

is at a standstill. (Weekdays 4.30-6, weekends during shopping hours peaking over lunch times.) PE way is often stop start already.

4. If cars are unable to get onto Tewkesbury Rd, people may choose to drive through Swindon Village especially if heading in the Bishops Cleeve direction. The roads in the village are winding and narrow and two wide vehicles cannot pass each other in several places.

5. If the M5 junction 10 was made four way this would help to alleviate congestion from PE Way and Tewkesbury Rd. If there was an access on the north west side of the site, this would also divert some traffic.

6. The Park and Ride is not helpful for many workers who use their cars during the day, or work beyond the designated stops.

7. We are all aware of the strain on the NHS services and although I see there is provision for elderly care, and primary care in the site, I have found nothing addressing the impact of this new town on the hospitals.

Green Acre Nursery
Tewkesbury Road
Uckington
Cheltenham
Gloucestershire
GL51 9SW

Comments: 30th October 2016

I have lived on one of the county council smallholdings for 31 years and have witnessed first hand the increase in traffic flow and congestion on the A4019 outside my holding. It used to be a problem entering and exiting my property just at peak times but now it is virtually at any time during the day.

This proposal should not even be considered until there are definite plans to improve the road and make junction 10 of the motorway a two way junction. Anyone who thinks that this road would be anything less than a nightmare with the addition of traffic from over 4000 homes should come and live where I do and experience it as it is now let alone what it is likely to be.

2 Whitethorn Cottages
Dark Lane
Swindon Village
Cheltenham

Comments: 31st October 2016

I am writing to express my extreme dismay at the prospect of the building of "ELMS PARK new town of 4100 houses".

I live on Dark Lane in Swindon Village. As such, I use the existing infrastructure (e.g. roads, shops etc.) in the area on a regular basis, and note that many of these are already insufficient at peak times. Adding an extra 4000 odd houses and a hotel, even with additional roads and shops being put in, will make this unbearable. At rush hour and for a good part of the weekend, Manor Road and Runnings Road already have stand-still traffic.

Aside from the inadequate access, I am extremely upset that so much of our green land is going to be lost. This is not only a lovely area with public footpaths that I use frequently, which I understand will be destroyed, but the areas around this part of Swindon Village are a haven for wildlife. I have frequently seen rabbits, deer and other animals, and have even seen a nesting pair of birds of prey in the fields near Wingmoor Farm. Their habitat will be destroyed with this influx of houses.

I understand that there is a small section of land that has been designated 'Local Green Space', but could not find this on the application documents. This needs to be included on the plans, and assurances given that this will not be built on if the development is to go ahead (hopefully it won't!).

The area in question is prime greenfield land, and could be used to help grow local produce. I believe that if such developments are necessary, this land should only be built on once all the available brownfield land in Cheltenham has been taken up.

I await with interest and trepidation the outcome of this application. I believe that if it is successful it will completely change the character of the area, causing the loss of local wildlife habitats and public footpaths, and making the area completely hellish to get around. I can only hope that you do not ruin my home by allowing it.

33 Rivelands Road
Cheltenham
Gloucestershire
GL51 9RF

Comments: 31st October 2016

I have numerous concerns about these plans.

Firstly I highly disagree with the amount of proposed housing that is suggested and feel it is still unjustified. If this quota of housing needs to be met then it should be dispersed into smaller sites throughout Cheltenham, Gloucester AND Tewkesbury and not just lumped in to one site to tick a box.

Having lived in Cheltenham for a number of years I have seen the gradual local improvements to this area particularly from a retail point of view and as a consequence the traffic has got considerably worse year on year. It simply cannot cope with any further development or an increase in population without firstly improving the infrastructure.

It is naive to think that the transport infrastructure in and around Manor Road, Tewkesbury Road, Runnings Road, Kingsditch and Gallagher retail parks can cope with this proposed development with minor infrastructure changes. It is already struggling, especially at peak times and weekends. Traffic is often at a standstill. Not only is this a strain on the transport infrastructure but people are also being drawn away from Cheltenham town centre and as a result the smaller high street shops and retailers are suffering which is a real shame.

I am a firm believer that brownfield sites should be looked at first and there are many pockets of land and sites throughout Cheltenham, Tewkesbury and Gloucester that are derelict and offer redevelopment opportunity that wouldn't result in destroying vital green belt land where deer and other wildlife reside, where agriculture is already thriving and where traffic is already a problem. Not to utilise these brownfield sites first is very wasteful and ignorant.

Furthermore, in light of the recent Brexit vote should we not be forward thinking enough to realise that this already established agricultural land is a precious commodity now as we should be looking to locally source more of our own produce for years to come.

Cheltenham has a reputation for its Cotswold charm, rural setting and beautiful town centre shopping. This proposal would destroy vital pockets of green belt with an unsightly, massive housing estate and the commercial/retail development would increasingly detract people away from the town centre and congest the roads.

It is a shame that so much green land is still being earmarked for development and I strongly think a proposal of this magnitude should be reconsidered and be substantially scaled down. The map on the application does not show the Local Green Space around Swindon Village that was agreed to be included in the Cheltenham Plan so this needs to be amended.

Orchard End,
Lowdilow Lane
Elmstone Hardwicke
Cheltenham
GL51 9TH

Comments: 3rd November 2016

Original email, 25th October

I note in today's Public Notices of the Gloucestershire Echo (Page 38) a PLANNING APPLICATION 16/02000/OUT Elms Park, Tewkesbury Road, Cheltenham.
I am objecting to this description as no part of the development site is on TEWKESBURY ROAD, CHELTENHAM.

The correct description is Elms Park, Tewkesbury Road, Uckington.

Will you please correct the address of the site of this Planning Application and the Public Notice.

Response from TBC , 31st October
Thank you for email.

We have discussed your concerns with the Council's Legal Team. The application site covers a very large area with approximately half the site falling within Cheltenham's administrative boundary. It would be very difficult therefore, to give such a cross-boundary application a comprehensive description of development.

Given the above, and the fact that the site has been well advertised and relates to an allocated housing site (and has been for many years) in the Joint Core Strategy, it is considered people will be aware of which area the proposal relates to.

The Council do not consider it necessary therefore to correct the address of the site of this Planning Application and the Public Notice.

2nd email, 1st November

Thank you for the response to my email. I accept that you have taken advice from your legal team and are not prepared to correct the error in the description of the site location.

We already note that there very many assumptions and errors have been made in this outline planning application. It cannot be left to the Reserved Matters stage. There seems to be confusion between settlements and civil parishes. Namely this application covers the Civil Parishes of Swindon Village and Uckington, and not ELMSTONE HARDWICKE.

There are errors in the names of highways, eg The Green, Uckington, and Junction 10 on the A4019 is described as taking traffic from the M6 motorway. Also the River Chelt corridor is not on this application site.

We hope that these errors will be corrected as assumptions cannot be made.

1 Swindon Hall
Church Road
Swindon Village Cheltenham
Gloucestershire
GL51 9QR

Comments: 2nd November 2016

To whom it may concern,

I'm 17 years old, and I have lived in Swindon Village since I was born. Clearly, therefore, I know the village well, which not only has a lot of history associated with the buildings, but with the land surrounding it too. Knowing that this is about to be changed forever really upsets me, angers me even. I would like to say simply that I do not support in any way whatsoever the plans proposed and having spoken to neighbours and family members too, I know not a single person who would like the plans to go ahead.

Please take this into account over the next few days. Building on a green belt is not a decision that should be taken lightly!
Thank you

Comments: 2nd November 2016

This goes against everything the government say they want to do- new houses? Yes- but on a green belt? Are we not meant to be saving these areas? I'm still only young, 17, compared to most who are probably opposing this; but I do not want to grow up in a world where year on year we have less green space. I appreciate the need for housing, and the cost of building on brownfield sites. But the long term cost of building here is surely more substantial.

I need not state every argument opposing the build as I'm sure they've all already been said, but I thought it was important that it be known that everyone I have spoken to is against the development.

2 Swindon Manor
Manor Road
Swindon Village
Cheltenham
Gloucestershire
GL51 9TP

Comments: 7th November 2016

I wish to formally lodge my objection to the proposed new town to be known as Elms Park....my key area of concern is that the proposal is to build on land that is of prime agricultural use and has long enjoyed Green Belt Status to prevent coalescence of the urban developments of Cheltenham and Gloucester . This is in direct conflict with the

Government's stated official policy of prioritising brownfield sites . I do not object to development per se but it should be mandatory for our councils to ensure that appropriate locations are selected in accordance with national policies/law. The size of the proposed development is undesirably huge and will inevitably , in the long term, result in the coalescence of Cheltenham and Gloucester as other development takes place on the Gloucester side.

Other areas of major concern are :

The potential for traffic chaos on the Tewkesbury Road and likely knock on effect as far as the Lower High Street ,the three nearby retail and industrial estates and Princess Elizabeth Way . Local traffic infrastructure is already inadequate with frequent gridlocks experienced at rush hour and weekends... the proposal to create three main access routes together with no expansion of Junction 10 of the M5 to two way cannot make sense without a perfectly formed Transport Infrastructure Plan.

The proximity of Wingmoor Farm with its toxic waste processing raises serious human health issues notwithstanding that the operators ' s maintain there is minimal/no risk. I know that this has previously been the subject of debate and feel that public concern cannot so easily be dismissed out of hand.

Finally, I note that the map in the Planning Application does not show the Local Green Space around Swindon Village that was recently agreed to be in the Cheltenham Plan. The LGS is not now available for development of course and the Application should be amended accordingly

I shall be grateful if you will acknowledge receipt of this email, thankyou.

10 Manor Court
Swindon Village
Cheltenham
Gloucestershire
GL51 9SD

Comments: 27th July 2022

Firstly I know this housing has to go ahead although I would prefer not so many ! But realistically we have been given hardly any time to get together to discuss with Swindon residents - 143 documents !

With in recent years, the emphasis being on climate change, I have become much more - as many others also, involved in doing everything I can to help change the worrying situation and really hope the Council will be able to ensure green infrastructure is monitored - for example the hedgerows on this site are ancient and full of birds and other wildlife. I can see on the plans hedges but don't know if the existing ones will be ripped out and new less valuable ones substituted.? Also apparently only 6 trees have TPOs ? There are hundreds of beautiful trees that surely could be saved ? Any new trees planted are of course welcome but they do not help the carbon issue until they are matured which takes some years and indeed new trees actually add to the carbon problem while they are young. We must therefore keep as many many existing trees as possible. I realise

our hedgerows are overgrown but please do not take them out entirely, just trimmed back is what is needed. Build the houses etc around and with nature.

We are so glad our green space around the main centre of Swindon Village has been saved by tireless campaigning of 'Save our Countryside'. Our village has wonderful history and it is important that big developments such as Elms Park do not take that away by merging (as what has happened in Bishops Cleeve).

Access with transport must be via Tewkesbury Road when this has been upgraded along with the improvement of the M5 junction 10. It would be crazy not to have this in place before the building on this site. Manor Road gets incredibly busy at times already. Our roads in the Village cannot cope with heavy traffic so please please ensure this is not allowed.

Street lighting is not permitted in our Village and this encourages wildlife so as bats which I enjoy watching especially lately with the warm summer nights. We must do all we can to help wildlife remain in their homes too.

There is still much I need to learn about the consequences of this Elms Park Development and wish I had more time. We all have busy lives and what with it being holiday time it seems unfair to give us only until 28th July !

6 Manor Court
Swindon Village
Cheltenham
Gloucestershire
GL51 9SD

Comments: 27th July 2022

General comments

I have concerns about the actual numbers of houses being built as on one part of the new plans it says 4115 and further on in the plans it states 4285 therefore confirmation of the number of houses would be useful

It is my understanding there will be some fields or greenbelt around Swindon Village I note from the plans it is not there or if it is it is not easily seen can this be confirmed that there will be Greenland around the village as apparently agreed previously

I find there are some contradictions within the plans such as the type of school or schools being built I do think the plans need to be less contradictory and The builder more honest about what they are actually going to do

On page 20 of the plan it states Swindon and not Swindon Village again these are small mistakes but Swindon and Swindon Village are very different areas I feel this needs to be changed or confirmed to stop any confusion

Also on the plans it states the primary entrance will be on the main Tewkesbury Road however from the plans I presume there will be two primary entrances from the Tewkesbury Road as the entrances they show have very different buildings surrounding them

I understand there is a secondary entrance on Manor Road however it is also my understanding that building plans are being looked at to commence with 250 houses in that area however I also have the understanding that 1000 houses can be built before the changes to the Tewkesbury Road making it into a single carriageway need to be done there for having thousand houses which could equal 2000 cars or more coming out onto Manor Road which cause absolute carnage and chaos especially at peak times of travel as at present at peak times there are queues from the traffic from the traffic lights by The food warehouse right through to Ryan Higgs Road and Swindon Road there also is on occasions especially at school hours queues coming back along Manor Road blocking entrances causing residents to be unable to easily exit the village area

Generally having a secondary access point to Elms Park at Manor Road is likely to cause several concerns a more congestion in the village including more traffic coming through the village when there is continued queues on Swindon Road putting residents at further risk especially around narrow bends within the village area

Increased traffic through Swindon village and Runnings Road Manor Road at peak times will also cause environmental harm due to car pollution of static traffic from engines which may in the long-term cause increased health problems to local residents

Overall it is my opinion looking at the plans and the traffic having a secondary access on Manor Road which causes a lot of concerns in relation to increased traffic especially as Bishops Cleeve continues to have large amounts of construction of houses and these people do use Swindon Road as a cut through

The plant building area by Manor Road is raised and therefore will also have an effect on the landscape which could also cause further flooding on Manor Road due to there being possibly not enough drainage within the new estate and overflow of the stream

The plan is mention sustainable transport and this will be promoted however will the council add increased bus services and new routes to the local towns and cities to encourage residents and people to use this instead in relation to the cycle path will there be a cycle path all the way through to Cheltenham or just literally within Elms Park which again will not encourage people to cycle as stated

I have concerns about the traffic buildup from McDonald's roundabout through to Cheltenham as there are already queues in relation to people using McDonald's but also these areas of concern are from my understanding not up for the grading and upgrading therefore it is likely to cause further traffic into Cheltenham and hence further pollution to the environment in these areas as well

When considering transport and vehicle usage I believe the council and the planners should consider the continued large construction of homes at Bishops Cleeve as mentioned earlier this has a great effect on transport using the roads around Swindon Village itself and also using Swindon Village as a rat run when the queues are extensive on the other main roads

64 River Leys
Cheltenham
Gloucestershire
GL51 9SA

Comments: 4th November 2016

Re: Elms Park proposed development. Two points:

1. TRAFFIC

The developers did themselves no favours by failing to measure local traffic densities, and therefore failing to demonstrate that the existing system will be able to cope with the extra pressures. Traffic volume on back streets, such as Village Road, has substantially increased in the past 2 years.

I see however, that the latest submissions take a different approach. A large file labelled 'Transport' is more than half filled with accident reports. It seems that the competence of a road network is nowadays measured not in vehicles-per-hour but rather in accidents-per-year!

Anyway, by including within that file statistics for Princess Elizabeth Way, there is a tacit admission that Elms Park will have a knock-on effect all around West Cheltenham.

Even without professionally analysed statistics, it's not difficult to make a realistic guess at the effect Elms Park will have. Try this. Of vehicles leaving the development on a journey of 2 miles or more, what proportion will be heading towards the already overloaded Kingsditch gyratory? Maybe 70%. On the other hand:

Build a new main road between Uckington and Bishop's Cleeve and the proportion might drop to 60%. Alternatively:

Create a 4-way interchange at Junction 10, then the proportion might drop to 50%. Better still:

Do both things and the proportion might drop to 40%; but also, so many local journeys would divert, that Kingsditch might actually experience a nett drop in traffic!

I know that local Planners with a long memory will sense a nightmare returning from 20 or so years ago, when there were plans for a North West Relief Road. But surely the biggest objection to that prospect, back then, was that the land to the southeast of such a road would become in-filled with development. Now, it looks like that will happen anyway.

Therefore, please JCS, get the processes underway to get those two highway changes made (regardless of national policy). And, make sure that Elms Park's layout is going to be compatible.

2. HISTORY

Please also get the layout to respect the parish boundary between Swindon and Uckington. It is, in any case, the present-day boundary between two Boroughs, but it is also a historic context dating back well over 1,000 years. The current proposal shows the field north of Swindon Farm-house assigned into a parcel for commercial use along with

the adjoining land in Uckington. How hard is it to retain a hedge? (Watch out also for the public footpath across that field).

P.S. For your information, I repeat below the submissions I made to the JCS in April 2015, giving more detail about the concerns in Point 1. Above. There seems to have been no acknowledgement of these issues, and no progress on this front. Perhaps you could at least take note of the closing sentence!

Part 6

A single issue, specific to the North-West Cheltenham proposals, which is: TRAFFIC! Page 22 of the DPD at the end of para.2.33 has "Ambition 3" (Strategic Objective 7), expressing a hope not to increase traffic locally. But there is nothing realistic about that hope, nor any indication of what to do about it afterwards if the ambition is not achieved (i.e. in the event of grid-lock). (It may be said that some increase in traffic is inevitable following new development, but I'll offer an alternative in part 7 below).

I'm referring specifically to the Kingsditch Gyratory. The fact that Kingsditch is not within the development area itself has been treated as sufficient reason to ignore it as an issue. (Would you apply the same logic to the watercourses, that the effect downstream is irrelevant?) The Sustainability Appraisal Report (SA) of May 2014 (para.7.135) admits that the A4019 is an issue. The DPD admits that including traffic as a factor will always be a spanner in the works, but then passes the buck to the developer to sort it out! (See para 5.2.5 INF1 points 1ii, 1iii & 2, also INF2 points 1i & 2). Para 5.2.8 says "a site-wide travel plan ... is a useful tool," but it doesn't say whose job is it to produce one! The developers' Elms Park map is quite detailed and specific, but a developer can only guess at the traffic impact on surrounding areas, and can't do much about it anyway. Therefore I declare that the DPD is not positively prepared and is therefore not sound. The SA admits that it has had its teeth removed regarding traffic (pp.122,123) whilst the DPD has also evaded the issue, and has therefore not researched or presented any statistics or evidence about knock-on effects. Meanwhile it implies that the developer is under obligation to resolve something over which they have almost no control (i.e. access and traffic-flow)!

I would be interested to know if Kingsditch is one of the five AQMA locations in Gloucestershire mentioned in 5.2.9 with high pollution levels? Also, have any surveys been done recently on traffic flow in streets around Kingsditch? Although the Gyratory is a clever piece of engineering (despite its dodgy road-signs and markings), the surrounding streets seem to be getting busier (viz Manor, Runnings, Kingsmead, Village, Hayden, Arle and Swindon Roads respectively).

Part 7

Solution 1: Drop North-West Cheltenham from consideration (with obvious resolution of all my issues).

Solution 2: There is a realistic and practical alternative. It may need yet more heavy consultation, but it is pretty obvious! It would be to create a completely new highway from the M5 junction 10 to Bishop's Cleeve. (That's all of 3 miles; alternatively, start from Uckington, that's just 2½ miles). Access to the new estates would be from this highway, as well as from existing roads (which latter would in turn become quieter rather than busier).

I'm sure the residents of Brockhampton would have something to say about this, but it does make perfect sense, especially if it's part of ongoing development. (I know that linking directly to junction 10 would also affect farmland stated to be excluded from all proposals, as well as perhaps needing national intervention).

The SA para.0.11 says "Without the JCS there is less likely to be any co-ordinated delivery of improvements to the transport infrastructure." Well, if the JCS has any teeth at all, it should be able to take a long-term view of traffic problems and make some bold policies accordingly. Unfortunately the SA completely brushes it aside (see para.7.117) as somebody else's problem, whereas the DPD passes the problem to the developer. Come on. If this development is going to be done, at least do it thoroughly! In fact, the DPD should not only build the above by-pass into any plans for North-West Cheltenham, it must legally therefore also state what the developer would have to do if the by-pass proposal got cancelled at the last minute. There you are, precisely! More work for someone to do, I think.

Addition to question 46

The JCS seems to include no proposals to build distributor roads for the new housing estates. Is this because the Councils cannot afford to build roads? Or is it because even the three authorities combined don't have enough clout to persuade the government agencies to pay for this? Either way, how can the JCS be a coherent plan, consistent with its own aims, if it approves new housing without simultaneously approving new highways?

[As an example of what I mean, for Northwest Cheltenham, a distributor road linking Uckington with the Bishops Cleeve Bypass would work. Or even merely making the M5 junction 10 into a four-way junction. Or both.

I have elaborated more on this query at questions 146 and 188 later on in the hearing. References, explained there, include the Sustainability Appraisal Report (SA) of May 2014 para.7.135; pp.122,123; para.0.11; and para.7.117. The DPD para.2.33 Ambition 3 Strategic Objective 7; para 5.2.5 INF1 points 1ii, 1iii & 2, INF2 points 1i & 2; and para 5.2.8].

Addition to questions 146 & 188

A new housing development causes more traffic around the locality: the only exception would be if access is via a new distributor road that is a through-route. Why does the JCS feel that traffic concerns should be the responsibility of the housing developer, when in fact the local authorities themselves are in the ideal position to do something about it, (all the more so if they join forces)?

[References, described below: the Sustainability Appraisal Report (SA) of May 2014 para.7.135; pp.122,123; para.0.11; and para.7.117. The DPD para.2.33 Ambition 3 Strategic Objective 7; para 5.2.5 INF1 points 1ii, 1iii & 2, INF2 points 1i & 2; and para 5.2.8].

A fuller version of this query follows.

As an example of what I mean by a distributor road, for Northwest Cheltenham, a new highway linking Uckington with the Bishops Cleeve Bypass would work. Or even merely making the M5 junction 10 into a four-way junction. Or both. The Sustainability Appraisal Report (SA) of May 2014 (para.7.135) admits that the A4019 is an issue.

The remaining remarks here apply to the whole JCS, not just Northwest Cheltenham. Page 22 of the DPD at the end of para.2.33 has "Ambition 3" (Strategic Objective 7), expressing a hope not to increase traffic locally. But there is nothing realistic about that hope, nor any indication of what to do about it afterwards if the ambition is not achieved (i.e. in the event of grid-lock).

The DPD admits that including traffic as a factor will always be a spanner in the works, but then passes the buck to the developer to sort it out! (See para 5.2.5 INF1 points 1ii,

1iii & 2, also INF2 points 1i & 2). Para 5.2.8 says "a site-wide travel plan ... is a useful tool," but it doesn't say whose job is it to produce one!

The SA admits that it has had its teeth removed regarding traffic (pp.122,123) whilst the DPD has also evaded the issue, and has therefore not researched or presented any statistics or evidence about knock-on effects. Meanwhile it implies that the housing developer is under obligation to resolve something about which they have no data, and over which they have almost no control (i.e. access and traffic-flow)!

The SA para.0.11 says "Without the JCS there is less likely to be any co-ordinated delivery of improvements to the transport infrastructure." Well, if the JCS has any teeth at all, it should be able to take a long-term view of traffic problems and make some bold policies accordingly. Unfortunately the SA completely brushes it aside (see para.7.117) as somebody else's problem, whereas the DPD passes the problem to the developer. Come on. If these developments are going to be done, at least do them thoroughly!"

To phrase the query once more very briefly: How can you set about approving new housing without simultaneously approving new highways?

154 Village Road
Cheltenham
Gloucestershire
GL51 0AE

Comments: 15th November 2016

I am writing to voice my concerns about the proposal of the huge amount of houses to be built on the green space around Swindon Village. I live on Village Road and have done so for the past 10 years. The traffic load now as opposed to when I first moved here is horrific and the area unrecognisable in terms of the amount of buildings and businesses. I have to think about the time of day whenever I leave my house to do something as I know how grid locked all the roads are around here.

How can anyone even contemplate adding to this huge mess by adding over 4,000 homes which would be well what, at least the same amount of cars and probably more, all in that region, all trying to get to the same place at the same time. We have homes and businesses all located in this area and the infrastructure is at breaking point.

How dare you guys even consider allowing these money monsters to build when they now say that the southbound facility at exit 10 will not be done and that was one of the main conditions. Stop being such sell-outs!

Where does any of this end, the bar is dropping so low we will end up living in a giant carpark and the very thing this planet and all life depend on, is the thing you all seem hell-bent on destroying "NATURE"!! I haven't even touched upon the displacement of the wildlife!! So not only do we have culling and hunting but now their homes are gone for ever.

I just wished someone in your team was an environmentalist who could get you to listen before its too late and shame on anyone of you who is in agreement with this plan, you will be part of historical decision to destroy one of the largest green spaces in this country! What proud day for you all.

Grange Cottage
32 Church Road
Swindon Village
Cheltenham
Gloucestershire
GL51 9QS

Comments: 8th November 2016

Please register my comments on the Elms Park Planning Application.

1. Unacceptable incursion into green-belt

The new town is a massive incursion into green belt when existing brown belt land within the existing greenbelt boundary has not yet been developed.

2. Traffic problems

PE way and nearby road are often severely congested at peak times. This new town will clearly lead to a likelihood of gridlock at peak times.

3. Lack of information in cycling infrastructure

The cycling strategy on page 44 mentions that the principal streets will have 3m separated cycle lanes, but I cannot find what the definition of what the principal streets are.

4. Wingmoor farm water disposal site

The Wingmoor farm site disposes of the most hazardous waste. The furthest North extend of Elms Park extends very close to this site, within the recommended distances of N miles, this would seem potentially dangerous to public health. Research published by the governments Planning Inspectorate shows 33% higher anomalies for residents living within 3km of 21 European hazardous waste sites. See <https://infrastructure.planninginspectorate.gov.uk/document/2743795>.

11 Arden Road
Cheltenham
Gloucestershire
GL53 0HG

Comments: 8th November 2016

My main concern with this application is that the transport infrastructure is totally inadequate. The Highway Authorities have failed miserably to show how they can possibly cope with the additional 4115 extra houses. The Authorities put the cart before the horse, and propose a huge number of houses without indicating how they can provide the infrastructure. It is at the moment, "Pie in the Sky" as far as transport infrastructure is concerned. They have come up with nothing elsewhere that really works.

The Highway Authorities cannot keep playing the card, "All be catered for - we can alter the signalling system". Nobody believes them.

The traffic volume around the Kingsditch Industrial Estate at main travel times already creates bottle necks. It already verges on the "severe"

Where is the Local Green Space around Swindon Village that was agreed to be included in the Cheltenham Plan? The area needs to be removed from the planning application as it is not allowed for development.

Finally, this is good quality agricultural land - so it is imperative to use up all the brown field sites before encroaching on this land.

Greenroofs
Tewkesbury Road
Uckington
Cheltenham
Gloucestershire
GL51 9SL

Comments: 26th October 2016

I strongly object to the highways proposal put forward for this application. I have spoken to various transport consultants and agree with them. How can a site of this scale and volume (a new town in Effect) have 3 main roads in and out of the site all coming onto the Tewkesbury road and within 200 yards of each other. It is absolutely ludicrous and needs to be addressed as the volume of traffic will cause total gridlock within this area.

I am assured by Bruce Simmonds from Gloucestershire Highways that traffic flow surveys etc will need to be obtained and will be robustly challenged but I strongly believe that this cannot be satisfied with the volume coming from this development. Also how is the fire engine going to cope from there new fire station. This needs seriously rethinking and several others roads added to avoid this congestion which will have absolutely nowhere to go.

9 Stantons Drive
Swindon Village
Cheltenham
Gloucestershire
GL51 9RL

Comments: 8th November 2016

Concerns regarding the proposed development at Swindon Village:

1. The proposed development ,on completion, will be bordering on the toxic waste disposal site at Stoke Orchard. This waste is trucked in from all over the UK and there is no obvious control or monitoring of this site. IF there is seepage which finds routes to the development, the consequences for residents could be very harmful. Similarly, any windborne contamination would adversely affect the development area and particularly the propsed new primary school at the north end of the development. Already, noxious fumes are generated by the landfill tip when the waste pools are stirred twice weekly.

If the planners give consent, they must be prepared to accept responsibilty for their decision if, in the future, there is any evidence that the planners were negligent in their consideration of the possible dangers. I would remind the committee of the historical examples of Corby and Methyr Tydfil.

2. The impact of (at least) an additional 5000 cars will cause a total gridlock at rush hours. Without access to the M5 south at Junction 10, traffic will be forced to use Princess Elizabeth Way to access the M5 at J11. This at a time when approximately 700 schoolchildren are walking to primary and secondary schools on this road. Already (and I travel this twice a day) traffic ignores pedestrian crossings with central refuges on PE Way unless governed by traffic lights. With a huge increase in traffic there will be long tail-backs on Tewkesbury Road, Kingsditch Lane, Swindon Lane, Manor Road, Runnings Road and Swindon Road because the roundabout at the end of PE Way cannot cope with volume of traffic.

3. The latest development plan has ignored the Local Green Space that was included in the agreed Cheltenham Plan. This land should not be included in any development plans. What else is going to be ignored?

8 Stantons Drive
Swindon Village
Cheltenham
Gloucestershire
GL51 9RL

Comments: 20th October 2016

Scale of development is far too large and number of houses can't be supported by current or proposed infrastructure. The development right up to the boundaries of existing properties is far too intrusive and level of noise and disruption would be unpractical. These plans will forever lose the open spaces and personality of areas such as Elmstone

Hardwicke and Swindon Village. Proposals will in effect turn the whole area into a massive sprawl of quasi commercial/retail mass housing development which will mean Cheltenham loses more of

12 Stantons Drive
Swindon Village
Cheltenham
Gloucestershire
GL51 9RL

Comments: 3rd November 2016

With reference to the planning application for the above I would like to express my disappointment at the sheer volume of houses being built and the loss of so much green belt in the area and the effects that will have on wild life.

Being a resident of Swindon Village the effects will be greatly felt, traffic in particular will see the village used as an even greater rat run than it is now. Large heavy industrial vehicles regularly use the village as a short cut as there are no restrictions in place and cars speed through at an alarming rate. Also getting in and out of the village via Manor Road/ Runnings Road and Wymans Lane can prove difficult depending on the time of day due to the sheer volume of cars using these roads.

Although a swath of green has been proposed to surround the village there has been no official confirmation and there is no provisions made on any of the plans submitted. This leaves me feeling very uncertain about its future. This swath is particularly important to villagers as it provides a much needed buffer and will help to preserve the integrity of the village.

14 Stantons Drive
Swindon Village
Cheltenham
Gloucestershire
GL51 9RL

Comments: 7th November 2016

I strongly object this development because of the following reasons:

- the Joint Core strategy has not been officially approved, so this planning application is premature and has no legal standing.
- the land this development is planned on is agriculture land with Green Belt status. We would not only lose valuable farm land but also a huge area of Green Belt land. All areas of brownfield land should be used up first, before green belt is being built on. This is a government policy and should be followed.
- the transport infrastructure for this area is already weak and at its limits. The plans show no adequate solution for the increased amount of traffic this huge development would

bring. Tewkesbury Road, Kingsditch and in Swindon Village would not be able to cope with this.

- where is the local Green Space around Swindon Village that was agreed in order to keep a green buffer around the village? The map does not show this space which has been allocated by Cheltenham Council. This needs to be corrected and changed in the planning application as development on this area is not allowed.

- a big part of the the land proposed for development is far too close to the waste site at Stoke Orchard and this could cause causing serious health concerns.

- I truly believe that this development which is basically a "new Town" on the footsteps of Cheltenham is completely out of proportion. It would change the character of this area completely for all the residents who chose to live in a semi rural environment. All the green fields, nature, wildlife and the green belt status will be lost forever for the population of Cheltenham and area.

I also don't believe that there is demand for such a big housing project. The answer - again should be to explore the brownfield sites first and then build on green fields, if needed, step by step.

13 Stantons Drive
Swindon Village
Cheltenham
Gloucestershire
GL51 9RL

Comments: 9th November 2016

Summary:

I am writing with respect to the above planning proposal and I wish to object strongly to development in this location for the following reasons:

1. The proposed development is on land designated as Green Belt. This in direct conflict with the Government's policy on protection of Green Belt as set out in chapter 9 of the National Planning Policy Framework (NPPF).
2. The proposed development is in an area containing Zone 3 (High risk of flooding) according to the Flood Map for Planning, provided by the Environment Agency (EA). The Flood risk assessment (Appendix H1) does not provide sufficient assurance that the proposed development will not pose an increased flooding threat either to the proposed development or existing neighbouring properties/infrastructure.
3. Statements regarding proposed water treatment plants and pumping station are included in the documentation but there is no indication as to where these would be located.
4. Insufficient time given for interested parties to comment on the proposals.

Details:

Green Belt Development

5. Development on Green Belt land is acceptable in only very special circumstances. The planning proposals do not provide sufficient detail relating to the very special circumstances in relation to this development.

6. Government policy on protection for the green belt is set out in chapter 9 of the National Planning Policy Framework (NPPF) and states:

"The Government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence."

"As with previous Green Belt policy, inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances."

7. On 18 July 2016, the new Secretary of State for Communities and Local Government, Sajid Javid, was asked in Parliament if he would "guarantee" during his tenure as Communities Secretary "there will be no dilution whatever to the vital protections of the Green Belt". He replied stating that the Green Belt is "absolutely sacrosanct" and added "It was in the Conservative Party manifesto and that will not change. The Green Belt remains special. Unless there are very exceptional circumstances, we should not be carrying out any development on it." Gavin Barwell, the new Housing and Planning Minister, said that most development on the green belt is "inappropriate" and that "The Government is committed to the strong protection and enhancement of Green Belt land. Within the Green Belt, most new building is inappropriate and should be refused planning permission except in very special circumstances."

8. The Campaign to Protect Rural England (CPRE) has analysed the Government's brownfield registers pilot scheme, and in their report dated November 2016 state that there is still capacity for over 30,000 homes on brownfield sites in the SW region:
<http://www.cpre.org.uk/resources/housing-and-planning/housing/item/download/4714>

High Flood Risk

9. Swindon Village is surrounded by areas of flood plain to the North and East. Areas of the village are already exposed to flooding during heavy rainfall, and Manor Road still floods regularly, despite recent attempts to prevent this happening. Although the planning proposal states that development will not be directly on land designated by the EA as Zones 2 or 3, Appendix H1 Flood Risk Assessment (FRA) does not provide a sufficient level of assurance that the development will not increase the flood risk to existing neighbouring properties. It also does not provide assurance regarding the flood risk to the new development, and the Environmental Statement (non-technical summary) even states there will be a risk of drowning. It is also unclear from the EA Flood Map for Planning whether recently produced data has been used in the flood mapping, as it is not possible to determine the age of the data used.

10. The following statement was made in the Environmental Statement (non-technical summary):

P22. "A Moderate/Substantial Adverse risk of drowning in the watercourses and water storage areas"

11. The following statements were made in APPENDIX H1 Proposed Development - Elms Park Flood Risk Assessment:

(iv): "The completeness or accuracy of this information is not guaranteed by BVL." "we cannot guarantee that during the lifetime of this development flood risk may not exceed that stated in this report" Comment: No assurance of accuracy.

p.22 7.6.2: "At the centre of the site, around the location where the public footpath crosses the River Swilgate, floodwaters are not confined on the left bank and floodwaters are predicted to encroach onto the floodplains on both banks" Comment: Proposed housing is close to this river.

p.23 7.6.5: "There is a small amount of flooding from the right bank upstream of Lowdilow Lane which encroaches onto the site. There will however be no flooding within this development area" Comment: This statement is contradictory. "The largest area of flooding from Leigh Brook is predicted along Lowdilow Lane itself where water backs up behind the road culvert, spilling onto the road ...towards the A4019. It should be noticed however that this flooding is outside the site boundary". Comment: Development could adversely affect existing road flooding directly adjacent to the proposed site.

p.23 7.78: "The results above show that the model is relatively insensitive to the hydrological and hydraulic uncertainties" Comment: This suggests that the Sensitivity Testing is unreliable.

p.23 7.79: "finished floor levels (and road levels) will be designed to be a minimum of 600mm above the 1 in 100 design flood levels (including an allowance for climate change)" Comment: an acknowledgement of flood risk.

p.25 8.1.8: "under certain flood events the bridge structures could be partially or totally submerged and they will need to be designed to withstand these forces". Comment: There are NINE proposed bridges over the floodplain area and the FRA is already acknowledging that cycle and footpaths could be submerged.

p.29 8.2.11 "on the majority of this site, any water that does enter the ground will be held in the upper sandy layers and topsoil, as little will be able to penetrate the clay layers below"

p.37 10.2.1 "the majority if the site is underlain by Lias Clay deposits which will contain an insignificant amount of water and will only allow limited groundwater flow through them"

p.38 10.2.3 "the one soakaway test that was attempted failed due to rapid inflow of groundwater" "it has been assumed that limited parts of the development areas nearer Tewkesbury Road only could drain to soakaways" Comment: Rapid inflow of water suggests already saturated ground with limited drainage.

p.50 11.1.1 "there are not believed to be any existing groundwater flooding issues on site" Comment: my property overlooks fields within the proposed development and we can see that flooding occurs during heavy rainfall.

p.51 12.1.4: "Construction workers, plant and construction materials may be at risk of flooding from extreme flood events"

p.48. 10.6.6: "this will generally consist of one of several culverts". Comment: See Cheltenham Borough Council Strategic Flood Risk Assessment 11.6.2 "Further culverting and building over of culverts should be avoided. All new developments with culverts running through their site should seek to de-culvert rivers for flood risk management and conservation benefit"

12. M Griffiths, Uckington Parish Council, has previously provided comments relating to flooding issues in North West Cheltenham. See:

http://consult.gct-jcs.org/consult.ti/consult_draft_jcs/viewRepresentation?repid=3632309

13. The severe flooding of 2007 resulted in significant flooding in many areas of Swindon Village, including Manor Road, Church Rd (including Swindon Village Primary School) and Hyde Lane. This photograph shows the impact of flooding in Swindon Village at Hyde Lane junction with Church Rd. The FRA provides no assurance that the risk to flooding from such a massive development can be accurately predicted.

http://www.bbc.co.uk/gloucestershire/content/image_galleries/july_floods_gallery.shtml?30

Additional Facilities not shown on maps

13. The following statements were made in APPENDIX H1 Proposed Development - Elms Park Flood Risk Assessment but the locations are not on any of the maps provided. It can therefore be assumed that these will be located on green space areas.

p.50 11.3.4 "There is an aspiration to include an on-site facility to treat foul water on site"

p.50 11.3.2 "As the development progresses into Phase 2 a pumping station will be required to take the foul drainage from the Northern parts of the site"

Insufficient time for feedback

With such a large-scale development, and volume of accompanying documentation relating to the planning proposal, the deadline for comments is unacceptable, bearing in mind the potential impact of this development on the local environment. As full-time working individuals, it has not been possible to review all the documentation and respond in the amount of time that has been given. The comments provided here are based on only a few of over 70 documents that are listed.

43 Dark Lane
Cheltenham
Gloucestershire
GL51 9RN

Comments: 25th July 2022

Letter attached.

Comments: 8th November 2016

Letter attached.

37 Dark Lane
Cheltenham
Gloucestershire
GL51 9RN

Comments: 11th April 2025

Dear Mr Gomm

Many thanks for your communication of the 31st. March 2025 advising of revised plans and/or additional information regarding the above application.

I have been attempting to find the revision you mention to no avail, with all of the existing documents on the site not being available!

If the application is regarding access at the bottom of Quat Goose Lane for vehicles again, then I really need to know, as any vehicular access there would cause mayhem for us local residents. I know it is so said for public transport/pedestrians and cyclists only, but how on earth will you stop any cars from using it?

Please advise me with some urgency as to where and under what heading I can find this application, as replies need to be in by 30th April 2025.

Thanking you in advance of your prompt reply.

Regards

Comments: 12th August 2024

Dear Planning Committee

Reference: Parameter Plan 01 of 30/7/2024 - Land use and access.

Whilst access for public transport is possibly desirable for this new estate, (we already have a service up and down Dark Lane, although very lightly used, and so for it to carry on around Elms Park wouldn't make much of an impact to the village), I must object to it happening at the end of Quat Goose Lane.

Cycle and pedestrian access yes, but for buses to use this access, it has to be a two lane fully made-up road, and what will happen, every Tom, Dick and Harry will use it as a rat run out of and onto the estate.

It won't matter how many signs you put up, they will be ignored, and I suggest you know that would be the case.

Drivers regularly ignore speed limit signs, no left or right turn signs, and a raft of others, this would be no different to them I'm sure.

I also suggest that this is the same scenario for the access near to the Uckington Baptist Church, but this is just an observation as I have no specific knowledge of the area around there!

Further more to this, it looks to me as though this is another attempt by developers to get an access to the Home Farm estate by the back door!!!!

That application was, quite rightly recently refused.

If however, you can guarantee 100% that only public transport/buses can get through, maybe some sort of 'pop up' bollard system is available to them, then this objection I am happy to retract.

Regards

Trails End
Stantons Drive
Swindon Village
Cheltenham
Gloucestershire
GL51 9RL

Comments: 29th October 2016

I object for the following reasons:

1. This application for development on Greenbelt land is premature - the Joint Core Strategy has not been agreed yet. Greenbelt land rules still apply and this prime agricultural land should not be developed.
.
2. The proposal does not acknowledge the need for brownfield land to be developed first. The developer should take all steps with the Joint Core Strategy team to develop sites already clearly identified as suitable for development before considering this greenbelt land site.
.
3. Transport infrastructure is inadequate and modelling evidence is inaccurate.

Such an enormous development should not be undertaken without prior expansion of the M5 motorway junction to North and South Operation. There are serious constraints already in the surrounding area of Swindon Village - Wymans lane is constrained by a level crossing, Swindon road already struggles with the narrow railway bridge and there

is a height restriction railway bridge on Hyde lane. These all cause congestion today without the thousands of additional cars that the development will bring.

The development proposal suggests that there will be limited impact due to a park and ride facility, and main access routes onto Tewkesbury Road. But in reality the additional vehicles moving to and from the area across town will cause gridlock towards the lower high street, Princess Elizabeth Way, Swindon Village and the Kingsditch industrial estate.

4. The design statement does not show all the Local Green Space around Swindon Village that was agreed to be included in the Cheltenham Plan.

The Local Green Space land should be removed from the planning application as its not allowed for development.

The Government Inspector for the Joint Core Strategy overruled the Statement of Common Ground and asked for a larger area of Local Green Space, demanding a reduction of 500 houses. So the volume of housing in this application should be reduced accordingly.

5. Much of the land proposed for development is far too close to the waste (including toxic waste) site at Stoke Orchard causing serious health concerns.

29 Dark Lane
Cheltenham
Gloucestershire
GL51 9RN

Comments: 14th August 2024

I wish to voice my objections to the proposed changing of phase 2 and 3 of the Elms Park development as described below :

I have been unable to ascertain the justification for of the benefits of the change of order if phasing 2 and 3 as against the original agreed plan.

In the absence of any strong reasoning the agreed phasing should remain.

One of the residents concerns over the change in phasing is that developers are hoping to 'piggy back' on the Home Farm development and somehow obtain agreement, in complete disregard to the current agreed plans, to obtain 'temporary' construction access through village?

This must not happen.

There is no safe or sensible access for construction traffic through the existing village; both Dark Lane and Quat Goose Lane are too narrow (there are already regular instances of the service bus being unable to proceed via the parked vehicles in Dark Lane).

The original agreed plan provides for only footpath and bus access between the new development and the existing village (in effect a barrier or curtain between both); there should be no relaxing of this position either temporarily for construction traffic or subsequently for local traffic.

The proposed new Junior School in the proposed phase 2 (currently the agreed phase 3); appears unnecessary close to the existing village boundary rather than being conveniently located towards the centre of the proposed Elms Park development. The proposed location seems likely to encourage the residents of the Elms Park development to drive rather than walk to the new school, as it will be convenient only to those living near the exited village.

Whilst the plans appear very vague, there does seem to be an increase in size of 'mixed use local centre' in the proposed phase 2 (currently the agreed phase 3); if this is the case, what justification is there for changing from the agreed plans?

Again the vague plans highlight 'green infrastructure' in the proposed phase 2 (currently the agreed phase 3); what are these likely to entail in each area?

Of course, there needs to be strong guarantees and enforcement to ensure the developers complete the new local amenities (schools, playgrounds, retail units etc.) in a timely manner and not postpone, delay or avoid their responsibilities.

Another concern is the increased security risks and the diminution in the value to our properties caused by development both during and after completion; is any compensation to be offered to existing residents?

As I understand it, one of the existing conditions on the Elms Park development, imposed by the Highways Authority, is that a maximum of 1100 houses can be built (encompassing Elms Park, the Cyber Park and others) before the proposed improvements to Junction 10 are complete. This condition must remain as the existing road infrastructure is already at saturation point.

The existing Elms Park development plans have been agreed after many years of negotiations between developers, planners, local and County Councils. To amend them now at the whim of developers who wish to renegotiate the agreement is inequitable unless existing local residents (many of whom object to the Elms Park development in all its manifestations) are able to likewise renegotiate and insist that the land be returned to Greenbelt.

25 Dark Lane
Cheltenham
Gloucestershire
GL51 9RN

Comments: 13th August 2024

Much time and effort has gone into the final approved plan for this development dating back to the original submission in 2016.

The phasing of the development is fundamental to that agreement and the applicant 8 years later to submit this application should be of concern to National Highways who have placed certain constraints on the original proposal.

This application requires very detailed examination at committee

.

Comments: 24th July 2022

This is a cross boundary planning application.

These comments apply to Tewkesbury and are for the attention of Tewkesbury Borough Council Development Services and Councillors.

It should be noted that the vast majority of this development site drains into the River Swilgate which flows into Tewkesbury. In the event of a repetition of the rainfall of July 2007 this development will make a contribution to flooding in and around Tewkesbury town at a time when the Severn and Avon are in flood.

Tewkesbury Borough Council can protect their residents by objecting to this application.

Comments: 24th July 2022

- 1) Construction of M5 junction 10 upgrade must be completed and operational before any of the phases of this massive development commence.
- 2) The plans show no provision to link A4019 to Bishops Cleeve. Absolutely essential to avoid north bound traffic from this proposed development passing through Stoke Orchard/Elmstone Hardwick.
- 3) Highway improvements, such as full dual carriageway, protected cycle lane and footpath to the whole length of Tewkesbury Road from Princess Elizabeth Way to Coombe Hill junction must be completed before work commences.
- 4) The plan lacks sustainability in that there is no mention of construction of properties to 'Passivhaus' standards which truly represent efficient construction reducing future greenhouse gas emissions and fuel poverty for owners.
- 5) The building designs still do not reflect 'Regency Cheltenham' in terms of style and quality of design. I see no provision for adequate personal transport parking ie cars, motorcycles, bicycles etc with each property.
- 6) There is no mention anywhere of provision for equestrian users in this locality. There are many and they appear to have been overlooked/ignored.
- 7) There are severe shortages of healthcare provision within the county. I would mention maternity services missing from Cheltenham, overloaded A&E at Gloucestershire Royal, closure of care home provision by the County Council, lack of NHS dental provision. This development can only serve to exacerbate these and other issues.
- 8) There is a presumption against street lighting in Swindon Village and Elmstone Hardwick. There must not be any development with street lighting.
- 9) There is a risk of flooding from any development and no amount of modelling by 'experts' can predict how this development will affect the River Swilgate and River Chelt.
- 10) There is no provision within these plans to deal effectively with the water consumption and sewage generated by this new 'city' of up to 4115 accommodation units and leisure/employment/school facilities.

Comments: 6th November 2016

- 1) The land subject to this application is Green Belt, and therefore should remain subject to protective planning controls.
- 2) This application can therefore only be regarded as speculative.

3) There has been no request from local residents to develop this area so one must draw the conclusion that this application about property speculation by developers not about benefits to residents.

4)The building of a massive favela adjacent to a Regency town is ill conceived. This proposal equates to a development the size of a small city

4) The proposals massively fail to address existing traffic chaos and lack of full motorway access required by this scale of residential and industrial development.

5)There is a failure to fully address the flood risk to Tewkesbury.

23 Dark Lane
Cheltenham
Gloucestershire
GL51 9RN

Comments: 16th August 2024

I echo all the comments from 29 Dark lane.

The traffic and safety concerns need to be paramount and the reversal of the plans does not do this. When a serious accident happens it will be the council who will be under scrutiny for allowing it to happen and be found at fault.

The government have said that infrastructure should be in place before building is allowed.

21 Dark Lane
Cheltenham
Gloucestershire
GL51 9RN

Comments: 28th July 2022

I object on the grounds that

Current plans are not aligned with original plans where access was from Tewkesbury Road. Roads through the village would be unable to support the increased flow of traffic from the new development. No road in the village would escape this flow which would most likely continue from 6am to after 10pm. The village would become a rat run for access to and from Bishops Cleeve, town centre and the retail park and M5 junction. The narrow roads and the single track of Brockhampton Lane would make it extremely dangerous. Moving out of the village at key times, particularly 4-6pm is at a snails pace already. When the train barriers are down on Swindon Lane added to heavy flow of traffic coming from Bishops Cleeve (which causes slow moving traffic moving towards McDonalds roundabout) drivers choose to cut through the village at the Hyde Lane junction. This just adds to the chaos on Manor road where the traffic is also at a standstill. This is without the added traffic which will be generated from the houses being built on the other side of Dog Bark Lane.

There are no real options to walk or cycle due to the lack of cycle paths to town, retail park or Bishops Cleeve. Crossing the road near Simply Gym or Evans Cycles is very dangerous due to the fast flowing traffic

My concerns

Destruction of the quiet village life.

Loss of access to footpaths and countryside for leisure purposes. Dog walking/ horse riding /walking

Destruction of the wildlife natural habitat, agricultural land, and green belt

Air and noise pollution

Light pollution if the surrounding areas are to have street lights

Loss of the view of the Malverns due to the height of the new development

Flooding due to run off, in particular the Manor Road bridge area and the stream midway down Brockhampton Lane often impassable.

Lack of local services, to support the new homes, which are already at capacity levels

Hospital services

GP / District nurse services

Dentists

Schools

11 Dark Lane
Cheltenham
Gloucestershire
GL51 9RN

Comments: 24th July 2022

I object to the extra 4000 + houses. Adding the houses, schools etc will put more pressure on the infrastructure that exists.

The traffic around and through the village is already at full capacity and very often at a standstill at rush hour and weekends.

I object to the proposed bus route at the end of quat goose lane.
It will encourage people to park in that area.

I object to the green belt that will be lost. Swindon Village is a haven for wildlife. We have Deer, Foxes, Nesting birds to name a few. Their habitat will be destroyed.

I worry the green belt will be built on in the future using the excuse of infilling.

We have minimal lighting in the village and with all the proposed sports fields etc on the development I object to the lighting and noise that will be emitted from the facilities.

Have we enough capacity with our existing hospitals Cheltenham and Gloucester to support a development of this kind.

3 Dark Lane
Cheltenham
Gloucestershire
GL51 9RN

Comments: 7th November 2016

This proposal is completely against the wishes and interests of the residents of Swindon Village, as expressed on innumerable occasions over the past few years. We do not want the green space, that we love and that distinguishes our village, destroyed to satisfy the greed of developers and their stooges in the Council.

What is the point of all the talk about consultation, if the wishes of the residents are then just going to be ignored? Perhaps you think it conveys an impression of respectability on the process? Well, you couldn't be more wrong - you're not fooling anybody. It's perfectly clear what's going on here with this grubby deal.

St Leonards
Tewkesbury Road
Uckington
Cheltenham
GL51 9SW

Comments: 8th November 2016

Question - looking at Proposed Access A document, can you clarify are you proposing to reduce the verge in front of 33, St Leonards & the Fire station thus actually making the existing parking/bus lane before Homecroft Drive a formal road & extending it by removing part of verge or is this diagram inaccurate?

Comments: 8th November 2016

Access - the Tewkesbury Rd already suffers from congestion particularly at rush hour times. The proposed access to this development further increases traffic to Tewkesbury Rd as it is the main artery to Elm Park.

I believe it would be sensible to

1) ensure additional access routes for motor traffic

2) as part of this development making Jct10 a two way junction to encourage traffic out of Cheltenham instead of through Cheltenham

14 Chapel Lane
Woodmancote
Cheltenham
GL52 9HT

Comments: 8th November 2016

Whilst not commenting on the merits or otherwise of this housing development I am concerned that the proposal provides only a superficial and inadequate level of detail regarding the preservation and form of the various Public Rights of Way associated with this site which will be modified and routed through the development.

It is noted that the documentation refers to ensuring footpaths are included, however it should be a condition of the development that Rights of Way are maintained as green corridors of specified with, of appropriate surface - i.e. not tarmac and that cycles and pedestrians are adequately separated.

Failure to ensure that appropriate conditions are imposed on the developer will no doubt run the risk of the Rights of Way being established as fenced-in alleys through the housing estate. Such developments do not support the objective of encouraging walking for pleasure, exercise and commuting.

My objection is therefore that the requirements of the Rights of Way have not been specified as part of the plan and must be included before any approval is granted.

11 Homecroft Drive
Uckington
Cheltenham
GL51 9SN

Comments: 15th November 2016

Letter attached.

Brook House
Brockhampton Lane
Swindon Village
GL51 9RS

Comments: 21st November 2016

I am astonished that this proposal is being considered.

There has been so much development in this area over the years and still extensive development is taking place as I type. What is on the table now is little short of an outrage. Nobody wants this development to take place. We have been marching against it for years. This is not a democratic planning proposal.

I object for the following reasons:

Impact on biodiversity.

There is abundant wildlife in this area. Little owls nest in my garden and there is a profusion of butterflies amongst many other species. This habitat will be destroyed.

Flooding.

We have a history of high levels of flooding in this area which will be made worse by this together with the large solar farm that is being constructed.

Vehicular traffic. As it stands roads are in gridlock at rush hour and other times. This is made far worse with events such as the races and festivals. There is no realistic provision for what will be an extra 8000 cars on the roads. This will have an adverse effect not just in the locality but in Cheltenham as a whole. The town will be choked. It appears full access at the nearest motorway junction will never take place so adding to the congestion.

Healthcare.

All local doctors' surgeries are rammed with patients and hospitals are already overwhelmed. A&E is seeing three times as many people daily as it was five years ago. This is a very dangerous situation.

Emergency services.

Are these going to be upgraded to the appropriate level? Will this be adequately policed?

Such massive developments should never be considered when local amenities are already overloaded. The whole character of the district will be adversely affected.

Areas of decay should first be considered for upgrading rather than overdeveloping an area of beauty. I realise that this does not present a quick fix that is being sought but as it has been said, once it's gone it's gone.

Brook House
Brockhampton Lane
Cheltenham
GL51 9RS

Comments: 2nd November 2016

I am 18 years old, and have lived here for over 10 years now. Since moving here there has been a constant threat of development, and a constant fight against it. It absolutely

baffles me that both local councils and developers are willing to even consider a development of such scale in this location. I am both angered and saddened by it, and cannot express how strongly I object to this development.

The local roads are unable to cope with current levels of traffic, and I highly doubt any improvements made will be sufficient to cope with the additional traffic created by this development. No solid plans exist to make junction 10 of the M5 two way. There is not sufficient infrastructure to support what is essentially a small town.

This development will drastically change the character of the area surrounding Swindon Village, Elmstone Hardwicke, Uckington and Brockhampton, damaging the relative rurality the settlements enjoy. Local walkers and runners are provided with a fantastic area right on their doorsteps. Furthermore, removing this area from greenbelt defeats the entire objective of allocating greenbelt space - to prevent urban sprawl and the joining of neighbouring settlements.

As a local, I am also fully aware of the issues the area suffers with flooding - my village has flooded countless times while I have lived here, and I fear the impact of such a large development on the current situation, and also the potential for damaging floods within the new development. Having seen the drainage assessments attached to this application, I feel that vast underestimations have been made with regards to the severity and regularity of flooding events in the area.

I appreciate the need for additional housing in Cheltenham, but I believe this allocation to be wholly inappropriate. Cheltenham is a town on the up, but a development of such scale will permanently damage its image.

Please consider the views of locals here, as I do not know of a single person who supports this proposal. We are supposedly living in a democracy after all.

24 Church Road
Swindon Village
Cheltenham
Gloucestershire
GL51 9QP

Comments: 6th November 2016

It is with utter despair and strong objection that I write in response to this planning application.

I agree wholeheartedly with previous comments, namely...

1) Traffic. The roads in and around Swindon Village/Tewkesbury Road are already unable to cope with the increased volume of traffic since the introduction of the retail park. This proposed development could result in a further 6000-8000 vehicles attempting to use the same infrastructure resulting in utter chaos. Before any new housing were considered there should be definite road and motorway access improvements.

2)Green belt. The area outlined is protected Greenbelt land. The agreement was that these belts ensured that there was no urban sprawl or merging of towns and villages. Natural habitats and prime agricultural land should be preserved. Bridlepaths and

footpaths which run throughout the area should also be preserved and this is not clearly indicated in the plans.

3) Local Green Space. Local Green Space surrounding Swindon Village which had been agreed have not been shown in the plans.

4) Brown Field Sites. This proposed development is far too large (the size of a town) for one area. Smaller developments, preferably on Brown Field Sites would be far more appropriate.

In summary, it is wildly unreasonable to consider that this size of development could be feasible with the current transport infrastructure. The decimation of Green belt land sets a dangerous precedent.

Rydal
Quat Goose Lane
Cheltenham
Gloucestershire
GL51 9RP

Comments: 26th July 2022

I am new to the area, and work full time, and as such would need far more time to assimilate all the data submitted. It is very confusing.... what was the application before and how have the previous questions been addressed?

It is clear that there are still outstanding issues which are concerning: traffic, wildlife, school provision, flooding, access, sustainability, lighting, green belt vs brown belt discussions....

It feels to me that developers have found a convenient chunk of land and are now trying to push things through... why else give so little time?

I feel it is important to state that I am, on principle NOT a NIMBY... I recognise that the country needs developments and while I would not be happy (who would?) on the personal impact, that is not what is driving my response. It needs to be a lot clearer and the concerns properly addressed.

43 Quat Goose Lane
Cheltenham
Gloucestershire
GL51 9RP

Comments: 11th November 2016

These are some of the concerns my family have for the new plans for Elms Park

1. Transport infrastructure is inadequate 3 main access routes onto Tewkesbury road, and no change to the M5 junction. There will be gridlock towards the lower high street, Princess Elizabeth Way and the Kingsditch industrial estate. If you drive round the area

now it is chaos not just peak times you are queuing down Princess Elizabeth Way in the middle of the day we certainly don't want any more congestion on the roads.

2. The land is prime agricultural land in use with Green Belt Status. Considering Brexit we expect a higher requirement for locally produced food. This should only be developed when all the brownfield land that is available in Cheltenham has been used up.

3. The map does not show the Local Green Space around Swindon Village that was agreed to be included in the Cheltenham Plan. This should be corrected. This space should be removed from the planning application as its not allowed for development.

4. Much of the land proposed for development is far too close to the waste (including toxic waste) site at Stoke Orchard causing serious health concerns. I wouldnt buy a house so close the the site.

5. Also we have wild deer badgers foxes that's just in one field next to us where will all the wild life go?

Please could you consider all these points we do not want this proposal.

52 Quat Goose Lane
Cheltenham
Gloucestershire
GL51 9RP

Comments: 7th July 2022

As far as I can remember we have been fighting development in Swindon Village. I'm 30.

The infrastructure just cannot cope a development of this size. The retail park now mimics the village in size.

As other concerned residents have mentioned, how will the developer:

1. Deal with flooding in the area.
2. Manage the local wildlife, newts, bats and hedgehogs which live in the area.
3. Support Swindon Village primary school? Does it plan to add another school?
4. Contamination. The land proposed is dangerously close to the landfill in Stoke Orchard. Surely this will make the owners of these new houses ill with the fumes? I can smell them from Swindon Village sometimes.

Furthermore, when the developer goes over its build quota (as happened with the Cherry Tree development in Worcester) and pays the secretary of state a backhand, we will go public with the scandal.

We look forward to hearing from you.

54 Quat Goose Lane
Cheltenham
Gloucestershire
GL51 9RP

Comments: 8th November 2016

Letter attached.

56 Quat Goose Lane
Cheltenham
Gloucestershire
GL51 9RP

Comments: 27th July 2022

EXTENSION REQUESTED - the consultation portal has been frequently inaccessible and consultation period is during peak holiday season for local residents.

I object to this planning proposal on several counts as detailed below. Furthermore, I have lived in Swindon Village for 10 years and have received no information on how this proposed development has been reviewed or adapted in light of Brexit, Covid and a cost of living crisis. It MUST be a commitment that plans and volume are reviewed and adjusted before each phase of a development in line with the updated JCS and local plans.

ACCESS AND TRANSPORT

Access and increased transport on local roads has been a significant concern from the outset of this proposal. Concerns in this area have not been sufficiently addressed nor have the concerns from previous consultations been adequately addressed. While the multiway plan for M5 J10 has been approved, no building in relation to this development should take place prior to the M5 works being completed. To do so will increase the number of vehicles on already congested roads e.g. via PE way. Any vehicular access (construction and residential) associated with the development of Elms Park AND ALL ASSOCIATED phases should be via Tewkesbury Road only. GCC highways have not provided sufficient response to local concerns that Swindon Village will be used as a shortcut. This must be addressed prior to approval.

A proposal of reduction in active travel is not a realistic solution when the average number of vehicles per home in the UK exceeds 1.3 per household.

INTEGRITY OF SWINDON VILLAGE

The proposed development would have significant impacts on the existing community and area of Swindon Village. Currently, the village has no street lighting in most streets, as a deliberate tactic to reduce light pollution and encourage wildlife. Light pollution from Elms Park would significantly reduce the impact of this. 'Innovative' is not specific enough to guarantee that the lighting in Elms Park will not impact on bordering communities. Full details should be provided, and perhaps motion sensor lighting should be suggested. The development will inevitably involve the destruction of many hedgerows and trees. Developers should be obliged to save as many mature hedgerows and trees as is possible, and ensure the impact on wildlife is measured and mitigated. Planting new trees is not a substitute.

Swindon village is traditionally a farming community and areas covered by the development are both greenbelt and prime agricultural land. Areas of land should only be released for development once all other available land has been exhausted.

IMPACT ON OTHER LOCAL SERVICES, SPECIFICALLY EDUCATION

As a parent, local Headteacher and school governor, I am well aware of the shortfall in school places in the Cheltenham area. Swindon Village Primary School is at its published admissions number and local secondary schools are becoming harder to access for secondary age pupils in Swindon Village. The reference to Pates as a local secondary school is farcical considering that it is a high selective grammar school. There **MUST** be a commitment to the building of schools as phase 1 of the development prior to housing developments in order to ensure that local children have access to local education. This was a significant failure in the expansion of the Bishops Cleeve area which placed unreasonable demands on existing provision. The allocation of 106A to existing settings must not be considered as an alternative to the building of new schools.

SUSTAINABILITY

In an era where global warming and climate change are inevitably having a significantly detrimental impact upon the planet, all new homes **MUST** adhere to the Cheltenham target of net zero by 2035. New homes must rely only upon green energy sources and be equipped with EV charging points for each home. Plans do not currently outline **HOW** the net zero target will be met.

Comments: 6th November 2016

We object to this plan on the following grounds:

1. Green Space of Swindon Village:

The map does not show the Local Green Space around Swindon Village that was agreed to be included in the Cheltenham Plan. This should be corrected. This space should be removed from the planning application as its not allowed for development.

2. Transport:

The roads around the area outlined for development in this plan are already unfit for purpose.

THIS PLAN DOES NOT ADDRESS TRAFFIC ISSUES FOR THE SURROUNDING AREA AND ONLY SEEKS TO REDUCE THE IMPACT OF THE NEW DEVELOPMENT THROUGH PROVISION OF PUBLIC TRANSPORT AND CYCLE WAYS.

The reality is that with such a proposed increase in homes and most households owning at least one vehicle there will be unmanageable traffic heading into Cheltenham Town and through Swindon Village. The transport infrastructure proposed is inadequate without addressing the wider need of the area.

3. Transport:

Following on from point 2, we have a specific concern about traffic and safety within Swindon Village. The proposed junction onto Manor Road will inevitably be used as a short cut by new residents and business users who are travelling to or from North Cheltenham, Bishops Cleeve, Winchcombe, etc, taking them through Swindon Village to Wyman's Lane as many people travelling to Kingsditch already do. This takes vehicles

through narrow roads, past a pre-school and a Primary School on Church Road which are already exceptionally congested at peak times.

4. The proposed new bus lane at the end of Quat Goose Lane:

Part of the development of the plan was to protect the green space and character of Swindon Village. However, this bus lane builds a new road through the agreed protected green space around the village. By placing a bus lane at this point in the plan, parents of the proposed primary school nearby will use Quat Goose Lane and Swindon Village to park and walk their children to school through the cut through. Parking here will clearly be more attractive than making the journey to fight the traffic on Manor Road and through the new development. This is a direct and detrimental impact on Swindon Village caused by the bus lane.

5. PHASING PLAN:

(Linked to document 16_02000_OUT-PHASING_PLAN-759674.pdf). This map shows a 'Phase 4' in yellow, which is not part of this proposal or this consultation. As this is not currently being consulted on, or proposed, it should not form part of the evidence base for this consultation. More importantly I would not expect to see roads within 'phase 3' designed with a 'phase 4' extension in mind. It is clear from the 'Revised illustrative master plan' that the roads within phase 3 are designed in exactly the same way as drawn in the initial phasing plan featuring 'phase 4'. If a fourth phase is envisaged, the public should be made aware and have chance to comment before the current plan is agreed. It would be dishonest (perhaps illegal?) to solicit for agreement on a plan, knowing that it is not the full extent of what is actually planned.

6. This application is for development on Greenbelt land. Brownfield land outlined in the SHLAA document must be developed prior to this application being approved.

7. The Joint Core Strategy has not yet been agreed. Surely Councillors are obliged to agree a strategy before agreeing such large-scale development?! Agreement to this plan prior to the JCS would be a massive failure.

8. Light pollution from the new development would greatly impact on the distinctiveness of Swindon Village itself. The village currently has minimal street lighting. Erection of street lighting for the new development would greatly impinge on the unique character of the village.

Colmans Farm
Elmstone Hardwicke
Cheltenham
GL51 9TG

Comments: 24th November 2016

Our family is sad and upset today having seen the plans to build an enormous housing estate (Elm Park) next to our small village. It will destroy the village that several generations of my wife's family have farmed.

This is also a very practical issue. We have friends who'll be forced to move their businesses and farming may become untenable for others.

The roads have already started to fill up with cars from the new homes in Stoke Orchard and Bishops Cleeve. So we cannot understand how it will be possible to develop new transport capacity without many years of severe disruption to Cheltenham commuters.

Flooding is a major issue round here too, how is it possible to mitigate when they'll be less trees and so much water running off concrete? Many of Tewkesbury's flooding issues are caused by developing across such land in the 1990s, we really don't want to repeat those mistakes.

Ecologically, there is a rich abundance of wildlife in the fields, woods and hedgerows that will be built on. Wild deer, rare species of bats, insects and amphibians live on the land too (such as Great Crested Newt). They will not remain if there's so many buildings, cars, light and noise.

Our domesticated animals such as dogs, cats, geese, chickens and horses will also be put at further risk with increased traffic. Many of these roam free and we don't have pavements on our country lanes.

One of the most heart breaking things is to know that my son won't be able to see the beautiful night sky once this is built. One of his first words was star and it's still his most used. He points up at the moon every night, but I'm sad to say that the light pollution will inevitably bleach out the peaceful and epic views, as we've seen happen in Bishops Cleeve.

I do recognise the need for affordable housing, my wife and I have struggled too, finding building our own place on the family farm the best option. However for mass development, there are still untapped brownfield sites that don't involve the end of rural life for Uckington, Elmstone Hardwicke and Swindon Village.

It is also worth noting that the prices Bloor and Persimmon charge for this kind of housing will be beyond the budget of young local buyers who need the housing most. They start at at least £280,000 for a two bedroom house. It is more likely to attract wealthier people from outside the area than solve the housing issues in the county.

I just hope we can demonstrate what a big impact this important decision will have on Cheltenham and its surroundings.

21 Homecroft Drive
Uckington
Cheltenham
Gloucestershire
GL51 9SN

Comments: 19th July 2022

I am finding very difficult to understand how no reference to the new proposal for the Tewkesbury Road has not been included in the new application. The Highways Gloucester/ Highways England plan for the Tewkesbury Road is to make it a duel carriageway, with new junctions being created along it to enter Elms Park. I think Cheltenham planning need to check what is going on. How can you comment on something that is not going to happen because it is out of date.

Comments: 29th November 2016

Within the acceptance of this plan are the council proposing to reduce the speed limit of the Tewkesbury Road from the existing 50 mph to a lower 40 mph. Suggest the 40 mph should start from the west side of Uckington Village, then continue to join the existing 40 mph stretch at the Civil Service Sports Club entrance into Cheltenham.

Brook House
Brockhampton Lane
Brockhampton
Cheltenham
GL51 9RS

Comments: 29th November 2016

I am astonished that this proposal is being considered. There has been so much development in this area over the years and still extensive development is taking place as I type. What is on the table now is little short of an outrage. Nobody wants this development to take place. We have been marching against it for years. This is not a democratic planning proposal.

I object for the following reasons:

Impact on biodiversity. There is abundant wildlife in this area. Little owls nest in my garden and there is a profusion of butterflies amongst many other species. This habitat will be destroyed.

Flooding. We have a history of high levels of flooding in this area which will be made worse by this together with the large solar farm that is being constructed.

Vehicular traffic. As it stands roads are in gridlock at rush hour and other times. This is made far worse with events such as the races and festivals. There is no realistic provision for what will be an extra 8000 cars on the roads. This will have an adverse effect not just in the locality but in Cheltenham as a whole. The town will be choked. It

appears full access at the nearest motorway junction will never take place so adding to the congestion.

Healthcare. All local doctors' surgeries are rammed with patients and hospitals are already overwhelmed. A&E is seeing three times as many people daily as it was five years ago. This is a very dangerous situation.

Emergency services. Are these going to be upgraded to the appropriate level? Will this be adequately policed? Such massive developments should never be considered when local amenities are already overloaded.

The whole character of the district will be adversely affected. Areas of decay should first be considered for upgrading rather than overdeveloping an area of beauty. I realise that this does not present a quick fix that is being sought but as it has been said, once it's gone it's gone.

Orotava
Lowdilow Lane
Elmstone Hardwicke
Cheltenham
GL51 9TH

Comments: 29th November 2016

I wish to object most strongly to this planning application for the following reasons:

Disproportionate Scale of Development

Whilst I am cognisant of the fact that more houses are required, to deposit a development of >4000 houses, which equates to a small town, in this rural idyll is scandalous and completely destroys the special character of the area. I believe the villagers of Uckington, Swindon Village and Elmstone Hardwicke would not be averse to a much smaller development, which had a `green` buffer surrounding it to lessen the impact on theirs, and others, daily lives. The proposed scale of urbanisation is far too excessive for one site to accommodate in full, and credence should be given to other authorities absorbing the shortfall within smaller and thus less intrusive, locations.

Destruction of Wildlife Habitat

I understand the size of the planned development is circa 620 acres and, if allowed to go ahead, would see the complete destruction of a precious rural resource and wildlife habitat. I have seen deer, rabbits, bats, buzzards, foxes, butterflies, dragonflies etc. all thriving in this green corner of England and to destroy such an environment is, I'd suggest, bordering on criminal. Once these creatures lose their natural habitat of fields, ditches, trees and hedgerows, they will automatically have to seek alternative green space and will be lost to local life forever. The few token green spaces proposed by the developers should be seen as nothing more than a sop to appease the many people who are adversely affected by this for their lifetime.

Quality of Life

In this fast-paced, digital age it is imperative that people have access to a green space, traversed with ancient footpaths, in which to walk, run, cycle, horse-ride etc. and to enjoy the associated health benefits. Most people living in the Uckington, Swindon Village,

Elmstone Hardwicke triangle are never more than, at most, a ten minute walk away from green fields and the chance to enjoy unspoilt countryside. Villagers are being forced to absorb and cope with the development's inevitable surge in traffic movements at all times of the day, due to not only housing, but also the servicing of industrial, retail, commercial, elderly person units and hotel vehicular requirements. Such an increase in traffic movements can only adversely affect the lives of local folk and increase stress levels existentially.

Green Belt

According to the National Planning Policy Framework, Green Belt serves five purposes:

- o to check the unrestricted sprawl of large built-up areas;
- o to prevent neighbouring towns merging into one another;
- o to assist in safeguarding the countryside from encroachment;
- o to preserve the setting and special character of historic towns; and
- o to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

This planning application, in its current format, seems to transgress these considerations, and to propose that 'special circumstances' exist which justifies the development is erroneous. No mention is made of the existing Strategic Housing Land Availability Assessment document which identifies Brownfield sites and parcels of land that should be built upon first, thus reducing considerably the proposed housing intended on Greenbelt, and in particular this development. It should further be noted that St Mary Magdalene within Elmstone Harwicke enjoys a particularly rural setting and this should be preserved by a green buffer comprising many fields.

Prime Agricultural Land

Much of the proposed development represents a considerable incursion on prime, Grade One Agricultural land and as such it should be preserved for generations to come. This precious commodity should continue in its present format, given that it may contribute to future farming and food production requirements. In light of the Brexit vote, amongst other things, it may well become incumbent upon the UK to become more self sufficient in feeding itself and thus we need to protect such a finite resource.

Air Quality

The current transport infrastructure in this area is woefully inadequate and unable to cope with the existing volumes of traffic at both peak and non-peak times. The resultant impact is large volumes of traffic sitting in stationery queues along Princess Elizabeth Way, Tewkesbury Road and Kingsditch Lane to name but a few affected thoroughfares. Residents consequently have to endure traffic pollution and very poor air quality. The proposed urbanisation can only exacerbate this situation and more people will be exposed to high levels of pollution. Furthermore, the application proposes housing be situated far too close to the local landfill site and toxic fly ash treatment facility, with the obvious health concerns this raises.

Flooding

Most of the land within this proposed application consists of heavy clay - a key feature which prompted the siting of the current landfill site since the clay it sits on helps to seal the tip. Due to the numerous watercourses in the vicinity, including the River Swilgate, Hyde Brook & Leigh Brook, and the nature of the soil type, there is regular surface flooding from pluvial and fluvial sources. A large-scale development of this nature within

such an area considered to be a flood risk will have huge repercussions for the future displacement of water, both existing and proposed.

Light Pollution

At present it is possible to derive great pleasure and satisfaction from the privilege of being able to enjoy the sky at night. The resultant light pollution from residential, retail and commercial properties would be such that this particular pleasure would be lost forever.

Traffic

The existing infrastructure for traffic flow, together with that proposed within this planning application is woefully inadequate. At an average 1.2 cars per household (ONS statistic) the proposed housing provision could produce an extra circa 4900 cars, alongside traffic associated with the retail, industrial, commercial and schooling provisions can only result in complete chaos with only 3 exits along a 100 yard section onto the A4019 proposed from the site, which is surely unsustainable without major and very costly roadwork to mitigate the situation. The traffic requirements for the area need to be considered in a wider context: currently traffic egressing Southbound at the M5 Junction 10 is already queuing dangerously back on to the motorway and the junction is also acknowledged as particularly dangerous, traffic is already constrained along the single carriageway Princess Elizabeth Way (exacerbated by the 2 way only M5 junction 10), the single carriageway Kingsditch Lane, by the height restricted bridge at Hyde Lane, by the narrow railway bridge at Swindon Road, by lengthy road closures at the level crossing in Swindon Lane and the heavily signalised A4019 and roundabout. The proposed Park & Ride is situated in totally the wrong place, and would be better served by being located nearer to the M5, thus saving cars traversing the length of the A4019 to enter the facility. In addition, there is a need for a much greater capacity than just 250 cars. Empirical evidence would suggest that car users are extremely difficult to persuade in using alternative travel arrangements, generally centred around reluctance based on inclement weather, lack of workplace changing/ shower facilities, impractical distances, public transport not servicing their location etc. In addition to gridlock along most arterial routes due to the influx of thousands of vehicles, I believe that the villages of Elmstone Hardwicke, Uckington and Swindon Village will all suffer a disproportionate increase to traffic usage along local, country lanes as a `rat run`.

The Cedars
Tewkesbury Road
Uckington
Cheltenham
GL51 9SL

Comments: 10th November 2016

Letter attached.

2 Whitethorn Cottages
Dark Lane
Swindon Village
Cheltenham
GL51 9RW

Comments: 2nd November 2016

I wish to object the above planning application regarding the development of Elms Park in the North-West suburb of Cheltenham. I have taken time to study the 70+ documents that have been posted on the Cheltenham Borough Councils Website. I also know the areas well that the proposed plan is based on. Please take a few moments to read my letter below.

My main concern with the development is the impact that this will have on the villages of Swindon Village and Brockhampton. One of my favourite features is that you are usually no more than 5 minutes' walk from open fields and greenbelt. A network of footpaths allows Elmstone Hardwick, Stoke Orchard and Bishops Cleeve to be accessible via foot. This green space is also home to wild life, such as Deer and Birds of Prey who could not exist without the surrounding greenbelt. Development of this land will result in a change destroying the habitat for these creatures as well as impacting the life style of people who live in Swindon Village to enjoy the rural surroundings. Gone will be the days that I can come home from work and go for a relaxing walk into the Greenbelt that surrounds my home.

An increase in traffic in the area is also a concern. Having studied the plans, I feel that they will not provide any relief to issues that currently exist from the increased popularity of the Gallagher Retail Park. Currently traffic reaches a standstill trying to exit Swindon Village via the Wymans Lane and Manor Road routes on Friday, Saturday and Sunday afternoons.

Light pollution from a new development would be another impact on the village. The current no street light policy in the village makes a very interesting sky at night. Something else that could be sadly lost.

In summary, this development will have a huge impact on Swindon Village unfortunately changing it forever. The effect would change the character of the neighbourhood. This would result in the village becoming somewhere where I would not want my family to live and grow up.

I hope you understand my objections above. This has been a very upsetting letter to write understanding that the place I grew up has only several years left before it will be destroyed for ever.

The Old Rectory
Church Road
Swindon Village
GL51 9RE

Comments: 6th November 2016

I am strongly against this plan, as the developers seem to have completely ignored any issues raised over the years of this campaign, and the reaction against the designs may not be so strong if they had shown any intention towards addressing the issues. These issues include the infrastructure; especially the lack of southbound motorway access and the access routes to the development. Cheltenham as a town is not designed for these extra 4000 families to arrive in such a short space of time, and significant investment towards preparing appropriate bus routes, commercial facilities and simply roads would go a long way in preparing for the build; preventing the problems before they happen rather than cause further inconvenience later. The sheer scale of the build is also unwarranted, considering the number of potential brownfield sites further in the town centre.

Our greenfields are a habitat to many species of wildlife, with local historic significance, and should be protected much more strongly, being viewed as something other than a potential building site.

I am not opposed to the building of this many homes in Cheltenham, but this is not an appropriate building site or scale considering its current state.

Whiterose
Stantons Drive
Swindon Village Cheltenham
Gloucestershire
GL51 9RL

Comments: 26th July 2022

I believe that the road infrastructure surrounding this site is not able to handle the number of vehicles. There needs to be much better provision of cycle paths for getting into town, better ways of dealing with the large amount of traffic heading into and returning from Cheltenham. In addition, there should be a much higher ratio of affordable homes given the cost of living crisis. Also there needs to be better coordination with the other developers who are working on adjacent sites. Finally, the sustainability of the houses and site needs significant improvement. On the plus side, the development has respected the Local Green Space that was decided in the JCS which is excellent, and I hope that the developers will work with the local community to maximise the benefits of this area.

Comments: 28th October 2016

I object for the following reasons:

a) The Local Green Space area around Swindon Village, although welcome, is too small. It should be at least as big as the JCS Inspector and Cheltenham Borough Council require, and preferably much larger. Note that the Inspector overruled the Statement of

Common Ground and asked for a larger area, demanding a reduction of 500 houses. There is no reduction on this plan.

b) I strongly object to the planned bus route through Swindon Village. Buses struggle to get through the narrow village roads as it is, and any increase in frequency or size of buses could lead to major traffic issues.

c) The scale of the development is too large, and the local infrastructure cannot cope with the extra cars, particularly around the retail parks, Princess Elisabeth Way, and the bridge on Swindon Road. The transport modelling evidence base is severely lacking.

d) The design should be modified to avoid prime agricultural land.

e) The number of houses represents a small town, but there is no obvious town centre with shops, parking and restaurants. The danger is that residents will use the existing retail parks, which are already severely overcrowded.

f) There is nothing in the phasing document to show how brownfield sites across Cheltenham will be developed first before green belt.

Trails End
Stantons Drive
Swindon Village Cheltenham
Gloucestershire
GL51 9RL

Comments: 29th October 2016

My reasons for objection are:

1. This application is for development on Greenbelt land. I understand that there is a policy that states brownfield land must be developed first. There is a document known as the SHLAA that lists suitable for development. These must be developed before this application can be approved.

2. Transport and traffic congestion is a major concern. The M5 motorway junction 10 must be made 2 way before any development can proceed. There are already huge issues with traffic congestion in the area of Swindon Village - from the retail park all through the route to Bishops Cleeve and Town centres. Wymans lane is often at a standstill due to a level crossing that can close the road at Swindon Lane for 10 minutes regularly. Plus the narrow bridge on Swindon road causes congestion today without the thousands of additional cars.

I do not have any confidence that the park and ride will be used by all the residents instead of a car therefore the additional cars cause gridlock on Tewkesbury Road, the Lower High Street, Princess Elisabeth Way, Swindon Village and the Retail Parks.

3. The Local Green Space land around Swindon Village, which was agreed by the inspector should be removed from the planning application as its not allowed for development.

4. Some of the housing development is far too close to the toxic waste site at Stoke Orchard causing serious health concerns.

37 Quat Goose Lane
Cheltenham
Gloucestershire
GL51 9RP

Comments: 7th November 2016

In line with the above referenced planning application, we would like to make the following comments to raise our concerns:

1. The land is prime agricultural land in use with Green Belt Status. Considering Brexit we expect a higher requirement for locally produced food. This should only be developed when all the brownfield land that is available in Cheltenham has been used up.
2. Transport infrastructure is completely inadequate 3 main access routes onto Tewkesbury road, and no change to the M5 junction. There will be gridlock towards the lower high street, Princess Elizabeth Way and the Kingsditch industrial estate. There is already chaos in this area at peak times.
3. The map does not show the Local Green Space around Swindon Village that was agreed to be included in the Cheltenham Plan. This should be corrected. This space should be removed from the planning application as its not allowed for development
4. Much of the land proposed for development is far too close to the waste (including toxic waste) site at Stoke Orchard causing serious health concerns.

We thank you for your consideration and look forward to hearing from you.

43 Quat Goose Lane
Cheltenham
Gloucestershire
GL51 9RP

Comments: 28th July 2022

We strongly object to the extra 4000 + houses. Adding the houses, schools etc will put more pressure on the infrastructure that exists. The traffic around and through the village is already at full capacity and very often at a standstill at rush hour and weekends. We object to the proposed bus route and access at the end of Quat Goose Lane. The road is far too narrow to drive buses. We have a specific concern about traffic and safety within Swindon Village. The proposed route will inevitably be used as a short cut by new residents and business users who are travelling to or from North Cheltenham, Bishops Cleeve, Winchcombe, etc, taking them through Swindon Village to Wyman's Lane as many people travelling to Kingsditch already do. This takes vehicles through narrow

roads, past a pre-school and a Primary School on Church Road which are already exceptionally congested at peak times.

The impact of an additional 8000 cars will cause a total gridlock at rush hours. Without access to the M5 south at Junction 10, traffic will be forced to use Princess Elizabeth Way to access the M5 at J11. This at a time when approximately 700 schoolchildren are walking to primary and secondary schools on this road. Already (and I travel this twice a day) traffic ignores pedestrian crossings with central refuges on PE Way unless governed by traffic lights. With a huge increase in traffic there will be long tail-backs on Tewkesbury Road, Kingsditch Lane, Swindon Lane, Manor Road, Runnings Road and Swindon Road because the roundabout at the end of PE Way cannot cope with the volume of traffic. I truly believe that this development which is basically a "new Town" on the footsteps of Cheltenham is completely out of proportion. It would change the character of this area completely for all the residents who chose to live in a semi rural environment. All the green fields, nature, wildlife and the green belt status will be lost forever for the population of Cheltenham and area.

The land this development is planned on is agriculture land with Green Belt status. We would not only lose valuable farmland and wildlife, but also a huge area of Green Belt land. All areas of brownfield land should be used up first, before green belt is being built on. This is a government policy and should be followed.

There are a number of brownfield sites in and around Cheltenham and Tewkesbury such as the Ashchurch site that are surely much more suitable for development prior to destroying much valued and important Green belt land. This must be taken into consideration and the proposal should therefore be rejected until these opportunities have been exhausted.

We are all aware of the strain on the NHS services and although I see there is provision for elderly care, and primary care in the site, I have found nothing addressing the impact of this new town on the local hospitals.

Comments: 18th November 2016

These are some of the concerns my family have for the new plans for Elms Park

1. Transport infrastructure is inadequate 3 main access routes onto Tewkesbury road, and no change to the M5 junction. There will be gridlock towards the lower high street, Princess Elizabeth Way and the Kingsditch industrial estate. If you drive round the area now it is chaos not just peak times you are queuing down Princess Elizabeth Way in the middle of the day we certainly don't want any more congestion on the roads.
2. The land is prime agricultural land in use with Green Belt Status. Considering Brexit we expect a higher requirement for locally produced food. This should only be developed when all the brownfield land that is available in Cheltenham has been used up.
3. The map does not show the Local Green Space around Swindon Village that was agreed to be included in the Cheltenham Plan. This should be corrected. This space should be removed from the planning application as its not allowed for development.
4. Much of the land proposed for development is far too close to the waste (including toxic waste) site at Stoke Orchard causing serious health concerns. I wouldnt buy a house so close the the site.

5. Also we have wild deer badgers foxes that's just in one field next to us where will all the wild life go?

Please could you consider all these points we do not want this proposal.

6 The Orchards
Uckington
Cheltenham
GL51 9SS

Comments: 30th November 2016

I am writing to strongly object to the above proposal to build a huge concrete development on Green Belt land.

No building of this type and scale should take place when there are brownfield sites that have been locally identified and can be redeveloped to provide any necessary housing. The proposed site should remain for agricultural use only, in order to produce food for the local market.

I am particularly concerned about a question mark that has been placed (literally, with a sticker) on map drawing 9303 at The Orchards, Uckington, directly opposite current private housing. At a previous public consultation we were assured that NO ACCESS would be granted from this side to the sports pitches and changing rooms. This question mark looks suspiciously like the assurances of our PRIVACY has been brought into doubt, but the plans are inconsistent as other maps did not show this. e.g. map drawing 9403. I wonder how many other assurances and promises are now in doubt, and are local people aware of these discrepancies?

PLEASE RESPOND DIRECTLY: Is there or is there not a plan to create access to the sports pitches and changing rooms at The Orchards, Uckington?

Traffic is already chaotic on Tewkesbury Road, from the M5 Junction 10 sliproad right into town, and on Princess Elizabeth Way. I fail to see how a development of 4115 houses, a large business park, a hotel, two schools and a sports hub (etc etc) is going to help?

A transport hub will only compound the problem even further by encouraging even more commuters from outside the area to come and use the buses / park and ride / other facilities.

I am concerned about the light and sound pollution that this development will cause. The surrounding villages and areas are little communities of people who love where we live. From my own perspective, sports pitches will be floodlit and matches cause shouting, neither of which is pleasant to live near.

I feel that this planning application is flawed and should not be approved. There are too many gaps of missing information and too many things that will be 'clarified later'. Our local parish councillors have tried really hard to keep us as well informed as possible, but I feel that the information coming from the planners and developers has been sporadic

and inconsistent, and poorly timed, giving local residents little opportunity to consider and give our opinions and objections.

Please find somewhere else to build your homes, and leave our countryside as it is.

Morris Hill Crossing
Swindon Lane
Cheltenham
GL50 4PE

Comments: 14th February 2017

Written on behalf of Swindon Parish Council.

Swindon Parish Council objects to this development on the basis of, amongst other factors, loss of Green Belt and agricultural land, inadequate and outdated information regarding traffic and inadequate exploitation of existing Brown Field sites. Detailed comments are to follow.

The planning portal states that "This case cannot be consulted on since its consultation expiry date has already passed". The Parish Council has been assured that extra time is available but no firm date has been given. The statement will deter people and organisations from submitting comments.

Comments: 2nd December 2016

These comments are made in a personal capacity rather than representing the view of Swindon Parish Council.

(1) This development would largely take place in what is currently Green Belt. The National Planning Policy Framework places great emphasis on the permanence of our Green Belts. Removal of this designation to facilitate large scale development would be an act of vandalism that could never be undone.

(2) The traffic situation in north west Cheltenham is chaotic at present and would be made much worse if this development were to go ahead. At peak times traffic backs up from GCHQ to the Tewkesbury Road (down Princess Elizabeth Way) and from the M5 junction 10 into town along the Tewkesbury Road. The thought and research that has gone into traffic management in the area is totally inadequate and based on out of date information.

(3) One of the "core planning principles" of the National Planning Policy Framework is to encourage the reuse of previously developed (brownfield) land. The Borough Council have not done enough to bring brownfield sites forward. Building on the Green Belt is the lazy, unimaginative option.

Linton
The Green
GL51 9SR

Comments: 8th December 2016

Letter attached.

Old Cart Barn
Uckington
Cheltenham
GL51 9SR

Comments: 23rd December 2016

I write in response to the application for Outline Planning Consent at "The Elms".

The timescale for making comments in relation to this application has been unrealistic given the voluminous documentation that has been produced, and I trust that in the circumstances the comments below will be read and taken into account.

The Position Generally

There appears to be an assumption in the planning statement for this proposed development that Cheltenham's future needs cannot be met on previously developed land in and around the town and that green belt development is necessary in order to support the town's growth. Two points arise from this: firstly, It is not clear what Cheltenham's future development needs are and how they would be assessed and, secondly, account has not been taken, it seems, of the fact that there are currently many developments, both proposed and in progress in and around the area, particularly in relation to housing, which are contributing to growth. Whereas it is accepted that there is a national shortage of housing and therefore steps need to be taken to enable the shortage to be addressed, restrained growth would be far more appropriate and have far less adverse impact on the town and its environs than the massive development that is proposed.

It should be recognised as extremely important that Cheltenham and the surrounding area continue to form part of an area of outstanding natural beauty currently protected by the green belt. This makes Cheltenham the desirable town that it currently is to live and work in and a magnet for tourists. The proposed development, bringing with it an increased population of between 10,288 and 14,403 people - according to Sport England - is a disproportionate response to the need for sustained but limited growth in the area. Any amendment to the green belt boundary should be constrained accordingly.

It is acknowledged in the application that there need to be very special circumstances to justify development in the green belt area. Cheltenham has to bear its share of responsibility for provision of housing as part of a national requirement. In the particular circumstances of Cheltenham, this does not constitute very special circumstances outweighing the harm caused to the green belt in this location. The presumption in favour of sustainable development is therefore not met. It may be that the government's overall objective in relation to housing is to boost significantly its supply, but this could be met in

a controlled way by the development of brownfield sites and limited areas elsewhere without the need for granting permission to develop an area the size of a small town.

Uckington

The developers recognise that the operation of the sports hub, which is to be located to the north of Uckington in the western area of the proposed development, has the potential to impact upon the amenity of existing residents of Uckington and future occupants of the dwellings that are proposed to be built adjacent to the facilities. It is said that landscaped buffer zones will be provided between the pitches and the dwellings. However, the currently proposed separation between the village and the development is demarcated by Leigh Brook which flows broadly east to west at the northern end of Uckington village. This is very close to the Grade II listed buildings of Uckington Farm and the former stable blocks which are stated to be of "medium heritage value".

Sport England has commented to the effect that most major sports require flat open plateaus upon which to play. To enable this to be achieved would seem to require an alteration to the topography of the area bounding the village as the land currently slopes down to Leigh Brook. This would have an adverse impact upon the Northern part of the village and the listed buildings already mentioned.

Another consideration in relation to the playing fields is the requirement for the provision - for access and management reasons - of not only car parking for clubs that would be using the facilities, as well as the school, but also other associated facilities such as for catering, social events and appropriate storage, including maintenance machinery. There are also potential adverse effects associated with the operation of the facility such as increased noise, traffic and visual impact. These aspects would largely negate the purpose and deemed effect of providing playing fields as a buffer zone between the development and the northern part of the village. An additional concern is that the proposed changing facilities would be bound to lead to a substantial increase in traffic flow along The Green, which lane is ill equipped to deal with increased flow as is the junction between it and Tewkesbury Road.

Any permission that is granted for development in the area should exclude the field forming part of Chestnut Farm that lies closest to Uckington village and this is for the reasons set out above. If this were done there would be a proper buffer zone between the development and the village. The number and size of the proposed playing fields appear to be excessive in any event as there are numerous suggested areas demarcated for this purpose to the east and north of Chestnut Farm.

Much has been said and written about the increased traffic problems if the development is to proceed. The Transport Assessment uses an outdated modelling agreement which is now some 8 to 10 years old. Therefore the current model is not sufficiently robust to provide reliable information. It appears unrealistic to expect that the potential environmental effects resulting from the increase in traffic will be "not significant" provided that certain measures are implemented. On any view the measures shown in the application are wholly inadequate to address the problems which are likely to be revealed by an updated modelling agreement.

The traffic along The Green/The Orchard at Uckington is anticipated to increase by 153% in the 2031 afternoon peak hour compared to 47% in 2026 - an increase of between 4-5 vehicles per minute during the peak hour. Contrary to what is asserted there is significant pedestrian movement along the lane (dog walkers) and the lane forms part of a cycle

route for clubs avoiding main roads. The lane is narrow with a significant number of bends and any increase in traffic is to be avoided.

It is recognised in the application that during the occupation phase the driver delay would be "substantial adverse" at the junction with Tewkesbury Road. This recognition does not include any comment about the dangers of exiting this junction, which are substantial. Considering the often long delays and danger experienced currently by drivers exiting that junction from early morning until late evening, any increase in traffic flow along the lane is unacceptable.

The lane should be protected, as far as possible, from the impact of any development if the character of this part of Uckington village is to be preserved. Of particular importance is that there should be no ability for any form of mechanised transport to be able to access the lane from any new development.

For the above main reasons - there are many others - I object to the application.

Newcroft Cottage
7A Homecroft Drive
Uckington
Cheltenham
Glos

Comments: 7th December 2016

Letter attached.

3 The Row
Tewkesbury Road
Uckington
Cheltenham
GL51 9SW

Comments: 19th December 2016

Letter attached.

The Old Dairy
The Green
Uckington
Cheltenham
GL51 9SR

Comments: 9th February 2017

Please find comments on the proposed application.

1. The application pack is littered with discrepancies. For instance, the parking area for the playing fields is shown on some maps, but not all. This type of error, leads to confusion and an inability to comments accurately as which version is correct ?
2. The number of new access points onto the A4019 are excessive and with each signal controlled will make travelling along this road tortuous and grid-locked. The knock-on effect to the M5 and all other adjacent routes will be significant.
3. The traffic heading east on the A4019 is regularly nose-to-tail with the queue extending on the hard-shoulder of the M5 and also on the A4019 before the M5 junction. The nose-tail extends at least as far as Kingsditch.
4. The ability for emergency vehicles to traverse the A4019 will be severally impaired especially as the road will likely be grid-locked or at least congested.
5. Has the access from The Green turning right onto the A4019 been considered as it is already difficult and this development will make it much worse.
6. The impact of water run-off from the site has not been fully assessed. The area to be developed is regularly sodden and The Green has surface water in several areas, several inches deep at times. Where is the assessment of the impact ? One particular concern is the balancing pools and water tributaries may impact the water levels for miles around due to underground connections i.e. the balancing pools acting as feeders for these other areas.
7. The access for users of the playing fields has not been documented. There is no on-road parking and no parking adjacent. Based on : 6 pitches 3 matches Sat & Sun 12 players/side 2 players/car Assume 2/3 simultaneously present gives :
 $6 \times 3 \times 12 \times 2 / 2 \times 2 / 3 = 144$ cars
8. The comment that Cheltenham needs an impressive approach is true, but this development and its nose-to-tail traffic is not the answer. What could be better than England's green and pleasant land ?

3 Sayer Court
Cheltenham
GL52 7SR

Comments: 9th February 2017

Please, if Tewkesbury Borough Council has any say at all in the proposed and ridiculously large development of 'Elms Park' North West Cheltenham, seriously consider the propostris size of the development and bear in mind the results. The traffic on Tewkesbury Road alone in the mornings is bad enough already but adding a further 4,115 new builds to the mix?.... insane - Consider the environment, a healthy infrastructure and pollution to name but a few. Housebuilders may offer 'pay-offs' in the hope of all these factors being overlooked for these huge developments but please, as a concerned and considerate citizen of Tewkesbury Borough, the size of this development has to be seriously reduced. A further 4,115 new houses confined to that area is ridiculous.

The Grange
The Green, Uckington
Cheltenham
GL51 9SR

Comments: 23rd December 2016

Transport:

1. The creation of over 4,000 new homes, a hotel, and industrial units will create a great deal of additional traffic, both local and from further afield. The developers have proposed no additional relief roads to cater for this increase in volume. The only mitigating factor appears to be a 'transport hub'. This is understood to be a Park and Ride facility which will be inadequate to prevent with the thousands of additional traffic journeys per day. The planning authority should require the developers to provide adequate new roads to relieve the pressure on the A4019 Tewkesbury Road, Manor Road, Runnings Road, Kingsditch Lane, Wymans Lane, and Princess Elizabeth Way. These roads around the Kingsditch Industrial Estate become very busy at peak times during the week and are gridlocked for much of the weekend.

2. The current proposals show several access points to the proposed Elms Park development from the A4019 Tewkesbury Road which, under the current proposals, is expected to absorb the additional traffic. At peak times, traffic currently backs up on to the M5 motorway southbound as the A4019 is unable to cope with existing traffic volumes. The various access points to Elm Park appear to be governed by traffic lights. These junctions, together with the additional traffic generated by the proposed development as outlined in point 1 above, can only exacerbate the existing problems on the M5. As above, I believe the planning authority should require the developers to revise their planning to address this issue adequately. The proposed 'transport hub' is nothing like a complete solution.

3. If the plans are approved in their current form the increase in traffic on the A4019, and in particular its stop-start nature, will increase pollution in the area. The local authority should undertake a study to determine the likely effect on the local communities and require the developers to take any mitigating actions necessary.

4. The overloading of the transport infrastructure outlined in points 1 and 2 above will discourage people from the north and west of Cheltenham from making journeys into the town centre. The local authority should undertake a study to determine whether the stated benefits of the proposed development would be reduced or even eliminated by the adverse effects on businesses and shops in the centre of the town.

5. The A4019 currently experiences high volumes of traffic at peak times. The proposed Elm Park development is likely to overwhelm the existing infrastructure as described above. Currently residents joining the A4019 from The Green and Moat Lane have difficulty getting out of these roads, particularly if joining the opposite carriageway. The situation will become intolerable unless the planning authority requires the developers to re-plan their approach to transport.

6. The current plans show football pitches and changing facilities having access from The Green. These facilities are shown to have limited parking available north of the existing houses at the southern end of The Green. There are no proposals to widen or improve

The Green to facilitate the additional traffic that these proposed facilities will generate. Inevitably it will not be possible to accommodate all cars in the car park during busy periods (for example, Sunday afternoons during the youth football league season) leading to cars parking on verges and pavements along The Green. This will increase risk both to drivers and pedestrians. If these leisure facilities are to be built then access should be from the proposed Elm Park development and not from The Green, which should remain unaffected.

Gas main:

1. There is a high-pressure gas main running from the A4019 Tewkesbury Road across to The Green and up towards Elmstone Hardwick. The current plans show site access and the creation of sports facilities across the area on top of and immediately adjacent to the main. The potential for damage to the main during construction work cannot be ignored. The local authority should require the developers to limit all development to the area east of this high pressure main, which would therefore become the western boundary to the development.

Development of recreation facilities on The Green:

1. The current plans show the construction of changing facilities to service the football pitches adjacent to the Green. If the development goes ahead this building should be sited to the north of the pitches and away from the existing houses at the southern end of The Green to avoid undue noise and inconvenience to local residents.

Flooding Risk:

1. The southern end of The Green is identified by the Environment Agency as being subject to pluvial flooding. This is caused by run-off from the fields to the east of The Green overwhelming the existing brooks and ditches, flowing westwards on to The Green, and then south down the road to the vicinity of the Village Hall where it collects and renders the road hazardous to all but 4x4s and larger vehicles. This happens at some point every year. As recently as 2007 the Grade II listed barns (now known as Old Cart Barn, The Stables, The Grange) and nearby gardens were themselves flooded. The creation of new housing on agricultural land will lead to increased run-off from land less able to absorb rain water. Climate change models indicate that extreme weather events are becoming more common and that flooding such as that affecting Gloucestershire in 2007 and 2008 will occur more frequently. The local authority should ensure that the developers' plans for mitigating the increased risk of flooding do not exacerbate existing problems and are based on up to date scientific models.

2. The current plans show attenuation ponds adjacent to property containing Grade 2 listed property (Old Cart Barn, The Stable, The Grange) on The Green. In the absence of any further detail it is assumed that these are effectively sumps to collect rain water which has overwhelmed Elm Park's proposed drainage systems. While these ponds might help alleviate flooding in the proposed Elm Park development, situating them adjacent to The Green and existing houses merely moves the problem by increasing the risk of flooding to the local community should the attenuation ponds themselves become overwhelmed, particularly given the way in which rainwater run-off currently flows as described above.

Further consultation:

1. The current plans are not detailed so it is not possible to comment fully on the proposals. There should be full consultation at each stage of the approval process. It is obvious that in general developers' objectives are not necessarily aligned with those of

the local authority or the local communities which they serve. It is therefore likely that the developers will endeavour to increase the density of housing at the expense of green space and communal facilities over time. This should be resisted by the local authority as the detrimental effects on the lives of the existing local communities, particularly with regard to pollution, transportation, and the disruption caused by the extended development period are already severe.

2. It is unclear whether the joint strategy has taken account of brown field developments within Cheltenham, Tewkesbury, and Gloucester and the extent to which such developments could reduce the number of houses proposed for Elm Park.

2 Trafalgar Street
Cheltenham
GL50 1UH

Comments: 3rd March 2017

Letter attached.

Orchard End
Lowdilo Lane
Elmstone Hardwicke
GL51 9TH

Comments: 28th July 2022

Dear Mr Jones,

I received a letter on 6th July, alerting me to amendments and a 'significant amount of new and revised material prepared by the applicant '.

I have been invited to make a further representations to the latest information by 27th/28th July.(?)

I wish to point out that, your internet connections to the documentation via either the TBC or CBC portal, seemed to be regularly unavailable, adding to the difficulties.

I would also like to comment that this has not allowed me to study the documents in great detail, and I also notice that some Consultees have also commented that they wish for longer to study the new amendments

I also wish to comment that I feel that the application should be for a change use from agricultural land, as there is a huge area of land to be developed ,and therefore this should be reflected in the documents.

I notice that more emphasis has been give to green spaces,but I am also disappointed that this huge development, effectively a new town, has not been designated a Garden Town/Community, which would reflect the huge contribution this agricultural farmland and market gardens has made to food production, and agriculture over many years.

The best quality agricultural land along the Tewkesbury Road is not being retained.

There has been no ongoing engagements with local stakeholders and communities since 2015.

I wish to confirm that I wish for the comments I made to the original application in 2016 , should be taken into account along with the comments I am making to these latest revisions.

Comments on the Revised Planning Proposal 16/02000/OUT

At the present time alot of the reports are still unavailable, especially in relation to the Transport Assessment Addendums.

Therefore I find this Outline Application is UNSOUND

TRANSPORT

A Transport Hub is proposed to focus improved bus services into Cheltenham,with priority measures and bus lanes.

This is to be applauded BUT it will only be completed and open to the public, after the occupation of the 500th dwelling.

This should be a priority at the commencement of the development to encourage residents, to use public transport, and therefore reduce car useage on Tewkesbury Road

These proposed designs do not align with the proposed M5 Junction 10 4-Way designs, for their dualling of Tewkesbury Road. In fact their designs do not give any priority to the bus services and connectivity to Cheltenham town in their designs.

Also there has been changes to land use 'ensuring that part of the frontage on to Tewkesbury Road will be for

RESIDENTIAL USE'.This is absolute rubbish, as current residents on Tewkesbury Road will tell you their lives,

are blighted by noise, air pollution, and light pollution from the current traffic on this busy strategic part of the local network.

The traffic volume will increase with the development of Elms Park, and altering the M5 Junction 10, 4 way.

THIS NEEDS TO BE REDESIGNED FOR FUTURE RESIDENTS TO INCORPORATE PROTECTION FROM NOISE, AND AIR POLLUTION

I would also like to point out that Tewkesbury Road, is regularly closed through major incidents. As all of the Elms Park site exits are on to Tewkesbury Road, how will residents etc get to and from their homes and businesses when the road is closed etc?

HEALTH AND ENVIRONMENT QUALITY

JCS policy SD14 and TBC Policy ENV1 seeks to protect and improve environment qualities,

By building over actively farmed agricultural land this will exacerbate conditions that affect human health.

I wish to remind officers that the whole of the proposed site is in close proximity to both the Wingmoor Farm Landfill sites, East and West, as well as two water treatment works, Brockhampton and Stoke Orchard.

The application site is to the south of these sites, which are at present fields. Therefore standing in the middle of an open field to do a 'sniff' test, 2018, does not replicate the conditions that would apply to a resident in their own home.

There are only a small number of houses in the hamlet of Elmstone Hardwicke, adjoining the site. But our complaints continue to be registered over many years, with the Environment Agency. They include problems with flies, seagulls, odour, noise and air pollution.

You have noted that there are more complaints coming from the north side at Bishops Cleeve, because this is where all the new homes have been built, making new residents' lives intolerable.

I should point out that since writing in 2016, the land fill sites have grown in size, and their activities increased, resulting in an increase in the nuisance we experience, especially at times of hot weather, mist, fog and stillness, not when it is WINDY.

Therefore it is essential that a full Health Impact Assessment is carried out to the south side of the Landfill site to safeguard the health and well being of future residents.

Contaminated Land,

I would like to point out that there is an area of the proposed site that was contaminated, and has not been cleared.

(See attached)

Comments: 20th December 2016

With reference to the above named planning application, We wish to OBJECT to this application on the grounds attached in the accompanying notes.

These are only our interim objections as it appears that not all the relevant documents are available for consultation, at this stage, particularly in relation to the traffic assessments.

It is essential that a full Health Impact Assessment is carried out for the whole of the site before this application is considered and it is not left to reserved matters.

Obo Gallagher Retail Park
Tewkesbury Road

Comments: 6th March 2017

Letter attached.

SAVE THE COUNTRYSIDE

Comments: 10th February 2017

Comments attached.

Please find the formal objection to the planning application 16/02000/OUT (Elms Park) from Save the Countryside. As stated in the document, Save the Countryside may provide additional comments when more evidence is provided within the application.

Grey Squirrels
Homecroft Drive
Cheltenham
GL51 9SN

Comments: 7th December 2016

Objections to Planning Application 16/02000/OUT Tewkesbury Borough Council
I wish to object on 7 main points.

1 The initial proposal by the 3 Councils is fundamentally wrong in its inception and does not allow for an opportunity to set up a new town of 35,000 homes, which is the projected increase in numbers for all 3 areas of Gloucester, Cheltenham and Tewkesbury. There is no Transport Plan for Gloucestershire, which should have been the first consideration of building such a large number of homes. Instead the councils looked only at the income they might each take by developing small zones around their own major settlements. Initially a Town Planner should have been appointed to take the overview of the three council boundaries. To this end, I might suggest the new town be sited in the Staverton/Boddington area. There is already access in four different directions as against the east/west only at Uckington. We could have had the finest of Eco Building in such a new town which would have attracted the best designers in a minimum impact in the environment. Also the much promoted Light tramway or Railway could have been constructed with the Community Improvement Levy generated by the amassing of so many properties. This would remove many cars from local roads, so cutting down pollution.

2 The Joint Core Strategy set up by Cheltenham, Gloucester and Tewkesbury Councils under the Government Inspector, Elizabeth Ord has not yet been accepted by the three councils, so no plans for development in the area should not even be considered until such time as there is a definite Strategy. I object to the piggy backing of this application upon one that is not yet resolved

3 I wish to object to the loss of Ministry of Agriculture Class 1 land from No10 The Smallholdings stretching to Stoke Road Boddington. This category of land is reserved for the finest land in the country and horticultural crops are normally found there. The application also takes in much Class 2 land, which is the next category of land down the scale, which would be very good farming land.

4 I also object to having to breath increasingly poor air quality, especially over the last 7 to 10 days when there has been little air movement to dissipate the traffic fumes. This would be increased dramatically by the addition of 4,115 homes and the traffic generated therefrom when similar weather conditions occurred again. Air Quality was monitored in 2010 at Junction10 on the M5 motorway and its surrounds, was found to be the most polluted air in the County.

5 My fifth objection is to increased Traffic Problems. Below are photographs taken at 8.40 am at Junction 10 and the exit from Homecroft Drive taken on 11th November 2016.

- M5 Motorway exit merging with A4019. Note entrance to Withybridge Lane on the right.
- Two pictures taken on Junction 10 Bridge looking northwards.
- Exit of Homecroft Drive taken at the same time on the same day.

The latest Highways England Report (2010) on traffic flows at Junction 10 states 2 or 3 cars may be waiting to exit the M5. The pictures clearly show that the traffic is greatly increased since then and I have reports of traffic stretching a mile towards Tewkesbury waiting to join the A4019. Even if a conservative 1,000 cars leave the proposed Elms Park at this time. Progress would be non-existent. Bear in mind a parked car requires 6 metres space on the road. The dissipation of traffic from Princess Elizabeth Way or Kingsditch Lane would not help under this new loading and would be slow indeed.

6 My sixth objection relates to the loss of Green Belt. Her Majesty's Conservative Government stated in The Houses of Parliament this year that the Green Belt must remain around urban areas as a buffer to the countryside.

7 Finally the Recycling facilities at Wingmoor Farm Stoke Orchard Cheltenham, are producing most Noxious Smells, carried on many occasions by the wind from the north to Homecroft Drive and beyond.

With this knowledge who would want to live near to source of the smell? House sales will be very slow for the whole of Elms Park.

1st Floor
Isbourne House
Wolsley Terrace
Oriel Road
Cheltenham
GL50 1TH

Comments: 17th February 2017

I am writing to inform you that the Cheltenham Business Improvement District (BID) fully supports the plans for a new business park as part of the Elms Park development in north west Cheltenham.

One of the challenges most frequently raised by local businesses is the shortage of commercial space available in the Cheltenham area. This has limited the opportunity for expansion, prevented some businesses moving to the area and has led to others leaving the town. Several national headquarters have closed in Cheltenham in recent years.

The Elms Park development deserves support because it provides an ideal opportunity for a genuinely sustainable development with people being able to live, work and have access to new schools all on the one site. Cheltenham needs more business space and this is the most significant scheme for the area in recent years.

I hope the development receives the full support of Cheltenham Borough Council.

Colmans Farm
Elmstone Hardwicke
Cheltenham
GL51 9TG

Comments: 12th December 2016

Letter attached.

10 Homecroft Drive
Uckington
Cheltenham
Gloucestershire
GL51 9SN

Comments: 12th December 2016

1. Environment: The proposed development will result in the destruction of Green Belt consisting primarily of Grade 1 Agricultural land. The proposal admits an increase in air pollution levels will occur caused by increased traffic

2. Flooding: The significant increase in impermeable area proposed by the development will exacerbate the threat of flooding as experienced in the area in July 2007. The proposed development is on a natural flood plain. Our property was flooded with 5 inches of water on the ground floor. The Appendix H1 Proposed Development - Elms Park Flood Risk Assessment Final v2 does not fully consider the effect of run-off from the development on properties on the south side of Tewkesbury Road including Homecroft Drive.

3. Traffic: The traffic plan is totally inadequate as it makes no proposals to increase the traffic capacity of the A4019 eastward into Cheltenham which will remain a single carriageway. The only primary vehicular access to and from the site is through two new signalised junctions, in close proximity, on the A4019. Together with the existing junction between the A4019 and Hayden Road, this will greatly exacerbate the regular grid-lock situations especially during peak times and during race days. How are residents of the properties, and visitors to the Civil Service Club on the south side of A4019 to turn right?

Will they turn left then right onto Homecroft Drive, U-turn then use the signalised junction to turn right towards Cheltenham? The Traffic Plan appears out of date because it does not take into account the recent significant increase in medium size vehicles delivering on-line shopping packages. It is not clear how the access to the traffic hub and hotel will operate. Our local bus stop at the Plant Centre on the north side of A4019 will be lost to be replaced by one in the Traffic Hub some distance off. This will adversely affect uses especially elderly residents.

Orotava
Lowdilow Lane
Elmstone Hardwicke
Cheltenham

Comments: 12th December 2016

I lived on the Tewkesbury Road (where the BMW Dealership is now) from 1970 to 1987 and watched with dismay the erosion of green belt, where once were fields and wildlife are now buildings and traffic congestion.

I was lucky enough to move back to the village of Elmstone Hardwicke some years ago with my husband only to find that the same erosion is being proposed again, only this time on an even larger scale with unbelievable destruction.

I understand that the country needs more housing but the scale of this proposal defies sense and logic with seemingly no thought to the already congested road network, preservation of our green belt and the obvious destructive impact of our treasured wildlife. We currently enjoy a variety of British wildlife such as rabbits, hedgehogs, badgers and deer not to mention a wide a range of birds both song birds and birds of prey. What will happen to these poor animals once their natural habitat has gone.

The main roads in and round the area are already very congested at peak times and you have to queue in very slow moving traffic as well as cars queuing to leave the M5 motorway which in itself is already so dangerous. You can't even get to Sainsbury's without having to join a long line of traffic as people use the road thought the retail park as a short cut as all other roads are at a near standstill. If this proposal is approved we would have another few thousand cars to add to the mix. I know there will be a Park and Ride but I believe (human nature as it is) only those working in the town would use it, the majority of others would want the convenience of having their car with them especially if they can park adjacent to their workplace.

I absolutely dread the destruction of our precious green belt, it's not something you can reverse once it's gone, it's gone. If more and more green belt is built on where will our food come from when we need even more produced to feed the growing population.

No longer will it be our green and pleasant land.

22 Cathedral Road
Cardiff
CF11 9LJ

Comments: 1st August 2017

Letter attached.

8 Smythe Road
Cheltenham
Gloucestershire
GL51 9QU

Comments: 24th July 2022

Increase in traffic through Church Road Swindon Village. This is already a very busy dangerous road with sharp bends and used a lot already with non village commuters. Concerns for all residents but mainly children and the Elderly.

Pollution for all health concerns.

The wild life which we all enjoy so much while walking in the country side.

35 Rivelands Road
Cheltenham
Gloucestershire
GL51 9RF

Comments: 24th July 2022

I'm concerned that the the traffic from the first phase will go through manor road and it will be unable to support it. There are enough snarl ups with existing traffic along manor road and runnings road. Turning right into manor road from Swindon village can be very slow. If there is then traffic coming from the houses where what was Hulbert's farm entrance joins, the traffic could be at a stand still or accidents with pedestrians could happen. How would traffic be managed at the manor road/runnings road junction to keep traffic flowing?

48 Quat Goose Lane
Cheltenham
Gloucestershire
GL51 9RP

Comments: 20th August 2024

I feel that no effort has been made by Cheltenham Borough Council to adequately explain the significance of these changes (letter to residents dated 30th July 2024) and the reasons behind them. As a resident of Swindon Village, I feel disregarded and disrespected at this blatant failure of communication. If this application, that includes reversal of Elms Park phases 2 and 3, is an "enabler" for future expansion of Elms Park

or early construction at Home Farm, then I think it's only fair that residents of Swindon Village be warned of this and not "kept in the dark".

Maximum home building limits have been established prior to M5J10 upgrade. I fear that downward pressure from government will affect the judgement of the town planning committee and Highways England resulting in failure to properly consider coordination and timing of M5J10 upgrade and Elms Park construction. These are large-scale projects that must be managed carefully to ensure M5J10, A4019 and local road safety and avoid unacceptable traffic congestion in the area around Gallagher Retail and Kingsditch Business Parks. Highways England must play a significant role in ensuring that road safety standards are maintained. Even with careful planning there will be an enormous impact on local residents, road users, shoppers and Gallagher/Kingsditch local businesses during the many years that it will take to build Elms Park.

There has already been a fatal collision on Swindon Road (4 July 2024) during this period of Manor Road closure (well beyond advertised dates) for construction of a roundabout for Elms Park phase 1A. Additional traffic congestion due to Manor Road closure likely contributed to this tragic event. Sadly, this should be a warning that additional road congestion leads to increased road danger, especially for cyclists and pedestrians. It is simply unacceptable to begin road infrastructure projects without effective risk assessment. Developers must be held accountable for delays that extend well beyond agreed deadlines.

Communication between CBC, GCC, Highways England, utility providers and developers must improve to achieve safe and effective project management. Additionally, engagement with residents and business owners needs to be addressed as it is currently appalling.

Reassurance must be given by GCC that M5J10 will be upgraded to provide an "All Movements" roundabout and A4019 will be widened to the east of J10 before Elms Park phase 1 development work begins.

Comments: 26th July 2022

Comments - Elms Park (16/02000/OUT)

The local community needs reassurance that this development will not proceed until the M5/J10 upgrade and A4019 widening has been carried out. This is a critical factor to ensure public safety and to avoid Road Traffic Collisions, especially during the construction phase which is likely to be a significant number of years. Additionally, without these highway infrastructure upgrades there will be traffic chaos in the surrounding area due to the increased volume of traffic. Manor Road/Runnings Road and PE Way roundabout are already existing traffic choke points and will not cope with increased traffic density.

There should be no vehicular access into Elms Park from Quat Goose Lane. The existing track to Home Farm from QGL should remain and there should be NO link road from QGL into Elms Park as currently shown in phase 3 of the development. This will help prevent untenable and dangerous traffic density in Swindon Village. Again, the local community should be reassured of this.

There should be a 'Housing Requirement Review' after completion of each Elms Park phase to assess if there is still a need for additional homes.

The Home Farm proposal (previously Phase 4) should only be considered after all Elms Park development phases have been completed and a post-phase 3 housing requirement review.

Public transportation into and out of Elms Park should be via the proposed Tewkesbury Road access (part of the A4019 highway upgrade) and/or from the rear of Sainsburys supermarket (which will extend into Elms Park).

New schools that are part of the Elms Park development must be ready to take on children as and when they are required. Schools in the local area are already at maximum capacity.

Expansion of local amenities for Elms Park should include doctor and dental surgeries.

All existing local green space, public footpaths and bridleways should remain in place. Ownership of this land must be clearly defined.

Dog Bark Lane should retain its existing natural character as it is a local beauty spot for dog walkers and families. Any plans to change the nature of DBL should be first agreed with the Swindon Village/Elmstone Hardwicke Parish Council.

Existing trees should be kept where possible. Trees with protection orders should be clearly identified and notified to the developers/builders.

Deer freely roams the land where Elms Park will be developed. These animals should be safely relocated.

Elms Park must take into account the topography of the land and avoid construction of buildings that rise above the natural skyline.

6 Deakin Close
Cheltenham
Gloucestershire
GL51 9SB

Comments: 17th August 2024

Phases 2 and 3 have been switched, is this so that Manor Road can take all the traffic from phase 1 & new phase 2. I object to this change of plan.

National Highways has been consistent in including the planning condition recommending no more than 1,000 dwellings with the interim scheme (at M5 J10) in all of its planning responses to date. M5 J10 MUST be completed prior to more than 1,000 houses being built. I object to more than 1,000 houses being built before M5 J10 is complete.

There should be no access via Quat Goose Lane as per Highways recommendation. The roads are already gridlocked at peak times. I object to any access to Elms Park via Quat Goose Lane.

Comments: 26th July 2022

Have plans for A4019 from Fire Station to Sainsburys been agreed between M5 Junction10 team and Elms Park developers? Are J10 team in the process of planning this section of roading? I don't see any vehicular access for the transport hub on the brochure in the following link. See page 11 and 13 of brochure in this link.

<https://www.gloucestershire.gov.uk/media/2111703/m5-junction-10-statutory-public-consultation-brochure-081221-150222.pdf>

The Elms Park development cannot safely be built until the improvements to the M5 J10 and accompanying A4019 Tewkesbury Road up to Sainsburys are completed. More pedestrian crossings will be needed to get pedestrians safely through the increased construction traffic. There are already bottlenecks at all approaching roads to Manor Road and Gallagher Park area, especially at peak times. Construction traffic cannot be allowed through Church Road or Manor Road, in Swindon Village, these roads are not large enough for the vehicles, there are high walls alongside roads with reduced visibility and cars parked in roads, trucks often try this route from GPS causing blockages to traffic and danger to pedestrians.

Regarding transport within the Elms Park Development all roads and junctions within the Elms Park development need to be able to handle vehicles including cars, cycles, pushchairs, for at least the following purposes without bottlenecks:

Deliveries from internet shopping, supermarkets deliveries, postal services. There must be estimates of likely future numbers internet deliveries per household etc.

Services from gardeners, window cleaners, dog walkers, emergency departments, maintenance workers. Telecom, power, gas, cable, water, sewerage providers

Travel to and from work and education facilities. Buses do not travel to every place of work at every time required.

How many spaces are provided, in Elms Park, for all these vehicles?

Three vehicular access points does not seem enough for 4,115 houses and all the traffic including deliveries etc. this will be a great big traffic jam.

If parking is not provided for residents' cars, plus visitors and all the previously mentioned providers then they will be parked in adjacent streets and people will walk in. Those adjacent streets are in Swindon Village at Quat Goose Lane, Church Road, Manor Road, Dark Lane and surrounding streets, increasing the already hazardous traffic issues. As an example you only need to look at streets around GCHQ, at Fiddlers Green and Benhall, to see the magnitude of cars parked there. People will not give up cars just because there's insufficient parking.

I object on the grounds there will be too much traffic and parking of vehicles in surrounding areas making it unsafe for pedestrians, horse-riders, cyclists, Schools and emergency vehicles. Worst case scenario deaths.

13 Stantons Drive
Swindon Village
Cheltenham
Gloucestershire
GL51 9RL

Comments: 19th August 2024

Document emailed to Planning Officer to be uploaded

Letter attached.

11 Hulbert Close
Cheltenham
Gloucestershire
GL51 9RJ

Comments: 3rd April 2025

I have two points of objection -

The proposal is for 4115 new homes, average 3 people per home is 12,345 people. I don't think there's enough resource mentioned for that amount of people. No doctors surgery mentioned, library, accommodation for fire, police and ambulance (appreciate those services will absorb this extra workload into current structure) regular open spaces and parks. I think the bare minimal has been proposed for 12,000 people and CBC should hold them to more account and make obtain the maximum services for these new homes.

Secondly our current road infrastructure can't cope with current new development on manor road/ Elms park. Constant road closures, diversion and temporary lights has made it hell for local Swindon village residents. Combined with Evesham road closures you can regularly find Wymans lane and Hyde lane at gridlock as commuters from bishops cleeve have no choice. Seriously think about the impact such a large development will have on our current infrastructure and the price local residents will have to pay

I'd just like to finish with a comment for CBC. You are in the privileged position to protect a beautiful, iconic, historical Cotswold town. Be careful how you change it. It must keep its beauty and charm.

3 Swindon Hall
Church Road
Swindon Village
Cheltenham
Gloucestershire
GL51 9QR

Comments: 27th July 2022

Letter attached.

51 Mandarin Way
Cheltenham
Gloucestershire
GL50 4RR

Comments: 27th July 2022

I strongly object to this planning application.

Traffic and access - this village is already used as a short cut and parts of it are in a conservation area due to historical buildings. The villagers use roads, footpaths and bridle paths for general hawth and lifestyles. More traffic means more danger and worse health.

Ecology and wildlife- the area is host to ancient hedgerows and rolling pastures and is diverse in it's wildlife and plant life. The fields are a flood plain and act as a sponge in times of flooding. Many of the plants only exist in wet pastures.

Our community is currently a thriving one. We have seen examples of the destruction of village life by these large scale developments I Bishops Cleeve, Gotherington Woodmancote and Southam. These areas are now soulless and joyless places.

Elton Lawn
Uckington
GL51 9 SW

Comments: 20th October 2022

Dear Sir,

I have noted that my response dated 7th August 2022 (as in my email below of that date) does not appear to have been noted on the planning portal. I now understand from a similar experience of Uckington Parish Council that you request emails to be sent to planning@cheltenham.gov.uk and not to liam.jones@cheltenham.gov.uk.

Please proceed to note my response as has been done by Tewkesbury Borough Council.

Thank you,

Dear Sir,

1. I regret there has been insufficient time for me to comment on this amended application by the requested date due to other commitments together with several medical appointments. I have also had difficulty in accessing website information when documents have been unavailable. However, I now respond as below.

2. I remain particularly concerned as to the loss of the countryside and unspoilt rural quality which would follow. I also find it difficult to accept how so large and extensive a development can be compatible with the represented increased wildlife and green infrastructure.

3. Whilst noting the represented public and other forms of transport, the new housing and commercial units remain 'car-centric' and would generate a substantial increase in traffic, compounding existing problems, with the inevitable congestion, air

pollution and noise in the local area. I do not believe the access roads even with updated junctions would have the capacity to cope.

4. There are ongoing issues with the Landfill Sites which are very close to the proposed development. I am further away but on several occasions have had to complain about the emission of offensive odours.

5. I am aware that part of the proposed development is on Grade 1 Agricultural Land. In this respect I refer to para 6 of the response from Uckington Parish Council to this amended application setting out its position and reservations as to the Kernon Report contained in the Environmental Survey. It is difficult to comprehend how the Report can arrive at the finding that the site is of undifferentiated Grade 3 quality when it admits it has not been able to have access to the land to carry out surveys. Also, with my local knowledge of the area, undoubtedly, the reference to 'Non Agricultural land' is a complete nonsense since the market gardens (now largely unused) extend to the highway; i.e. the A4019.

6 I am concerned as to the proposal to build high density residential housing adjacent to the A4019 which would be subjected to constant noise and poor air quality from the road. This should remain as green infrastructure in some form so as to take full advantage of the Grade 1 agricultural land stretching along the Northern side of the A4019.

7. I do not understand for what purpose it is intended to create a potentially dangerous restricted or emergency junction onto Elmstone Hardwicke Lane and consider this should be removed.

8. In summary, I object to the application and consider it should be refused.

Thank you.

29 Dark Lane
Cheltenham
Gloucestershire
GL51 9RN

Comments: 14th August 2024

I wish to voice my objections to the proposed changing of phase 2 and 3 of the Elms Park development as described below :

I have been unable to ascertain the justification for of the benefits of the change of order if phasing 2 and 3 as against the original agreed plan.

In the absence of any strong reasoning the agreed phasing should remain.

One of the residents concerns over the change in phasing is that developers are hoping to 'piggy back' on the Home Farm development and somehow obtain agreement, in complete disregard to the current agreed plans, to obtain 'temporary' construction access through village?

This must not happen.

There is no safe or sensible access for construction traffic through the existing village; both Dark Lane and Quat Goose Lane are too narrow (there are already regular instances of the service bus being unable to proceed via the parked vehicles in Dark Lane).

The original agreed plan provides for only footpath and bus access between the new development and the existing village (in effect a barrier or curtain between both); there should be no relaxing of this position either temporarily for construction traffic or subsequently for local traffic.

The proposed new Junior School in the proposed phase 2 (currently the agreed phase 3); appears unnecessary close to the existing village boundary rather than being conveniently located towards the centre of the proposed Elms Park development. The proposed location seems likely to encourage the residents of the Elms Park development to drive rather than walk to the new school, as it will be convenient only to those living near the exited village.

Whilst the plans appear very vague, there does seem to be an increase in size of 'mixed use local centre' in the proposed phase 2 (currently the agreed phase 3); if this is the case, what justification is there for changing from the agreed plans?

Again the vague plans highlight 'green infrastructure' in the proposed phase 2 (currently the agreed phase 3); what are these likely to entail in each area?

Of course, there needs to be strong guarantees and enforcement to ensure the developers complete the new local amenities (schools, playgrounds, retail units etc.) in a timely manner and not postpone, delay or avoid their responsibilities.

Another concern is the increased security risks and the diminution in the value to our properties caused by development both during and after completion; is any compensation to be offered to existing residents?

As I understand it, one of the existing conditions on the Elms Park development, imposed by the Highways Authority, is that a maximum of 1100 houses can be built (encompassing Elms Park, the Cyber Park and others) before the proposed improvements to Junction 10 are complete.

This condition must remain as the existing road infrastructure is already at saturation point.

The existing Elms Park development plans have been agreed after many years of negotiations between developers, planners, local and County Councils.

To amend them now at the whim of developers who wish to renegotiate the agreement is inequitable unless existing local residents (many of whom object to the Elms Park development in all its manifestations) are able to likewise renegotiate and insist that the land be returned to Greenbelt.

64 Little Herberts Road
Charlton Kings
Cheltenham
Gloucestershire
GL53 8LN

Comments: 9th May 2023

Letter attached.

3 Swindon Hall
Church Road
Swindon Village Cheltenham
Gloucestershire
GL51 9QR

Comments: 25th August 2024

The Swindon Village Society, which represents some ninety local people, notes with concern that the revised plan for Elms Park would seem to indicate an intention to remove a length of hedgerow from the eastern end of Dog Bark Lane on the southern side.

Dog Bark Lane is an important historic route, many centuries old, and is also a major asset for nature conservation. Previous plans for the Elms Park Development have indicated a welcome willingness to maintain both historic and natural features of the area which is greenbelt land. Indeed the proposal at the head of this document mentions the provision of new green infrastructure. We would suggest that the maintenance of old green infrastructure is of even greater importance.

The Society therefore strongly object to this change given without explanation and hope that it does not indicate an intention to further degrade natural aspects of the development to the detriment of those who will live there in the future and those in the Swindon Village area who have enjoyed this lane as part of their life for many years.

We would also like to object to the fact that the letter indicating a change to Elms Park planning, although dated the 30th July was actually received on 16th August with a response date of 20th August. Mail to this area often has a delayed delivery of up to three days but we can only assume that this extended delay stems from problems within the Council department. We would like to think that this will not occur again since it is against National guidance.

43 Quat Goose Lane
Cheltenham
Gloucestershire
GL51 9RP

Comments: 28th July 2022

The time given to object to this consultation is massively insufficient considering the time of

year, another massively arrogant attitude from the fat cat developers

This application does not include references to the smaller full application that fall within the boundary (20/00759/FUL)

Each phase and volume should be reviewed against the JCS and local plans in addition the

agricultural land should only be released as and when demand is considered necessary. In

my opinion not at all as plenty of brown sites that are left abandoned before using our precious green fields.

I object on the following grounds

The M5 junction 10 and Tewkesbury Road upgrade should be completed prior to any construction takes place with the Elms Park development, as concurrent construction would

cause significant disruption and impact to the local community.

The Tewkesbury Road A4109 should be the only access point to the development through

all the phases of the development. To ensure no disruption or change to the actual village.

There should be no vehicular access into elms park from Quat Goose Lane at any point in

the development or after.

Manor Road can't support the current levels of traffic currently let alone support that proposed. Standstill traffic at all times of the day is noted and it is a particular problem trying to exit the village.

Swindon Village will become a throughfare with traffic bypassing the main routes to avoid the already heavily congested roads. The village lanes will be like rat runs and out residents

at significant harm if these points are not addressed. We have already had accidents with the narrow lanes and tracks within our village, adding surplus traffic to this nightmare will only increase the likelihood of a fatality.

The traffic flow has not been adequately investigated and provision for traffic to link up with

the north east of the village has not been commented on.

The local green space and ownership and usage needs to be confirmed with the community

as submitted as part of this application

This proposal fails to meet the requirements set out in the Cheltenham Borough Council's plan to achieve Net Zero by 2030. It does not commit to the installation of renewable energy sources or low carbon heating options. The proposal does not address issues such as

water efficiency and adapting homes for climate change. After each phase completed, there

should be a requirement to review and assess whether there is still a need for additional

development and homes.

This application should provide clear and transparent evidence to support their claim about

active travel and their commitment to reducing car dependency at the same time as being

honest and providing adequate offroad parking. We need to see more commitment and sustainable public transport links that genuinely work.

This application proposal definitely fails to provide an honest forecast of education needs and clearer evidence that the proposed schools and local capacity is sufficient to meet forecast demand. Our local school, is full to capacity and Pates is a selective grammar and

not open to all, especially local children. New schools that are part of this development must be in a position to take children straightaway when required as current infrastructure

cannot meet this demand.

This application must include specific measures on how to manage the wildlife population to

the remaining green areas. The proposals will result in a minimum of 13% loss of hedgerows. There must be no further negative impact to trees with protection orders or existing landscape. All local green space must be clearly defined and maintained. The Deer

that currently roam freely around the area must be protected.

Swindon village does not support street lighting and does not support any proposed development within the village or on its boundaries that requests this and expects that development o. its boundaries should take this light pollution into consideration.

The land around the village is not flat so the height of the proposed developments must take note how the height affects the impact on our village. Developments should be lower at edges of green areas to ensure new development is hidden and separate to existing core

village.

The drainage ponds and ditches are massively insufficient and inadequate and there is no

adequate provision for the new storm water connections within the Parish and specifically the main village.

It is essential Key facilities must be in place before homes are built as we are bursting at the

seams already within healthcare and schools, so this development is not sustainable locally.

In particular Gloucestershire hospitals is unable to look after its current population let alone

the additional population as a result of this development.

8 The Firs
Swindon Village
Cheltenham
Gloucestershire
GL51 9RU

Comments: 27th July 2022

The time given for this consultation is insufficient and totally spiteful from the developers, whom I am sure are hoping for minimal responses due to school holidays.

The application does not include reference to any smaller full planning applications that fall within the boundary of this application (20/00759/FUL)

Each phase and volume should be reviewed against the updated JCS and local plans, agricultural land being released as and when required.

I object to this application as I believe the following to be significantly affected

ACCESS AND TRAFFIC

~M5 junction 10 and tewkesbury road upgrade must be completed before construction as this would undoubtedly cause significant mayhem if concurrent construction is allowed.

~Tewkesbury Road SHOULD be the primary point of access to the development through all phases. There should be NO vehicular access into elms park from Quat Goose Lane at any point.

~ The lack of capacity at the Sainsbury/Aldi junction and Princess Elizabeth Road Macdonalds roundabout must be addressed and included within the outline planning as will have massive impact on the area.

~Manor Road CAN'T support the proposed level of traffic and are already existing choke points and will not cope with increased traffic density.

~ Significant risk that Swindon Village will become a thoroughfare with bypassing the main village to avoid already heavily contested roads. We have already had several incidents due to our narrow village lanes/roads, sharp bends and an impossible junction at Hyde lane.

Current road infrastructure cannot support current level of increasing traffic let alone anymore.

~ the traffic flow has not been properly investigated and there is no provision for traffic to link up with the A435 to the north east of the village.

LOCAL GREEN SPACE

~ the proposal fails to meet the requirements set out in the Cheltenham Borough Councils plan to achieve Net Zero by 2030

~ It does not commit to the installation of renewable energy sources or low carbon heating options.

The proposal does not address issues such as water efficiency and adapting homes for climate change.

~ There should be housing requirement reviews after each phase to assess if there is still a need for additional homes.

Reduction in active travel

~ The application should provide clear evidence to support their claim about active travel and their commitment to reducing car dependency. We must have public transport that is accessible, convenient, and result in fewer cars per household.

~ all applications underestimate the number of cars per household and thus do not provide enough off road parking forcing road parking in unsuitable areas.

EDUCATION

The proposal fails to provide a forecast of education needs and confirm that the proposed schools and local capacity is sufficient to meet forecast demands. Our local primary school is at full capacity and Pates Grammar is selective and not open to all. New schools need to be ready to take children as and when the demand is required from the outstart.

Wildlife and ecology

This application must include specific measures on how to manage the wildlife population to the remaining green areas. The proposals will result in a 13% loss of hedgerows. There must be NO negative impact on trees with protection orders. The natural character of DOG Bark Lane must be maintained. All existing local green space must be clearly defined. Deer roam freely in this area and should be protected.

Lighting

Swindon Village does not have street lighting and any proposal within this village or on the boundaries should take this light pollution into account
I object to street lighting anywhere near the original Village boundaries as adding lights stops away the traditional feel of this desirable village location.

Drainage

The drainage ponds and ditches will be totally insufficient there is no capacity for new storm water connections in the Parish and particularly the village.

Health care

I object as there is no adequate provision of healthcare services to serve the new homes. In addition Gloucestershire hospitals is currently unable to provide adequate healthcare to its current population let alone anymore from this development.

46 Quat Goose Lane
Cheltenham
Gloucestershire
GL51 9RP

Comments: 27th July 2022

Yet again we are having houses being built on Green Belt that are NOT required and most importantly the Infrastructure is not in place and having 2 way access on Jct 10 is not going to solve so don't try that one ! Currently there is traffic queing on M5 on hard shoulder and inside Lane which is dangerous. The current Medical Services cannot cope be that GP, Dentist, Hospital. With this development there will be circa an extra 5000+ cars trying to gain access to Tewkesbury Road ! Schools Playing Fields and destruction on Wildlife! Plus the new Science Park Development will cause even great chaos - Try building a new Town elsewhere not a NIMBY

56 Quat Goose Lane
Cheltenham
Gloucestershire
GL51 9RP

Comments: 30th July 2024

Firstly I would like to comment on the lack of communication regarding this latest consultation period. We found out anecdotally that this was currently happening and that there had been changes to the proposals.

Governmental and housing policy change:

It seems to be a very poor time to make decisions on massive-scale developments that were planned many years ago. Just today, the government has announced a new method of assessing housing need, and a new focus on affordable homes. Coupled with a requirement to identify and prioritise 'grey-belt' sites and other changes, it is very short-sighted to make decisions on such a massive development that likely will not meet incoming requirements.

Phasing changes:

The phasing changes will mean the impact on the existing community of Swindon Village will happen much sooner. There doesn't appear to be a justification for this change. I would hope that clarification is sought, and that strong justification be required. Without transparency on this matter, it will be assumed that local communities will suffer in order to help developers build in a way that suits their profits. Communication on the reason for this phasing change would be appreciated.

Persimmon track record:

Persimmon are currently building the first phase of this development next to Manor Road (known as Regents Village). This first ~2% of the development requires a roundabout to be added on Manor Road. Persimmon were given permission to close Manor Road for 16 weeks in order to complete this work. The traffic disruption caused has been significant. We have now been informed that they will miss this deadline for completion by almost two months, and will keep the road closed throughout, continuing to further disrupt local businesses and communities. If this is the way they behave on relatively small-scale developments, much additional thought and conditions should be in place before they are allowed to go forward with work of this scale.

4 Rivelands Road
Cheltenham
Gloucestershire
GL51 9RF

Comments: 24th July 2022

As this development has the potential to increase traffic to a further 8000+ cars @ 2 cars per household and servicing vehicles it is imperative that all road upgrades and improvements particularly access from Tewkesbury Road are in place prior to development starting. Has thought been given to a possible 20m.p.h. in the village to deter it from becoming a rat run.

6 Deakin Close
Cheltenham
Gloucestershire
GL51 9SB

Comments: 27th July 2022

Dear Sirs

Regarding the building of Elms Park housing estate.

I would like to ensure that construction traffic is not going to be using any Swindon Village roads, as this would be a danger to almost all that live in the village, the roads simply could not take that amount of traffic and could lead to a death of an innocent person, especially young children around the school and park areas.

Tewkesbury road is already congested and a danger to cross on foot, and dangerous for cyclist to use, so I believe that construction work should be held until the roadworks are complete and it has been updated to a Dual carriageway to help prevent the loss of life. The Elms Park estate is lacking parking for residents, if this is to persuade them to catch public transport, it will not happen, the bus service is way under supported by the public as it always has been, the general public will not give up their cars no matter what, so the lack of parking will lead to Swindon Village being crammed with street parking from Elms Park and parking on grass verges and lawns etc within the housing estate.

Some sort of traffic control must be put into place for Swindon Village as it would quickly become a shortcut to and from Elms Park. Perhaps a resident only permits scheme should be started and policed.

Many new trees should also be planted to allow for the pollution that the estate would give off instead of the now lush countryside that gives off nothing but rich oxygen, and supports wildlife. Also the existing trees in the surrounding fields should be catalogued and protected against "accidental removal".

71 Church Road
Swindon Village
Cheltenham
Gloucestershire
GL51 9RE

Comments: 25th July 2022

Elms Park Comments ref 16/2000/OUT

On the whole, it seems that these plans are not mature enough for such a massive development and the public has been given very little time during the holiday season to make a comment.

The plans are not consistent with the changes required to Tewkesbury Road as more land is required from the Elms Park development for road widening. This would undoubtedly lead to higher density building or more of the green space eaten up. The proposed upgrade to the M5 junction 10 should be undertaken before the Elms Park development gets underway because construction traffic will otherwise cause major problems in the area. Can one imagine the mayhem if parts of Elms Park are completed and then Tewkesbury Road and M5 junction are started.

Traffic in the area is already too high with widespread speeding, especially in Church Road and Tewkesbury Road. This will only increase due to the proposed development without it including a proper plan to improve the roads and with traffic calming and monitoring systems.

Any access from the new development onto Manor Road will encourage Elms Park residents to use it and Church Road as a short cut through Swindon Village towards Bishops Cleeve. Church Road is not designed for this volume of traffic and there have already been several incidents with parked cars being hit. On Church Road, there are two very sharp bends, the primary school and a difficult junction onto Hyde Lane by the railway bridge for drivers to deal with.

There needs to be more information and better planning for services on the site of the new development. Without services such as schools, doctors, shops, etc. more travel (probably with cars) will need to be made outside Elms Park. For example a forecast of pupil numbers would determine if the proposed schools would be adequate. The existing schools in the area have very limited scope for extra space.

There does not appear to be specific commitments to achieving sustainability with respect to using renewable energy (e.g. for heating systems) and improving water efficiency and reuse. This needs to be addressed in order for the CBC plans to achieve net zero by 2030. This is unlikely when building 4115 new houses (unless they are being built after 2030!).

It is not clear which green space areas are public or private, and who is responsible for them. For example areas indicated as football pitches. This should be included in the plans.

Cotteswold House
Brockhampton Lane
Cheltenham
Gloucestershire
GL51 9RS

Comments: 26th July 2022

Dear sirs,

I have multiple concerns about the proposed elms park development.

Firstly I note that there will be a 13.33% loss of hedgerows. Given our current climate crisis I think it is important we try to minimise any impact we have of building works & human development. I understand that we are aiming to be carbon neutral by 2050, however I have serious concerns that this is too little too late & I would urge you to consider this with regards this development. This loss is too much, if it must occur then I would like to see increased planting of trees within the development to negate this.

On this theme, there seems to be no mention of what the net tree number will be - whether a loss or a gain. I am aware that there are several trees with a TPO within the development area, no mention has been made as to how these will be preserved. I think we need clarification on this.

I am also concerned about the increased traffic to the area. Manor road and Tewkesbury road are already very busy roads. I think it is imperative that the proposed m5j10 development & the Tewkesbury road upgrade occur before any building work commences in order to minimise the congestion that will occur.

With regards the traffic, I also have concerns about the use of manor road as a primary access point into the development. This is already busy with traffic using it to access the Gallagher retail park (including sainsburys & food warehouse), Lidl & other local businesses. Some days traffic can back up to Swindon manor. Recently, planning permission has been given for a Burger King to be built within Gallagher retail park. This will further increase traffic & I wonder if this has been included in traffic modelling for the development?

I also have concerns that once the m5 j10 has been upgraded, elms park business centre has been built & the IT park near GCHQ has been built - Swindon village (in particular church road/manor road/ quat goose lane and Rivelands road) will become a natural cut through for people accessing these sites from Bishops cleeve & surrounding areas. Traffic volume through Swindon village will thus increase significantly. Swindon village is small with narrow roads & already, at times, can have heavy traffic due to school traffic. Any increase in traffic at peak times, will be dangerous for school children, pre-school children & other pedestrians. Not to mention unpleasant for local residents. I wonder or some sort of bypass road could be built to prevent this from occurring, or other measures taken.

The other primary accesses to the development will be off Tewkesbury road. I worry that right turns from Tewkesbury road into the development will give serious congestion going back into Cheltenham, princess Elizabeth way etc. Will the proposed upgrade to Tewkesbury road take this into account? Alternatively, can we ensure that there will be

adequate public transport & cycle routes to minimise the need for cars to the town centre & other business/IT parks in the area? A travel hub has been mentioned - what routes will this go to?

I note that that there are 3 schools proposed within the development. There is also a mention of other nearby schools. Swindon village primary school is already full (& there is a letter from the headmaster to confirm this). Pates school has also been included - this is a highly regarded grammar school, and so, only open to those who pass the 11+ highly enough. It should not be included in modelling of whether there will be enough secondary school

There is a lack of clarity about the local green spaces. It looks like the developer is planning on using some of this for parks etc. This is not necessarily a problem, however, I think it needs to be clear to whom the green Space belongs, who will be responsible for maintaining it & I think that anything done to the local green Space needs to be with consultation & approval of local residents.

I am concerned to see that local footpaths & bridleways will be upgraded to be used for access & cycleways. Whilst I appreciate it makes sense to do this, many of these routes are currently peaceful tranquil walks, a place to escape from busy life & allow some mental calm. Upgrading these to allow them to be used by around 4000 households will significantly change the pleasant nature of these. I would urge that if these are to be upgraded for use as access, other footpaths & bridleways are built so that current & new residents to the area will still be able to enjoy some peaceful

Swindon village has very few street lights. I believe that surveys of residents have occurred previously to ascertain whether this should remain the case. The answer has always been 'yes'. The proposed development mentions an 'innovative lighting scheme' with no mention about what this comprises of. I would ask that the dark skies around Swindon village are preserved.

The elms park developers make lots of promises about what will be gained by this development. However, I am concerned about what will be lost by the current residents of Swindon village, Swindon parish, Uckington & Elmstone Hardwick. Namely, green spaces, peace & tranquility and a chance to be surrounded by nature. I ask this is considered & the loss of these important things are minimised so that the current residents of these areas are affected as little as possible.

37 Quat Goose Lane
Cheltenham
Gloucestershire
GL51 9RP

Comments: 28th July 2022

Timing of the consultation period

The public has been given very little time during the holiday season to review the application to make a comment.

Some documents are showing as unavailable to view.

Please consider an extension to this deadline.

Note- This happened previously when developers timed their application in the summer or Christmas holiday periods!

Sustainability

These plans need to address specifics rather than using vague terminology.

Need to describe heating/ insulation/ water saving/ use of rainwater/ public as well as personal EV charging points etc to meet CBC net zero by 2030 target.

Highways/ Transport

No homes should be built until the change to M5 J10 and the Tewkesbury Road access and road widening are ready. There are safety concerns due to the impact on already overstretched roads in the area.

There are already significant pinch points including Swindon Rd bridge , Swindon Lane level crossing(and consequent traffic jams when gates are down on Wyman's Lane) and leaving the village via Manor Rd especially when the staff working at the light industrial estate leave work.

GCC highways have no concerns that Swindon village becomes a rat run. We disagree. The plans show no provision to link A4019 to Bishops Cleeve. Essential to avoid north bound traffic from this proposed development passing through Stoke Orchard/Elmstone Hardwick.

Cycleways

Please take note of the comments from the cycle campaigners, especially around safe design at junctions and roundabouts and routes to schools.

Phases

There should be a 'Housing Requirement Review' after completion of each Elms Park phase to reassess need.

The Home Farm proposal (previously Phase 4) should only be considered after all Elms Park development phases have been completed and a post-phase 3 housing requirement review. The narrow roads in Swindon Village cannot be used for construction vehicles and traffic from 180 new homes.

Ownership of green spaces

All existing local green space, public footpaths and bridleways should remain in place. Ownership of this land must be clearly defined.

Health care

Dental services and primary care provision are mentioned but what additional resource and capacity will be provided for our already overstretched secondary care and the emergency services?

Education

The local schools are full and cannot meet demand for the new estate, therefore new schools should be built as priority. Pates Grammar School is mentioned but is not relevant as admission is selective without a catchment area.

Housing

There must be adequate provision following all legal requirements as a minimum for social housing, and for disabled persons.

The homes must be built to a high standard using best quality materials and designed for minimal environmental impact. Each need sufficient outside space for parking cars and bicycles alongside communal space for enjoyment of the outdoors.

Wildlife / countryside

The detailed planning application must include specific measures on how to manage the wildlife population to the remaining green areas. The proposal will result in a 13% loss of hedgerows. There must not be any negative impact on trees, and Trees with Protection Orders must be identified. The natural character of Dog Bark Lane must be maintained. An additional separate recreational cycle path is needed whilst leaving Dog Bark Lane as it is.

50 Rivelands Road
Cheltenham
Gloucestershire
GL51 9RF

Comments: 3rd April 2025

Points I would like to make about the updated proposal for Elms Park

1 I think that continuing the access via Manor Road is not a good idea. There was a planning application to open access whilst construction of Phase 1 of Swindon Farm was happening. A roundabout with traffic lights has been installed. However, it has become clear that the area surrounding Manor Road cannot cope with the change to traffic (gridlock at the Kingsditch mini roundabouts) and adding additional traffic to the mix would create chaos as cars stopped by the lights at the bottom of Manor Road would block the access to the estate. Keep the access restricted to Tewkesbury Road which is currently undergoing changes to accommodate the extra.

2 There is mention of affordable housing up to 200 units. This is currently the type of housing that is needed in this area. This amount out of over 4000 houses is disgusting especially as the words UP TO have been used, so the developers could build 1 house and say that they had complied. The wording should be changed to AT LEAST and the developers should be encouraged to increase the number and I do not care if it impacts the profits. Affordable housing is what we need to encourage the next generation of people to come to work in Cheltenham and still leave enough in their pockets after paying rent and mortgages to be able to support local businesses

3 Why is there a need for a 200-room hotel presumably with parking this land could be better used with additional space for community and wild life. Let us keep more green

space to help our collective lungs. It is very unlikely that staff would be recruited from the current idea of Elms Park the staff could not afford to buy there

Comments: 31st July 2024

I feel that this would be a great opportunity for the Planning department to make a stand. A housing target should not merely be a set number of houses it should be that the needed type of houses are built not just lip service to affordable and social housing. The people who need houses are the ones wanting to get a foot on the ladder. Start by maybe restricting number of bedrooms to 3. Make the developers build what is needed in this area not what makes them megabucks.

Comments: 30th July 2024

Yet again changes to this massive development are being suggested. Changing the order of the phases will mean that houses are being built prior to creation of the infrastructure roads schools surgeries etc The current blockage on Manor Road is a prime example of this lack of strategy the gridlock which is occurring every day for hours on end will continue for the next 10 years as the new residents try to leave the estate

2 Apple Blossom Drive
Cheltenham
Gloucestershire
GL51 9FQ

Comments: 25th July 2022

I note the HSE's revised assessment indicates that there are sufficient reasons on safety grounds, for advising against the granting of planning permission for the outline application

16/02000/OUT. I support that position.

Also, the transport issues that may arise in and around Swindon Village are concerning and there is a real risk to life of people and pets from the major increase in traffic flows particularly through rat-runs, which no one can stop.

The M5 Junction 10 work should be completed before any consideration of development.

65 Church Road
Swindon Village
Cheltenham
Gloucestershire
GL51 9RE

Comments: 26th July 2022

I wish to register the following objections to the Elms Park planning application.

Before any work commences on Elms Park, the conversion from 2-way to 4-way at Junction 10 of the M5 must be completed. This also applies to dualing the carriageway on the A4019.

Church Road is already very busy at certain times with traffic that is often travelling at speeds which are excessive. Unless access to Elms Park is strictly limited to/from Tewkesbury Road (A4019), the extra burden on Swindon Village will be unacceptable.

Healthcare, GP surgeries and the like must be provided for the additional 10,000 or so population.

New primary, junior and secondary schools will need to be planned and completed before new residents move in.

Is there sufficient extra capacity in the utilities; gas, electricity, water supply, drainage to accommodate 4115 new homes?

I am in support of cycle-lane provision.

22 Drayton Close
Cheltenham
Gloucestershire
GL51 9QB

Comments: 27th July 2022

I have serious concerns over this development due to its only access via the already busy A4019 which will be even more congested when the M5 junction 10 is converted to 4 way access/exit.

This will affect the response time of the fire station to attend incidents.

The Elms Park development is too large for only one access point which if built in phases will cause serious concerns for the residents as subsequent phases are built thereafter

48 Quat Goose Lane
Cheltenham
Gloucestershire
GL51 9RP

Comments: 27th August 2024

I believe that Cheltenham Borough Council has made no significant effort to clearly explain the implications of the recent changes (as outlined in the letter to residents dated July 30th, 2024) or the reasons behind them, in particular the changes with phase 2 and 3 of the plans. Information accessible on the CBC planning portal is woefully inadequate and provides no detail regarding discussions with developers.

SCHEME_AMENDMENTS-1508423.pdf is an example of this where a change that will have a massive impact on Swindon Village residents is tossed in as point 9 at the end of the document. I feel strongly that significant discussions with developers should be minuted and posted on the portal.

I am very concerned that maximum limits (on the building of new homes) set by Highways England (prior to M5 Junction 10 upgrade and A4019 widening) will be revised upward to enable an early start to Elms Park construction. If Manor Road is used to gain

access for development beyond phase 1A (Regents Village) then traffic will be at permanent grid-lock.

A fatal traffic accident occurred on Swindon Road recently, during the prolonged closure of Manor Road for construction of a roundabout as part of Elms Park phase 1A-a closure that has far exceeded the originally advertised timeline. The increased traffic congestion caused by this extended closure likely played a role in this tragic accident.

Gloucestershire County Council must ensure that M5 Junction 10 is upgraded to include a roundabout and that A4019 is widened east of Junction 10 before any further work on Elms Park (after 1A) begins. Manor Road must not be used for additional access for construction and beyond.

The communication between Cheltenham Borough Council, Gloucestershire County Council, Highways England, utility providers, and developers must improve to ensure safe and efficient project management. Additionally, the current level of engagement with residents and business owners is appalling and needs urgent attention.

Comments: 27th July 2022

I am very concerned that the Elms Park Development will create a dangerous volume of traffic within Swindon Village. Through traffic is already affecting the village due to snarl-ups on the surrounding roads that access Kingsditch Trading Estate, Gallagher Retail Park and Town Centre.

I feel strongly that the local road infrastructure as it stands is totally inadequate for today's volume of traffic. Elms Park will simply add to the existing traffic problems which are already at breaking point. Road infrastructure MUST be addressed BEFORE development of Elms Park begins.

Elms Park will increase the volume of traffic from Manor Road through Church Road and into Hyde Lane. I am very concerned about the road safety issues relating to this. We all have the right to be safe and feel safe when moving around the village and not to be overrun by heavy traffic. Swindon Village school in Church Road is already a choke point with traffic struggling to get through on top of the daily school run. There are parking issues that overflow into Quat Goose Lane from the School. This area is a serious concern for the safety of children coming in and out of school and entering and exiting the village.

I note that the Elms Park development plan shows a link road between Quat Goose Lane and Elms Park for bus use only. Its illegal use by motorists would be very difficult to police and it would simply exacerbate the traffic problems outlined above. Traffic added from Quat Goose Lane would increase the likelihood of serious accidents. The safety of Children should always be priority. There should be no vehicular access joining Elms Park to Quat Goose Lane and I strongly object to this plan.

Public transport in and out of Elms Park must be via the new Tewkesbury Road access NOT Quat Goose Lane.

9 Sumner Court
Quat Goose Lane
Cheltenham
Gloucestershire
GL51 9TT

Comments: 27th July 2022

I am very concerned about the scale of this development and the impact on local public services and traffic, as well as the negative impact on our local environment and destruction of wildlife. I believe it will have a negative impact on local property values and will drastically impact the quality of life for many 1000's of people living in the proximity.

I am not opposed to a smaller scale of development over longer periods of time, but this is just too destructive and will no doubt cause huge inconvenience to local people with the minimal roads serving the area when traffic is already awful. It also needs to be considered alongside the huge number of other developments in the area that will impact traffic between Gloucester, Tewkesbury and Cheltenham (Coombe Hill, Twigworth, Innsworth and Tewkesbury in particular).

In summary, this development needs much more consideration, with better transport and public services in place, more green space, and more protection of local wildlife and scenery.

I also worry about the impact on our local NHS services which are already creaking under the strain and not equipped for population growth on this scale.

8 The Firs
Swindon Village
Cheltenham
Gloucestershire
GL51 9RU

Comments: 27th July 2022

The time given to object to this consultation is massively insufficient considering the time of year, another massively arrogant attitude from the fat cat developers

This application does not include references to the smaller full application that fall within the boundary (20/00759/FUL)

Each phase and volume should be reviewed against the JCS and local plans in addition the agricultural land should only be released as and when demand is considered necessary. In my opinion not at all as plenty of brown sites that are left abandoned before using our precious green fields.

I object on the following grounds

The M5 junction 10 and Tewkesbury Road upgrade should be completed prior to any construction takes place with the Elms Park development, as concurrent construction would cause significant disruption and impact to the local community.

The Tewkesbury Road A4109 should be the only access point to the development through all the phases of the development. To ensure no disruption or change to the actual village. There should be no vehicular access into Elms Park from Quat Goose Lane at any point in the development or after.

Manor Road can't support the current levels of traffic currently let alone support that proposed. Standstill traffic at all times of the day is noted and it is a particular problem trying to exit the village.

Swindon Village will become a throughfare with traffic bypassing the main routes to avoid the already heavily congested roads. The village lanes will be like rat runs and our residents at significant harm if these points are not addressed. We have already had accidents with the narrow lanes and tracks within our village, adding surplus traffic to this nightmare will only increase the likelihood of a fatality.

The traffic flow has not been adequately investigated and provision for traffic to link up with the north east of the village has not been commented on.

The local green space and ownership and usage needs to be confirmed with the community as submitted as part of this application

This proposal fails to meet the requirements set out in the Cheltenham Borough Council's plan to achieve Net Zero by 2030. It does not commit to the installation of renewable energy sources or low carbon heating options. The proposal does not address issues such as water efficiency and adapting homes for climate change. After each phase completed, there should be a requirement to review and assess whether there is still a need for additional development and homes.

This application should provide clear and transparent evidence to support their claim about active travel and their commitment to reducing car dependency at the same time as being honest and providing adequate offroad parking. We need to see more commitment and sustainable public transport links that genuinely work.

This application proposal definitely fails to provide an honest forecast of education needs and clearer evidence that the proposed schools and local capacity is sufficient to meet forecast demand. Our local school, is full to capacity and Pates is a selective grammar and not open to all, especially local children. New schools that are part of this development must be in a position to take children straightaway when required as current infrastructure cannot meet this demand.

This application must include specific measures on how to manage the wildlife population to the remaining green areas. The proposals will result in a minimum of 13% loss of hedgerows. There must be no further negative impact to trees with protection orders or existing landscape. All local green space must be clearly defined and maintained. The Deer that currently roam freely around the area must be protected.

Swindon village does not support street lighting and does not support any proposed development within the village or on its boundaries that requests this and expects that development on its boundaries should take this light pollution into consideration.

The land around the village is not flat so the height of the proposed developments must take note how the height affects the impact on our village. Developments should be lower at edges of green areas to ensure new development is hidden and separate to existing core village.

The drainage ponds and ditches are massively insufficient and inadequate and there is no adequate provision for the new storm water connections within the Parish and specifically the main village.

It is essential Key facilities must be in place before homes are built as we are bursting at the seams already within healthcare and schools, so this development is not sustainable locally. In particular Gloucestershire hospitals is unable to look after its current population let alone the additional population as a result of this development.

Ivanhoe
Swindon Hall Grounds Church
Road
Swindon Village Cheltenham
Gloucestershire
GL51 9QR

Comments: 27th July 2022

1. It is vital that the access to Elms Park and around the whole site is completed before the erection of any buildings. The existing roads in Swindon Village cannot possibly be used for access to the site, even during the development. The existing route through the village is narrow with blind corners.

This includes:-

The M5 Junction 10 enhancements

The new vehicular accesses from the A4019 Tewkesbury Road into the development

The enhancement to the existing A4019/B4634 junction

The main roads within the development

2. Because of current shortages of school places and GPs, all schools, playing fields and medical facilities must be complete before any new house is occupied.

3. The plan's commitment to active travel is not clear. There must be evidence that the public transport, cycling and pedestrian routes are fully agreed.

4. In a county where flooding is a regular occurrence, we are not convinced that enough attention has been paid to drainage, ditches, ponds and running water.

5. All new houses must be fitted with an electric charging points and fibre optics to the house. Solar panels should be installed at all opportunities where roofs are facing the right direction; Electric charging points should be available in parking locations for non-residents visiting the area.

6. The Local Green Space must be agreed with the local community.

42 Quat Goose Lane
Cheltenham
Gloucestershire
GL51 9RP

Comments: 27th July 2022

The development should have access only from Tewksbury Road and requires that access and any M5 and other improvements required to be made before any phase starts.

Critical consideration must be given to the impact on access to Swindon Village and surrounding areas, of the residents of Swindon Village, that any, increased traffic volume will have at nearby roads and retail parks, that are already at times highly congested, based on various scales of any development.

Due consideration must be given to the proposed maximum scale of development in providing people who will be investing in homes, a lifestyle they would expect given the impact in the local area of the an estimated additional 10,000 cars based on 2.5 cars per household.

Any lost hedgerows to be replaced, with planting of trees and hedges to be done in consideration of reducing noise and air pollution.

The speed limit should be 20mph within the development in line with national thinking on changes to speed limits within residential areas, minimising impact from noise, air pollution and on safety of residents. Avoid traffic control that requires cars to be stationary.

Particular consideration must be given to;

Light pollution
Height of buildings/lines of sight of existing area
Cycle paths
Collection points of waste/recycling
Possibilities of using renewable energy sources
Energy efficiency of homes

Andalusia
33 Quat Goose Lane
Cheltenham
Gloucestershire
GL51 9RP

Comments: 28th July 2022

My objection is especially due to the traffic issue.

There must not be construction or estate traffic along the narrow and winding roads of Swindon Village. This would present major health and safety issues.

The supporting highways and services infrastructure should be prioritized over house building.

The management and usage of the green spaces need to be considered with discussion with the community.

Hedwig House
Brockhampton Lane
Cheltenham
Gloucestershire
GL51 9RZ

Comments: 29th July 2022

I have a few observations that I believe should be taken into account:

- The access for buses/cycles from Quat Goose Lane into the development should be restricted either physically with (for example) a rising bollard, or protected with bus lane cameras, in order to prevent the temptation for residents to use Swindon Village as a cut-through.
- Access roads should be constructed such that any development on Home Farm may be carried out via Elms Park.
- Access into this development from Manor Road is inappropriate. The road is very busy around rush hour and it doesn't make sense to use this as a primary point of access to Elms Park. Access should be via Tewkesbury Road only.
- To my knowledge, Swindon Village residents are keen on the 'no street lights' stance of the Village. Elms Park should be sympathetic to this, especially on the areas close to the Village.

The Lodge
31 Church Road
Swindon Village Cheltenham
Gloucestershire
GL51 9QP

Comments: 20th August 2024

I object to the proposed development. There should be no access to Elms Park via Quat Goose Lane. The traffic in the village is already unmanageable at peak times. Swindon Village was designated as a Conservation Area in 1986 because its unique character and historical importance were considered important and worth protecting. The increased traffic alone would have a very detrimental impact on the village and undermine the protection it has been given.

Comments: 28th July 2022

I strongly object to this proposal for the following reasons:

1 Irrevocable detrimental change to character of Swindon Village

This development will stop Swindon Village from being a village. A large part of Swindon Village is designated as a conservation area due to its unique character and historical setting. The impact of building 4115 houses in such close proximity, with additional traffic and pressures on services and amenities will destroy the special character of the village.

2. Traffic congestion

The current levels of traffic in Swindon Village, Manir Road, Tewkesbury Road and surrounding area are already unacceptable. At school drop off and pick up times Church Road and Quat Goose Lane are often blocked, with cars parking dangerously, blocking driveways and footpaths and mounting pavements to get through. When the local commercial sites close and at peak shopping times the traffic on Manor Road is terrible and causes excessive pollution. The infrastructure would not cope with the additional traffic if the proposed development.

3. Sustainability

Loss of green belt and valuable agricultural land is not acceptable. It makes no sense that so many industrial units are being built and left empty when housing is needed.

Damage to the abundant local wildlife.

Additional light pollution.

Increased vehicles causing pollution.

4. Pressure on local services

The development would put unacceptable pressure on local services. This would impact school places/catchments, health services, transport services, health services and emergency services etc.

Trails End
Stantons Drive
Swindon Village Cheltenham
Gloucestershire
GL51 9RL

Comments: 27th July 2022

Elms Park - comments on updated outline planning application 16/02000/OUT By Save the Countryside

***** 27.7.2022

The Save the Countryside team object to the updated outline planning application for the following reasons:

1. A 1-month extension to the formal statutory consultation period is requested.

The statutory time given to respond is not enough to provide a detailed accurate analysis of the many updated documents. In addition, on many occasions the Cheltenham Borough Council planning portal and Tewkesbury planning site were not in operation, causing delays in public analysis of the documents.

In the meantime, the points below should still be registered.

2. The application does not include any references to any smaller full planning applications. It is important that each update of this planning application includes reference to all other planning applications in progress and upcoming that are within its boundary. for Swindon Farm application (Reference: 20/00759/FUL).

3. Phasing: Save the countryside team want to ensure we are building in a responsible way and releasing prime agricultural land for development only as needed according to the Cheltenham plan and Joint Core Strategy.

We request that this huge outline planning application is split up into its sub phases and each full planning application matches that phase. We request that for each phase, there is a review of the latest housing need. This way only after accurate review of the need to build upon prime agricultural land can the phased development be approved, and the land be released for development

4. Access and transport -

M5 Junction 10 and Tewksbury Road upgrade way must be completed before construction.

Tewkesbury Road should be the primary point of access to the development through all phases.

At least one of the Tewkesbury Road access points must be constructed before any construction begins on the Swindon Farm planning application. Manor Road can't support the proposed level of traffic even for the Swindon Farm planning application. This has already been stated in responses to that planning application.

Already Swindon Village is becoming a rat run for traffic from the Motorway to Bishop Cleeve, this cannot continue, we disagree with Highways statement that this is not a concern.

The lack of capacity of the Sainsbury's / Aldi Junction (A4019 / B4634) must be addressed and included within the outline proposal, as this will have an impact on the area that can be developed.

A total review of the road infrastructure in the surrounding area is necessary.

We have not yet reviewed comments from highways but there is evidence to support our statements that the pinch points at Swindon Lane level crossing, Swindon Road narrow Bridge, Hyde Lane, Village Road and Princess Elizabeth Way must be alleviated before the large-scale housing development is constructed.

5. Local green space - We are pleased to see that the planning application has been updated to take into account the local green space. This application should however clarify the ownership and if included within this application, the proposed usage should be demonstrated

6. Wildlife / ecology - the detailed planning application must include specific measures on how to manage the wildlife population to the remaining green areas. The proposal will result in a 13% loss of hedgerows. There must not be any negative impact on trees, and Trees with Protection Orders must be identified. Many residents are concerned to see the statement regarding Dog Bark Lane, this is a historical byway and its calm, rural nature must be maintained.

7. Sustainability - the proposal fails to meet the requirements set out in Cheltenham Brough Council's plans to achieve Net Zero by 2030. It does not commit to the installation of renewable energy sources or low carbon heating options.

We are pleased to see the proposals prepared for cycleways in line with latest guidance LTN 1/20 and the provision of EV charging points at all homes, but this must be extended to all public parking spaces.

8. Education - The proposal includes 3 new schools: a primary & Secondary in phase 1 and a second primary school in phase 3. The application fails to provide a forecast of education needs and confirm that the proposed schools and local capacity is sufficient to meet forecast demand. We note that the existing Swindon Village Primary School is full and the mentioned school Pates is selective and therefore not open to all.

9. Other services - Details of supporting infrastructure & services must be specified for each development phase such as medical facilities. In addition, there must be formal recognition and a program for the enhancement of facilities

402 Swindon Road
Cheltenham
Gloucestershire
GL51 9JZ

Comments: 30th July 2024

It appears that the phases have been altered- how will this affect access to the area which wraps around Swindon Village- where will the access be? I am concerned that it will be through the village which would not be suitable for the village roads. Also concerned if this is the case that the volume of traffic on Swindon Lane/Hyde Lane and Manor Road would be unsustainable- traffic in these areas is already very heavy to the point of gridlock most days.

3 Boleyn Cottages
Church Road
Swindon Village Cheltenham
Gloucestershire
GL51 9QP

Comments: 20th April 2022

The traffic in the area is already at its limit. With the retail parks, school, industrial estate and race week.

There are still lorries that get stuck at the railway bridge, notification is either too close or inadequate.

27 Homecroft Drive
Uckington
Cheltenham
GL51 9SN

Comments: 19th April 2025

1) It is unreasonable to expect residents to be able to comment on this plan until the full drawing including the road scheme proposed by Junction 10 team is available - the final date for comments should not be set until this is available.

2) Building heights, there are many single story buildings on the South side of Tewkesbury Road and opposite should be buildings of a similar height. The proposal plans for the tallest buildings to be directly opposite and this is completely unreasonable. Also this will make a major entrance to Cheltenham (centre for the Cotswolds) look more like the entrance to a 1970's East German city.

3) Traffic, the proposed site will overwhelm the current road system that struggles with the current traffic volumes, a dual carriageway is planned to be introduced but the main choke points, the Princess Elizabeth Way Roundabout and beyond into the Town Centre are already dualled and are already a problem with the current volumes, this will only make things worse.

4) 4500 homes will house 15000 people? what has been done to ensure Cheltenham General Hospital can cope with this influx?
No building should take place until this is addressed.

5) When questioned about the proposed road widening Mr Instone stated that there was enough room on the plan to allow for this. As far as I can see this would take away the proposed trees and grass verge on the new site. Again without the full details, houses and Road, we are being given a false impression of what is proposed therefore I again state final comments should be delayed until the full picture is available to residents.

Comments: 21st July 2022

I have just had a meeting with Mr A Bunce of the M5 J10 team and he has confirmed the following.

The development cannot go ahead without changing J10 to 4 way, amended plans submitted by developer say it can - a major discrepancy.

He also confirmed that the A4019 will be widened considerably as the plan put forward by the developers was both unsafe and would not cope with rising traffic levels thus eating into the development site and this will mean a complete revamp of the plans. This will affect either the number or more importantly the density of housing proposed.

As these major changes are not shown on the plan it gives a false impression of what will be built therefore I would ask that the plan be withdrawn until an accurate plan can be produced.

Members of the public should not be asked to comment on incorrect/misleading information.

Comments: 11th July 2022

Letter attached.

Comments: 8th July 2022

The plan is incorrect, the Highways (J10) will be insisting on major changes to the A4019 which will mean major changes to the plan.

I contend that this makes this new plan worthless and it should be withdrawn until an overall plan including the new design for the A4019 is produced.

It is unreasonable to expect laypeople to comment on a plan that is flawed in such a way, the major concerns of the widening of the A4019 and the proposed access points cannot be commented on as they are not shown. The stretch between the Fire Station and Sainsburys are the responsibility of the developers and they are here producing a misleading plan.

The area is well known for flooding and as the developers plan deals with drainage issues for the site it will have to be amended to deal with a Dual carriageway, service road, pavement and cycle lane in places 150 ft across. This cannot be done as a separate scheme for the road and site but must be done as one scheme.

The wisdom of building on a site that as recently as 2007 was underwater has to be questioned, my son had to wade through thigh deep water to return from school after the school bus dropped him at St Mary Magdalene Church (it could go no further). Will the new house buyers be made aware of this - I doubt it.

The traffic coming into Cheltenham via the A4019 already faces a mass of traffic lights, more will just increase air, noise and light pollution and delays.

It would be much wiser to produce a new Motorway junction to the North to link directly to the site, the Junction 10 Junction could then stay as it is and thus spread the traffic and relieve congestion.

Frankly the way this has all been planned with no overall plan is shambolic but of course the developers will have their way.

12 The Firs
Swindon Village
Cheltenham
Gloucestershire
GL51 9RU

Comments: 28th July 2022

Objection to the outline planning application as follows:

- Application has been made in isolation with no wider reference to extended applications where a significant impact will also occur placing further strain on the infrastructure of the village and its boundaries.

- As such an extension to the statutory consultation period should be granted, with appropriate consideration for all planning applications where the fusion of access, utilities, traffic congestion and educational/wider services capacity will all contribute to an environmental catastrophe that is already considered to be at breaking point. Ref Swindon Farm application (Reference: 20/00759/FUL).
- Access routes to any development should bypass the village completely, no access provision from Quat Goose Lane should be considered whatsoever. The rise in traffic observed from the new small development in Brockhampton lane is very apparent; with an increasing number of cars driving at excessive speeds. With peak traffic pinchpoints and increasing congestion (not just limited to the 9-5 commute/school entry/exit) on the boundary of the village (Bishops Cleeve, Kingsditch), it's evident that the lanes of the village are being utilised as the rat runs to get to their destinations quicker. This in turn places further strain on the surfaces of village roads; the roads are not built to accommodate high volume traffic, nor should they be upgraded to do so.
- A total review of the road infrastructure for the surrounding areas should be completed; recognising and publishing the full impacts and mitigation actions that need to be addressed before the construction for the development commences.
- Existing major road development projects should be fully completed and functional ahead of any development commences (M5/J10)
- Retention of green areas that minimise impact on landscape and the extensive wildlife that currently populate these areas.

Laurel Corner
 Quat Goose Lane
 Cheltenham
 Gloucestershire
 GL51 9RP

Comments: 27th July 2022

I am new to the area, and work full time, and as such would need far more time to assimilate all the data submitted. It is very confusing.... what was the application before and how have the previous questions been addressed?

It is clear that there are still outstanding issues which are concerning: traffic, wildlife, school provision, flooding, access, sustainability, lighting, green belt vs brown belt discussions....

It feels to me that developers have found a convenient chunk of land and are now trying to push things through... why else give so little time?

I feel it is important to state that I am, on principle NOT a NIMBY... I recognise that the country needs developments and while I would not be happy (who would?) on the personal impact, that is not what is driving my response. It needs to be a lot clearer and the concerns properly addressed.

16 Apple Blossom Drive
Cheltenham
Gloucestershire
GL51 9FQ

Comments: 27th July 2022

I object to the plans submitted but not to the development as a whole. I feel that issuing so much information during the school holidays when many residents are away is unacceptable and the planning period needs to be extended. The plans need to confirm the ownership and use of the green space. With details on how the plans manage the wildlife in this area. The infrastructure in the local areas needs to be developed before the additional houses are built. The local road network cannot take additional traffic and will a school on one of the main route into the village there is a concern about the safety of the children. I am not aware that the local primary school has space for any children in these houses and therefore a new school needs to be built ahead of the development otherwise you are expecting parents to drive children to schools outside the local area. This is against the aim of the council to reduce emissions in the area. The nearest secondary school of Cleeve is large but will need to support the developments in that area so unlikely to have space for children in this development.

71 Church Road
Swindon Village
Cheltenham
Gloucestershire
GL51 9RE

Comments: 27th July 2022

Comments on Elms Park Planning Application.

1. Increase in traffic loading.

The area already has high traffic rates and will struggle to support the extra Elms Park developments.

Manor Road and Church Road in Swindon Village cannot support extra traffic without compromising safety and creating long queues past the primary school attempting access to Hyde Lane. Church Road specifically is getting dangerous because of speeding on the section in front of the church and the sharp bends (particularly the double blind corner as viewed from the Quat Goose lane junction). Therefore to limit the extra traffic through Swindon Village, the access to Elms Park must be wholly from Tewkesbury Road, and the proposed M5 junction 10 alterations should be undertaken before the development takes place. Consideration should also be given to the Swindon Lane level crossing which creates blockages on Hyde Lane resulting in frustrated traffic using Swindon Village.

2. Prime Farming Land.

The proposed development will reduce our farm land permanently. Although I realise that Elms Park will go ahead, there should be undertakings to agree that the land will be used for farming until actually required for development. The area assigned for allotments should also be available as soon as the first houses are developed.

3. Infrastructure and Facilities

There does not seem to be enough information to determine if the services proposed are sufficient to support what will eventually become a whole new town. Specifically: What are the predicted school places required (to determine the size and number of schools for each phase).

Are the fire services adequate, and does extra traffic loading on Tewkesbury road hinder the fire services.

Water supplies are already under stress in the area (Severn Trent regularly sends text asking us to curtail water usage in most summers). What is being done to increase water supplies and lower requirements for new houses (e.g. installation of rain water capture systems for gardens).

There does not seem to be a commitment to produce houses that have a low carbon footprint, for example by banning gas and installing heat pumps instead.

A proper plan for infrastructure and facilities can help reduce requirements for travel and hence reduce traffic congestion.

21 Drayton Close
Cheltenham
Gloucestershire
GL51 9QB

Comments: 12th August 2024

I object to the plans for the development as up to now NO consideration has been given to the amount of disruption created by the extra traffic load placed on Hyde Lane, Wymans Lane and Kingsditch Lane and adjoining roads and the effect on householders along this route. This has been caused by the closure of Manor road at the junction of Runnings road and the Gallagher retail park. This closure was meant to end on the 23rd of August and we have since been told that it will remain closed till October. All this disruption could have been avoided if the council had used common sense (which appears to be very lacking within the planning dept) and instructed the developers to make use of a ready made access from the traffic light controlled on the Tewkesbury road at its junction with the Old Gloucester road

Comments: 25th July 2022

As a resident of Swindon Village I object to this project as the reality of traffic flow has not been fully investigated. there is no provision for traffic to link up with the A435 to the north east of the village, thus putting even more pressure on an over loaded road network with the proposed changes to Junction 10 of the M5 as well. if this project were to be allowed any construction traffic must not be allowed access through the village or associated roads i.e. Hyde Lane, Wymans Lane, Runnings Road, Manor road. Access to and from the proposed site must not be allowed onto Manor Road as it cannot sustain any increased traffic flow. As for controlling the proposed Tewkesbury road junctions with traffic lights it all adds up to a recipe for disaster.

19 Quat Goose Lane
Cheltenham
Gloucestershire
GL51 9RP

Comments: 10th August 2022

Hello,

I would like to object to this proposal for a number of reasons:

1: There appears to have been inadequate study/understanding of the traffic loads on the local roads around Swindon Village/Kingsditch industrial estate. The latter of which will only be exacerbated with the housing development currently under construction next to it. There needs to be a re-evaluation of the proposed routes for traffic into existing roads. If the new development only enters/exits onto the Tewksbury road, that will at least alleviate the immediate local traffic problems.

2: The noise of this development, especially during the very lengthy construction, but also afterwards will be exceedingly detrimental to the residents in the area. At the moment the only noise intrusion is from wildlife and a very occasional piece of farm machinery. 4115 new homes, and their associated infrastructure will turn a semi-rural noise profile into that of a town centre. There does not even seem to be an attempt to put in a wide stand of screening trees (ie enough to make this new development a 'separate village' from a sound point of view.

This is without even taking into consideration the extra noise from the traffic expected to plough through the existing streets of Swindon village.

3: Visual impact - This is simply that changing the view from any part of the rights of way through the proposed development, as well as from almost any part of Swindon village, from a rural vista to a urban, tarmac, housing development will never be seen as an improvement by anyone but a housing developer.

4: To follow on from this, the loss of amenity of one of the few flat, fully accessible completely rural walks in Cheltenham (along dog bark lane) will be a great loss to many in Cheltenham with decreased mobility.

The other public rights of way through the planned development are at many times of the year almost idyllic rural strolls. There are many people from Swindon village and beyond that walk these routes daily, and to have them turned into tarmac and some token green spaces will be an irrecoverable loss to the area. I would ask you whether in the future you would prefer to bring your grandkids to a meadow teaming with birds and insects or to an identi-kit housing estate. More houses on green land is not the solution most of us wish for.

5: There is also the issue of flooding. There does not seem to have been any reasonable accounting for how the new housing (with its massive increase in in run off) will deal with the flooding that it will substantially increase. Walking these fields in all times of the year gives an understanding of how wet this area is. This is exactly the sort of upstream

catchment that it is imperative to protect to minimise the flood risk not only in this area, but downstream as well. Spiking peaks of rainwater in streams that are not used to that level of water, and with such short lag times will result in houses flooding. Unless _significant_ changes are undertaken to mitigate the flood risk, this development will be yet another set of housing that will trap the first buyers into unsellable and annually flooding houses.

6: The landfill site. I hope that the developers are aware that they are planning to build houses as close to the landfill as they legally can do. This seems incredibly unwise, especially as it is still in use, and there are likely to be associated risks to the health of the future occupants of those houses no matter how careful the future management of the landfill site is.

Thank you for reading this, and I hope these points help to highlight some of the many issues with this development.

Comments: 16th May 2022

This is a short initial comment that I hope to append later with a more detailed reasoning for my objection.

The summary of why I object is as follows:

- *The excessive nature of the development, swamping all local infrastructure.
- *The destruction of a vast quantity of undeveloped rural area - especially in light of the increasing rate of climate change.
- *The lack of understanding of flood risk (lots of hard surfaces will massively increase the flood risk to the whole area).

I hope to write a fuller response before this application is closed, detailing these points more fully.

Thank you.

1 Sumner Court
Quat Goose Lane
Cheltenham
Gloucestershire
GL51 9TT

Comments: 28th July 2022

First, I object to what was previously precious greenbelt land being built on when there are areas of brownfield within Cheltenham and Tewkesbury boroughs that could be built upon instead. This development will ruin Swindon Village and the surrounding countryside which is valued by residents and wildlife.

Comments on the proposed Elms Park development:

1. Loss of green space

This development will do unimaginable damage to the local wildlife and countryside, at a time when we should all be considering our impact on the planet and our environment. I use the fields between Swindon Village and Elmstone Hardwick on a daily basis for recreation. This development will spoil my quality of life.

a. The developers MUST be made to retain as much of the ancient trees and hedgerows as possible. Trees must be given preservation orders and these must be actively enforced during the development.

b. Dog Bark Lane does not require 'modification'. It must remain as it is for use as a wildlife corridor and pedestrian footpath/bridleway.

c. More public green space must be provided.

2. Access

Swindon Village already has several dangerous, congested pinch points, e.g. Manor Road, Quat Goose Lane onto Church Road at peak school times. It must not become an even busier rat-run for traffic coming from Bishops Cleeve onto Tewkesbury Road.

a. M5 Junction 10 2-way junction must be complete before any clearance and development can begin in order to accommodate demolition and construction traffic in an already congested area around Tewkesbury Road.

b. For reasons of safety, the traffic associated with this development must not access the site at any time (Phases 1, 2, 3 or 4) via Swindon Village (Manor Road, Quat Goose Lane or Brockhampton Lane).

c. Access into and out of the entire Elms Park development MUST be via Tewkesbury Road, not through Swindon Village as the narrow roads cannot accommodate higher volumes of traffic.

3. Phasing, facilities and services

a. Plans should be thoroughly reviewed at each phase to ensure that the housing and services/facilities that are needed are being delivered. We cannot know now what Cheltenham's needs will be in 5, 10 or 15 years' time so the plans must be reviewed regularly by all stakeholders.

b. At each phase, the developers MUST be made to deliver on their promised plans to provide schools, healthcare facilities, etc. at the same time as they build the houses. It is not acceptable for home builders to promise services and not deliver them because they haven't made enough profit on the site. There must be a binding agreement tied to each phase of the development.

4. Sustainability and the environment

a. The homes must have sustainable/green heating systems, insulation and EV charging points to meet Cheltenham's NetZero targets.

b. Drainage of the entire development must be adequate to ensure the homes and businesses in Swindon Village are not impacted by run-off which is currently absorbed by the floodplain where the development is planned.

Comments: 28th July 2022

NONE GIVEN

37 Quat Goose Lane
Cheltenham
Gloucestershire
GL51 9RP

Comments: 28th July 2022

Timing of the consultation period

The public has been given very little time during the holiday season to review the application to make a comment. Some documents are showing as unavailable to view. Please consider an extension to this deadline.

Note- This happened previously when developers timed their application for the summer and Christmas holiday periods!

Sustainability

These plans need to address specifics rather than using vague terminology. Need to describe heating/ insulation/ water saving/ use of rainwater/ public as well as personal EV charging points etc to meet CBC net zero by 2030 target.

Highways/ Transport

No homes should be built until the change to M5 J10 and the Tewkesbury Road access and road widening are ready. There are safety concerns due to the impact on already overstretched roads in the area.

There are already significant pinch points including Swindon Rd bridge , Swindon Lane level crossing(and consequent traffic jams when gates are down on Wyman's Lane) and leaving the village via Manor Rd especially when the staff working at the light industrial estate leave work.

GCC highways have no concerns that Swindon village becomes a rat run. We disagree. The plans show no provision to link A4019 to Bishops Cleeve. Essential to avoid north bound traffic from this proposed development passing through Stoke Orchard/Elmstone Hardwick.

Cycleways

Please take note of the comments from the cycle campaigners, especially around safe design at junctions and roundabouts and routes to schools.

Phases

There should be a 'Housing Requirement Review' after completion of each Elms Park phase to reassess need.

The Home Farm proposal (previously Phase 4) should only be considered after all Elms Park development phases have been completed and a post-phase 3 housing requirement review. The narrow roads in Swindon Village cannot be used for construction vehicles and traffic from 180 new homes.

Ownership of green spaces

All existing local green space, public footpaths and bridleways should remain in place. Ownership of this land must be clearly defined.

Health care

Dental services and primary care provision are mentioned but what additional resource and capacity will be provided for our already overstretched secondary care and the emergency services?

Education

The local schools are full and cannot meet demand for the new estate, therefore new schools should be built as priority. Pates Grammar School is mentioned but is not relevant as admission is selective without a catchment area.

Housing

There must be adequate provision following all legal requirements as a minimum for social housing, and for disabled persons.

The homes must be built to a high standard using best quality materials and designed for minimal environmental impact. Each need sufficient outside space for parking cars and bicycles alongside communal space for enjoyment of the outdoors.

Wildlife / countryside

The detailed planning application must include specific measures on how to manage the wildlife population to the remaining green areas. The proposal will result in a 13% loss of hedgerows. There must not be any negative impact on trees, and Trees with Protection Orders must be identified. The natural character of Dog Bark Lane must be maintained. An additional separate recreational cycle path is needed whilst leaving Dog Bark Lane as it is.

3 St Lawrence Court
Church Road
Swindon Village Cheltenham
Gloucestershire
GL51 9FP

Comments: 28th July 2022

I am supportive of a need for more housing in the local area however over 4000 homes in one area, with Tewksbury Road as busy as it is, seems excessive. From what I've read, the planning team don't seem to be working together with the new motorway junction team in Uckington. This needs rethinking.

40 Millbrook Gardens
Cheltenham
Gloucestershire
GL50 3RQ

Comments: 21st July 2022

I strongly support this development because Cheltenham is in desperate need of new housing. This development will have a hugely positive effect on the local economy. It will also allow many young people to stay in the area, which they are currently being priced

out. Refusing this develop will be a failure to a whole generation that can't afford to stay in there home town.

65 Church Road
Swindon Village
Cheltenham
Gloucestershire
GL51 9RE

Comments: 25th July 2022

Application 16/02000/OUT

The time limit for this consultation is not enough for all points to be carefully considered. What about the application for Swindon Farm and further applications that are bound to arise eg proposals for Home Farm Swindon Village.

Each phase of the new build should reviewed to see whether it is still appropriate and necessary.

Agricultural land should only be released as and when required , especially in the light of likely food shortages.

Access to the new homes needs to be set in place before the start of any build eg junction 10 modifications needs to be completed.

Tewkesbury Road needs to be the primary access point for all construction and access traffic due to congestion /height and weight limitations and a primary school in and around Swindon Village.

The ownership and usage of green space needs to be established and agreed upon before commencement of the new build.Swindon Village must maintain its unique identity and not be swallowed up in the new development.

Sustainability and Green Energy must be a priority for the new development along with EV charging points for all homes.

Public transport and cycle ways must be put in place from the beginning.

It is essential that the schools and Healthcare provisions must be fully operational to service the 4000+ housed at the start of the build as the local primary school is already over subscribed. These services must be established straight away to allow the build to become a community .

The area is a haven for wildlife and this must be maintained with the provision of hedgerows and green spaces that access the surrounding green belt. Dogbark lane especially needs to be protected as it is an ancient right of way. Along with the other rights of way that crisscross the whole of the build area .

Drainage needs to be established and maintained to stop flooding.

The height of all the new build must take into account the topography so that and the areas nearest the green belt should be lower. Light pollution must be considered as Swindon village has very little pollution because we have no street lights.

Affordable houses must be included in the plan with each builder having to commit their share.

The Swindon Village Society

3, Swindon Hall
Church Road
Swindon Village
CHELTENHAM
GL51 9QR

Cheltenham Borough Council
Built Environment

Your Reference: 16/02000/OUT

26th July 2022

Elms Park – Statutory Consultation – Outline Application

The Swindon Village Society was formed some forty years ago with the primary aims of maintaining the village as a reasonable place to live, protecting the historic elements of the village and taking an interest in local wildlife. Not long after formation it had a major input into the work that resulted in the centre of the village being declared a conservation area. It is not automatically against development but does believe that any local development should not degrade the living standards of those who currently live in the village. It did not oppose the two small developments that have recently taken place in the village. The Society currently has about eighty active members.

With regards to the Elms Park Development we wish to make the current points.

1. There should be no access to or from the development for motor vehicles through the village. Church Road, which is the only road through the village, has a number of dangers associated with listed structures which generate relatively tight bends. The junction between Quat Goose Lane, Church Road and the entrance to Swindon Hall is already dangerous since it has a near blind approach from the West. The School and the Early Learning nursery in the Village Hall are very close by to the East. At times of school arrival and departure it is extremely active with both vehicular traffic and foot traffic. Proposed developments in the grounds of Swindon Hall have, very properly, been turned down by CBC on the grounds that even a very small increase in traffic in this area cannot be permitted.
2. The Village already suffers from vehicles using it as a by-pass to the rush hour traffic in Kingsditch Lane and Wymans Lane and is concerned that the increase in traffic flow through the Village resulting from such a large number of properties could not only be detrimental to the air quality and the health and wellbeing of the residents but could also be highly dangerous for the reasons given in previous paragraph. We were extremely upset to note on page 81 of the Design and Access Statement in a section titled Consultation Issues and Responses that the developer's response to the Comment 'Need for traffic management/calming measure in Swindon Village, concern about rat running' was: 'The potential to provide traffic calming through Swindon Village has been discussed with GCC, but officers at GCC do not consider these works to be necessary. The site layout, access positions and off-site highway improvements will reduce the relative attractiveness of the route through Swindon Village'. We object to such an important issue being so easily brushed aside without it being discussed with the Parish Council and Borough Councillors who like ourselves have expressed concerns regarding the traffic that will be generated by this development.
3. Recent developments on the continent have highlighted the need for this country to be agriculturally self sufficient. This fact was well understood after the Second World War but has been steadily eroded with time. It can now be seen to be true once again. To this end agricultural land must only be relinquished for other use in exceptional circumstances. The Elms Park land is good

agricultural land. The Government is slowly coming round to appreciation of the needs for self sufficiency so any premature conversion of agricultural land should be undertaken only when absolutely essential since other considerations are now starting to apply. Agreement to permit the start of work on each parcel of land should be left as late as possible – the ethos is changing.

4. The area is strong in wildlife. The Society undertook a general walk along half the length of Dog Bark Lane in June of this year. A list of the species seen on that one walk is at Annex A. The walk was not meant as a comprehensive listing of species. It concentrated on plants and so may have missed a number of birds and insects. Indeed on a previous walks over the last twelve years many different bird species were logged on our annual in a two and a half hour stroll. These are listed at Annex B.

5. While on the subject of Dog Bark Lane, this route should also be seen in a historical context. In 1471 it was the route taken by the Yorkist Army on their way to the Battle of Tewksbury. The army was led by King Edward IV. With him was Richard, Duke of Gloucester, later King Richard III. The point is that the route has carried two kings of England to a battle which changed the history of England and this historical context should not be ignored; it is part of our heritage.

6. Several times over the last fifty years Cheltenham Borough Council has proposed street lighting for the village. This has always been opposed by those who live here. This is still opposed. Modern considerations regarding cost of initial provision, the need to minimise energy to achieve both national and international global warming targets and the effects of light pollution on the natural world seem to have been accepted by CBC such that they have not made any such proposals for several years now. If construction on the Home Farm site does proceed a minimum street lighting standard should be adopted. In particular the effect on this village must be minimised.

7. The local green space provisions must be maintained at all costs. Cheltenham has been outstanding in the provision of parks and other green areas. Please maintain this excellence. The provision of this space may also present an opportunity to enhance old and new rights of way and paths in the area to replace those that will disappear under development.

Yours Faithfully



Annex A: Wildlife and plants seen in Dog Bark Lane during a two and a half hour walk in – June 2022

Birds

Wood Pigeon
Blackbird
Common Gull
Great Tit
Skylark

Robin
Magpie
Wren
Buzzard

Insects

Orange Tip
Small White
White Tailed Bumblebee

Speckled Wood
Common Blue Damsel Fly

Plants

Quatrefoil
Wild Rose
Pendulous Sedge
Celandine
Wild Garlic
Poppy
Nettle
Hemlock

Ground Ivy
Vetch
Hog Weed
Red Campion
Hedge mustard
Comfrey
Cow Parsley
Daisy

Trees

Crack willow
Alder
Willow
Holm Oak

Oak
English Elm
Lime hybrid
Cherry plum tree

Annex B: Additional sightings seen during our annual walks between 2009 and 2020

Birds:

Green Woodpecker
Kestrel
Jackdaw
Jay
Starling
Willow Warbler
Goldfinch
Black Headed Gull
Dunnock
Coot
Collard Dove

Mallard
Crow
Sparrow Hawk
Chiff Chaff
Blue Tit
House Sparrow
Herring Gull
Long Tailed Tit
House martin
Raven

Butterflies;

Large White
Brimstone
Peacock

Holly Blue
Small Tortoiseshell

VEHICLES / TRAFFIC cont. (2)

- Increased "school run" traffic twice a day.
- Gridlock MS (J10) → Elm Court, Elm Court → Chetenham. MS (J10) → Chetenham. Princess Elizabeth Way → Golden Valley / GEMO. In fact everywhere as traffic already heavy at "rush hours"
- Other areas will be used as "rat runs" i.e. Village Road, Hesters Way, Swindon Village / Gallagher Retail Park
- Will "Fire Station" be as effective as promised - 5 minute access to Bishops Cleeve ?? Unlikely !!

Pollution

- Increased Air Pollution - see above
- Increased Noise Pollution - see above. - Noise pollution already evident when diversions take traffic onto A4019 throughout the night.
- Vibration damage to existing properties due to increased traffic volume (day & night.)

A4019. - SPECULATION THAT A4019 WILL BECOME A DUAL CARRIAGEWAY FROM ELM COURT TO MS (J10)

- EXISTING HOUSES, HOW CLOSE WILL ROAD BE IN FUTURE??
- ALREADY DIFFICULT TO "DRIVE" ACROSS A4019 TO ~~TRAFFIC~~ TOWARDS CHETENHAM. IMPOSSIBLE IN RUSH HOURS

(3)

ALDO19 etc cont.

- WHAT HAPPENS TO EXISTING BUS STOPS??
- PEDESTRIAN ACCESS ACROSS DUAL CARRIAGEWAY??
- DUAL CARRIAGEWAY WILL ENCOURAGE 60 mph SPEEDS. — MORE NOISE.
- MOOTED SOUTH ON/OFF DEVELOPMENT ON J10 (M5) WILL FURTHER INCREASE ALL OF THE ABOVE.
- MORE TRAFFIC WILL COMPROMISE EMERGENCY SERVICES ACCESS IN ANY DIRECTION.

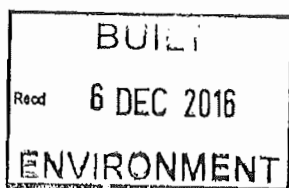
FUTURE, — WHAT NEXT??

- FIRE STATION BUILT ON GREEN BELT / GRADE A LAND
- ELM COURT PROPOSAL TO BE BUILT ON GREEN BELT LAND.

WHERE NEXT??

Sirs,
I have no real confidence that any notice will be taken of this letter. I have, however, every confidence that this development will go ahead despite my, and others, concerns.
I remain Yours Sincerely.

[REDACTED]



Newcroft Cottage
7a Homecroft Drive
Uckington
Cheltenham
Glos
2 December 2016

RE:- Elms Park Development. N.W. Cheltenham off Tewkesbury Road.
16/02000/OUT

Dear David Waters,

We would like to make the following comments regarding the above planning application.

Traffic Volume - Local Radio issues daily warnings about queueing traffic on the M5 exit slip road at Junction 10 onto the A4019 Tewkesbury Rd; which continues to queue from this motorway junction, all the way to the Princess Elizabeth Way/Kingsditch Road junction, which at times becomes absolutely gridlocked, causing further problems towards Cheltenham.
The A4019 CANNOT take the extra vehicles generated by this proposed overly dense development.

Pollution - As regular walkers along A4019 Tewkesbury Rd, we have been increasingly concerned about the levels of traffic fumes always present along this road, particularly the traffic lights outside the Wholefood Store. MORE traffic lights as shown on above plans will cause more of these fume pockets to add to the levels already present in the air we breathe, poisoning and endangering Pedestrians, Cyclists and local Residents health and lives.

Noise pollution - We live 2/3rds way down Homecroft Drive and experience constant noise from M5 and A4019 anytime of day or night.

Park and Ride - The siting of this is too close to the Gas Pipeline and could have catastrophic consequences in the event of an emergency.

- Surely it would be safer and more sensible to site this nearer the the M5 junction which would result in hiving off some of the traffic about to use the A4019.

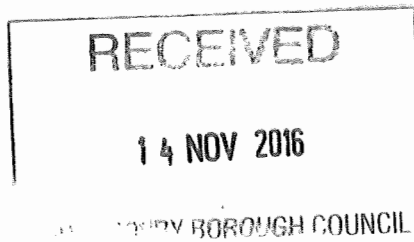
Green Belt - The proposed development would be using Green Belt land which is supposed to be protected. To allow this to happen would be changing Grade 1 top quality Agricultural land to Residential and Industrial use. This should not happen until all Brown field sites have been used.

Parking - The Civil Service Sports and Social club A4019 generates a lot of overflow parking, using nearby grass verges and filling the deceleration lane into Homecroft Drive at fairly regular intervals. This can happen at events during the day, at weekends and evenings.

- The above deceleration lane is not indicated on above plans.

Yours Sincerely,

Development Manager
Borough Development
Tewkesbury Borough Council
Council Offices
Gloucester Road
Tewkesbury
Gloucestershire
GL20 5TT



11 Homecroft Drive
Uckington
Cheltenham
Glos GL51 9SN

10 November 2016

Dear Sirs,

Objection to Planning Application 16/02000/OUT – ELM PARK

I object to the proposals put forward for this application for the following reasons;

Taffic: Existing traffic flows along Kingsditch Lane, Wymans Lane and Tewkesbury Road are already at saturation point to almost a 'gridlock' situation at some points during peak times. We are not convinced that the traffic modelling and proposed highway 'improvements' are going to do anything other than make the situation worse. Swindon Village itself will become a 'rat run' for people trying to avoid the inevitable congestion on the A4019 and Kingsditch Lane.

Proposals for a new roundabout to distribute M5 J10 traffic at Withy Bridge will only generate more journeys out of Cheltenham via A4019 with a knock on effect at all preceding junctions. Nor will a roundabout reduce queuing at the off-slip to J10 as most of the traffic exiting the M5 at this point will still be seeking access into the town via A4019. I understand that Highways England have flagged up the safety issue of the M5 off-slip queues at J10. The only positive element I see to the scheme for Homecroft Drive would be the proposed traffic light phase to access the A4019. One would hope that these signal heads would be fitted with 'blinkers' to stop stray light entering nearby bedroom windows at night.

Pollution: Pollution levels after completion are predicted to change by -1 to +4% by which we must assume a possible increase of +1 to nearly 2%, which is not negligible. Cheltenham sits in a natural amphitheatre surrounded by the Cotswold Hills. This edge of hills has long been recognised for trapping smog and pollution, which can be quite oppressive on still air days. My own son often has to use an inhaler on such days or try to go out of town completely during such conditions. The inevitable increase in traffic this development will cause can only increase such pollution effects.

Flooding: During the flood event of 2007 my property in Homecroft Drive was subject to flooding, with up to 6 inches of water in the garden, and water ingress under the floor to my bungalow with wetting of floor joists and interruption to our electricity supply. Other residents nearby were flooded out of their homes completely and had to spend weeks in temporary accommodation. This was in spite of extensive flood alleviation works along the River Chelt. In town the new flood

defences were running at full capacity and starting to overtop at some locations during this flood event. The Flood report put forward by the developer only refers to other watercourses within or adjacent to the Elm Park development boundary and states that the River Chelt will not flood the proposed development. However, the report appears to ignore the impact all the associated development works will have on the River Chelt flood zone itself. The A4019 between Uckington Cross Roads and Gallagher Retail Park will almost double in impermeable area, with a resulting increase in surface water runoff. Where is the attenuation for all this extra water? Attenuation drainage features are also rarely maintained to their full effectiveness once a new development has been adopted. Any increase to the flood levels of 2007 along the River Chelt could cause expensive damage to my property.

Yours faithfully

A large black rectangular redaction box covering the signature area.

Cheltenham Borough Council
Municipal Offices
The Promenade
Cheltenham
GL50 9SA

27 Homecroft Drive
Uckington
Cheltenham
GL50 9SN
5/07/2022

Att. Mr G Edmunson Chief Executive

Dear Sir

I am writing on behalf of a group of residents (who I list below) on the frustration and confusion about the plans for Elms Park and the widening of the A4019.

The original plan for Elms Park showed a partial dual carriageway using the deceleration lane for Homecroft Drive as a main carriageway, a plan that was frankly unworkable. After conversations with the J10 team it was agreed this plan was unworkable and they would take over the design of the A4019 between the Fire Station and Sainsburys (the stretch that the developers are responsible for).

After months (years?) of discussion the plan for the A4019 is about to be presented by the J10 team and involves a service road, a dual carriageway with a central reservation, pavement, cycle lane etc.

But residents have just received a letter from the CBC planning department with a link to a 198 page booklet with new details and amendments to the Elms Park plans.

However the A4019 and the junctions remain the same as first proposed in 2016, which means that the new plans are useless as the A4019 will in fact now take a lot of land from the development.

Do your planning Dept., not liaise with the Junction 10 team?

As you can imagine all the residents are confused as they are being told one thing by the J10 team and something different by the CBC Planning team. Also we believe comments are requested about the revised plan but no one is sure when these are due or what we should be commenting about.

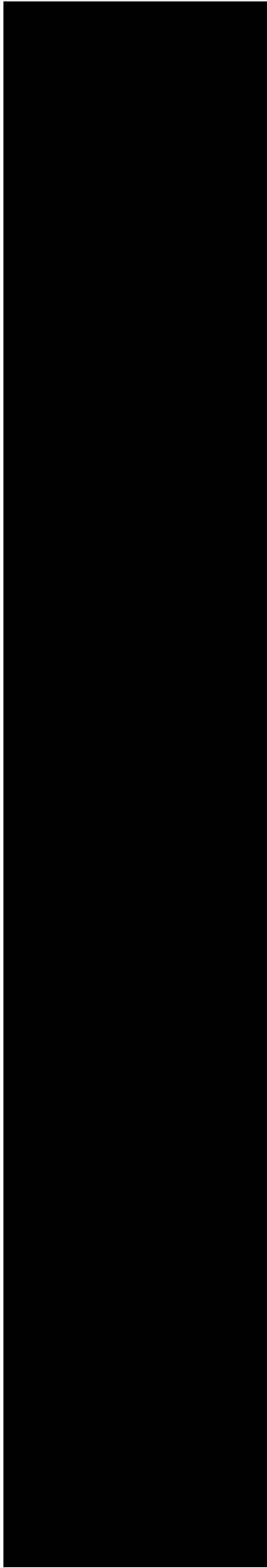
The road and the development should be treated as one, they both affect the residents of Uckington greatly and cannot be treated separately.

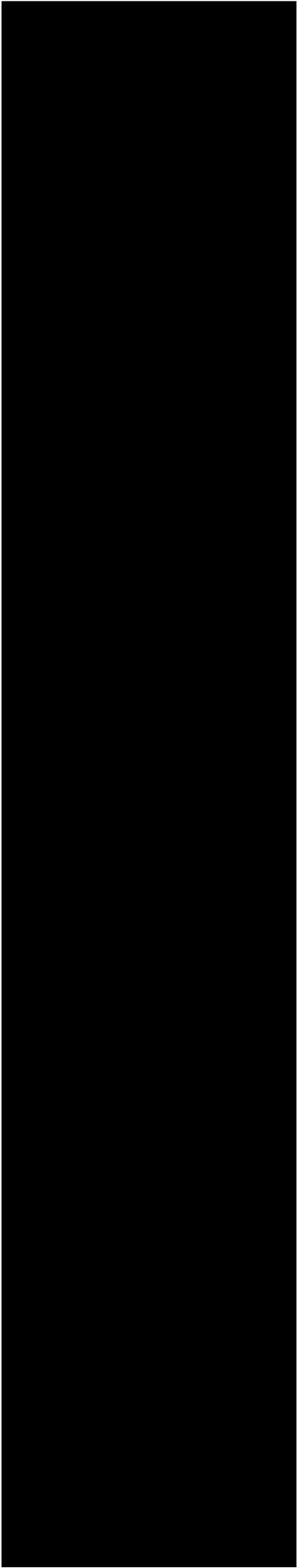
Could you please advise if your planning team are talking to the J10 team, when we will see a plan combining both the proposed road widening and Elms Park, can we have clarification on what we should be commenting on with regard to the revised plan and when it is due.

Also we at 27 Homecroft Drive did not receive a copy of the letter sent out by the Planning Dept. therefore we are concerned others may have been missed out which means any date for comments will need to be extended.

I would be happy to visit the Muncipal Offices for a meeting if required,

Yours truly,





Planning Officer
Cheltenham Borough Council
Cheltenham

43. Dark Lane
Swindon Village
Cheltenham
GL51. 9RN.
20.7. 2022

Dear Sir.

Ref. 16/02000/out.

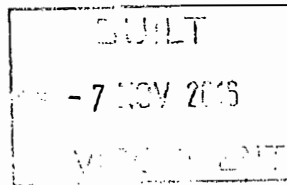
As I do not use Internet etc I am contacting you by letter.

My views over the years have not changed. (Until Covid & fuel prices) increased traffic through Swindon Village continued by drivers hoping to avoid grid blocking & it will be back again when people get back to work. Now is the time to revise plans.

I am still concerned that woodland planting in copses & wider hedgerows to help wildlife survive should be a number one priority & for every tree lost - 2 or more should be replaced) & all roads should have trees on verges. — & cycle paths & footpaths should be kept away from wildlife areas.

Thank you





54 Quat Goose Lane
Swindon Village
Cheltenham
Glos
GL51 9RP

3 Nov 2016

Your ref 16/02000/OUT
ELMS PARK

Dear Sir

The proposed development is a permanent loss of agricultural land while previously developed areas are available.

The roads in this area are already very busy and subject to congestion.

yours faithfully

Craig Hemphill
Cheltenham Borough Council
PO Box 12
Municipal Offices
Promenade
Cheltenham
GL50 1PP

64 Little Herberts Road
Charlton Kings
Cheltenham
GL53 8LN

Tracey Birkinshaw
Director of Communities & Economic Development
Cheltenham Borough Council
Municipal Offices
Promenade
Cheltenham
GL50 9SA

2 May 2023

Re : Elms Park Geothermal Energy

Dear Tracey Birkinshaw

I have seen that the proposed development at Elms Park has recently received the green light from the local authorities for Phase 1. I welcome the continued development of Cheltenham and see this as a positive for the region. I wrote to the council earlier this year with regards to this matter and I have not heard back so am taking this opportunity to reiterate my ideas to senior council management.

I would like to bring to your attention a possible enhancement to the development that appears to have been overlooked. I have seen from the application and the associated council publications (e.g. CheltenhamZero etc.) that you are aware of the need for transition towards a low-carbon future and that solar and wind together with low/zero carbon heating and energy solutions such as air-source heat pumps have been discussed in the plans for this development.

However, I believe that the plans have omitted the potential of deep (>500m) geothermal energy at the Elms Park development. I have attached a map showing the temperatures encountered and predicted in the Worcester Graben at the base of the Permo-Triassic sequence (the main target for deep geothermal in this area). The maps shows that the Elms Park housing development (green on attached map) lies on the south-western edge of the hottest area and this part of the Worcester Graben is likely to have in excess of 80°C at around 2250m. I believe that the whole complex of more than 4000 houses could have its entire heating requirements provided by a district network with a 2 wells couplet (producer and injector) with minimal long-term emissions and low maintenance costs.

I am a local geologist who has worked in the oil and gas sector since the early 1980's and my interest in deep geothermal energy arises from my initial industry training in the Paris Basin where many projects are in operation. I know that large projects in this country have suffered from lengthy delays due to planning

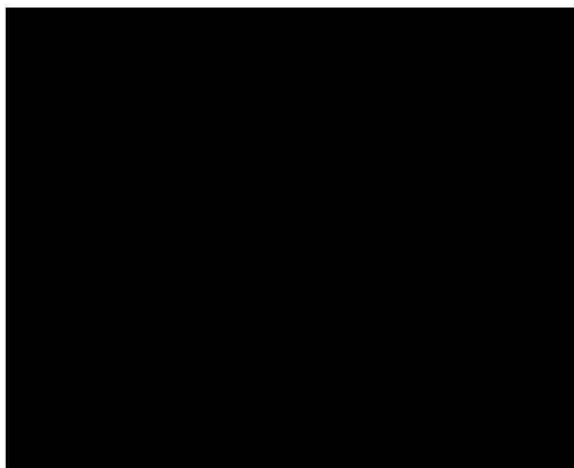
issues, poor commercial terms and geological risks. However, I believe that now is an excellent time to initiate a deep geothermal project linked to the Elms Park development as:

- planning appears to progressing
- financial support is available through the Green Network Heat Fund (GNHF), the UK Geothermal Observatories and the ongoing government drive away from fossil fuels
- geological uncertainty has been reduced by historical work based on a combination of released technical data, government licence application submissions and published academic/industry technical papers

I have been in contact with MPs to generate interest and have had positives responses, but no action, so I have expanded my canvassing to industry, charities and research organisations. I believe that the timing is right to undertake a project at Elms Park to test one of the hottest basinal areas in the UK together with a large housing development in a rapidly expanding area. This project will benefit not only the Cheltenham area, but could rapidly be expanded to nearby developments and have wider implications for the UK, but it does require a high level of support to provide the stimulus.

As an individual it is difficult to persuade large companies and organisations of the benefits of a project of this magnitude due to the costs and complexities involved. I am hoping that the council's knowledge, experience and contacts in large developments could help a project of this nature to be brought to fruition utilising a resource that has been left in the background for too long in this country.

If you feel that this proposition merits further attention then I would be more than willing to discuss this further at your convenience.



Worcester Graben

Temperature to Base Permo-Triassic (Contour Interval 10°C)

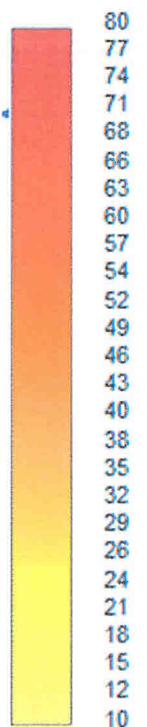
Area encompassed within 40°C contour (for comparison with Yorkshire Area 8) is 1550km²

Elms Park proposed housing development

Cyber Park

Hottest part of basin is ~2250m with ~85°C

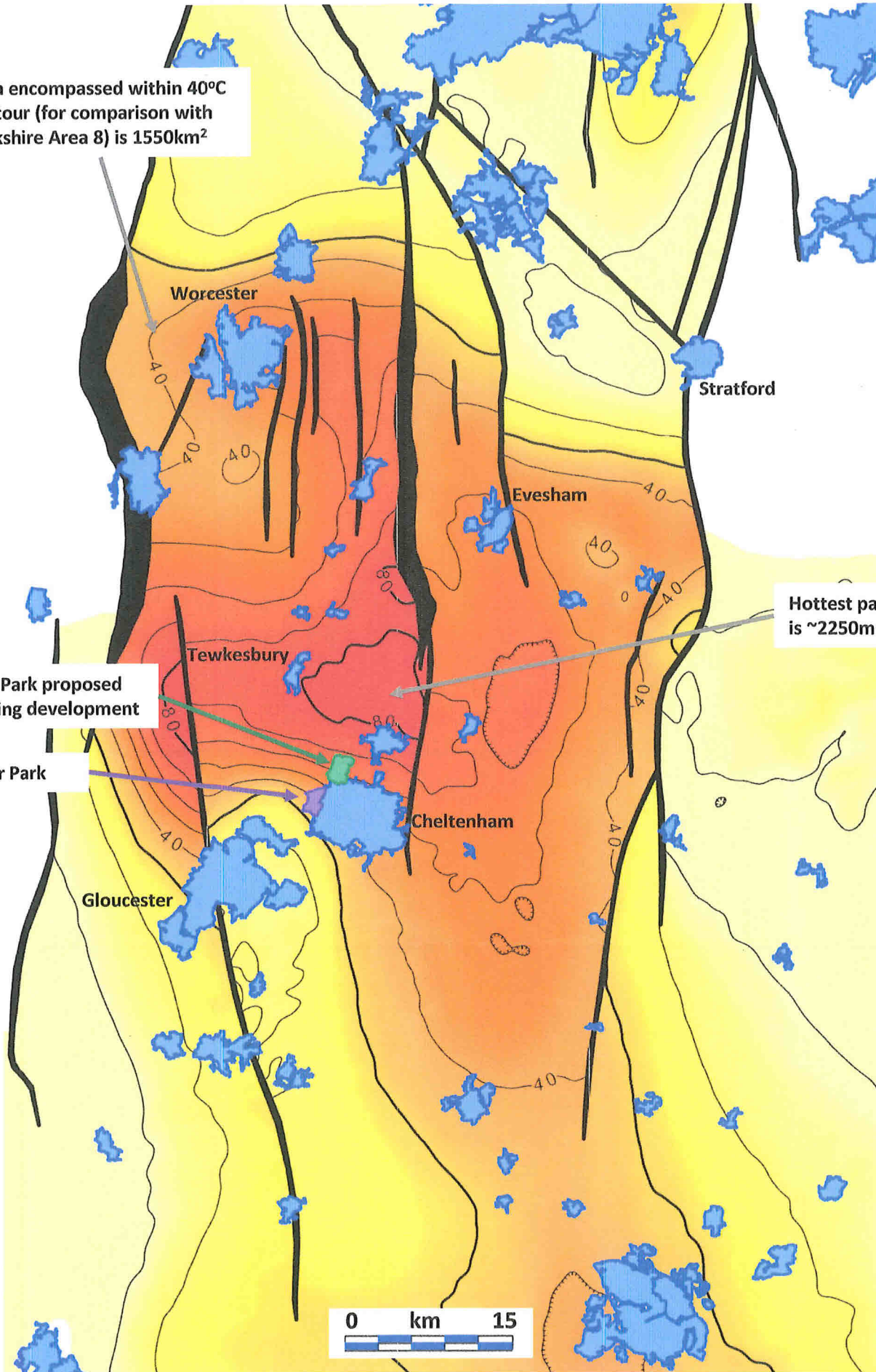
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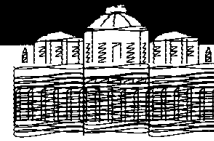
0 km 15

Main towns (only selected labelled)

Main subsurface faults



pride of our town



CHEL TENHAM
CHAMBER OF COMMERCE



Mr Craig Hemphill
Planning
Municipal Offices
Promenade
Cheltenham
GL50 9SA

02 March 2017

Dear Mr Hemphill

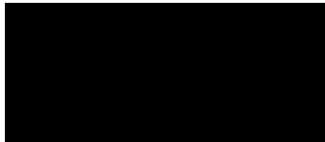
Ref: Planning Application 16/02000/OUT

We are writing to you today to give our full support for the plans to build a new business park as part of the development in North West Cheltenham called Elms Park. As you may know we have been campaigning for more quality business space to encourage new businesses to move to the area and to support the expansion plans of existing companies and we are pleased to see that Elms Park has been confirmed in the latest housing plan for Cheltenham.

We believe that this development needs support as it provides an ideal opportunity for a genuine sustainable development with people being able to live, work and have access to new schools all on the one site. Cheltenham needs more business space and this seems to be an appropriate proposal for new modern business space in the area.

We sincerely hope the development receives full approval as soon as possible

Yours faithfully



Robert Duncan
Planning Executive

Cc Michael Ratcliffe
Chief Executive

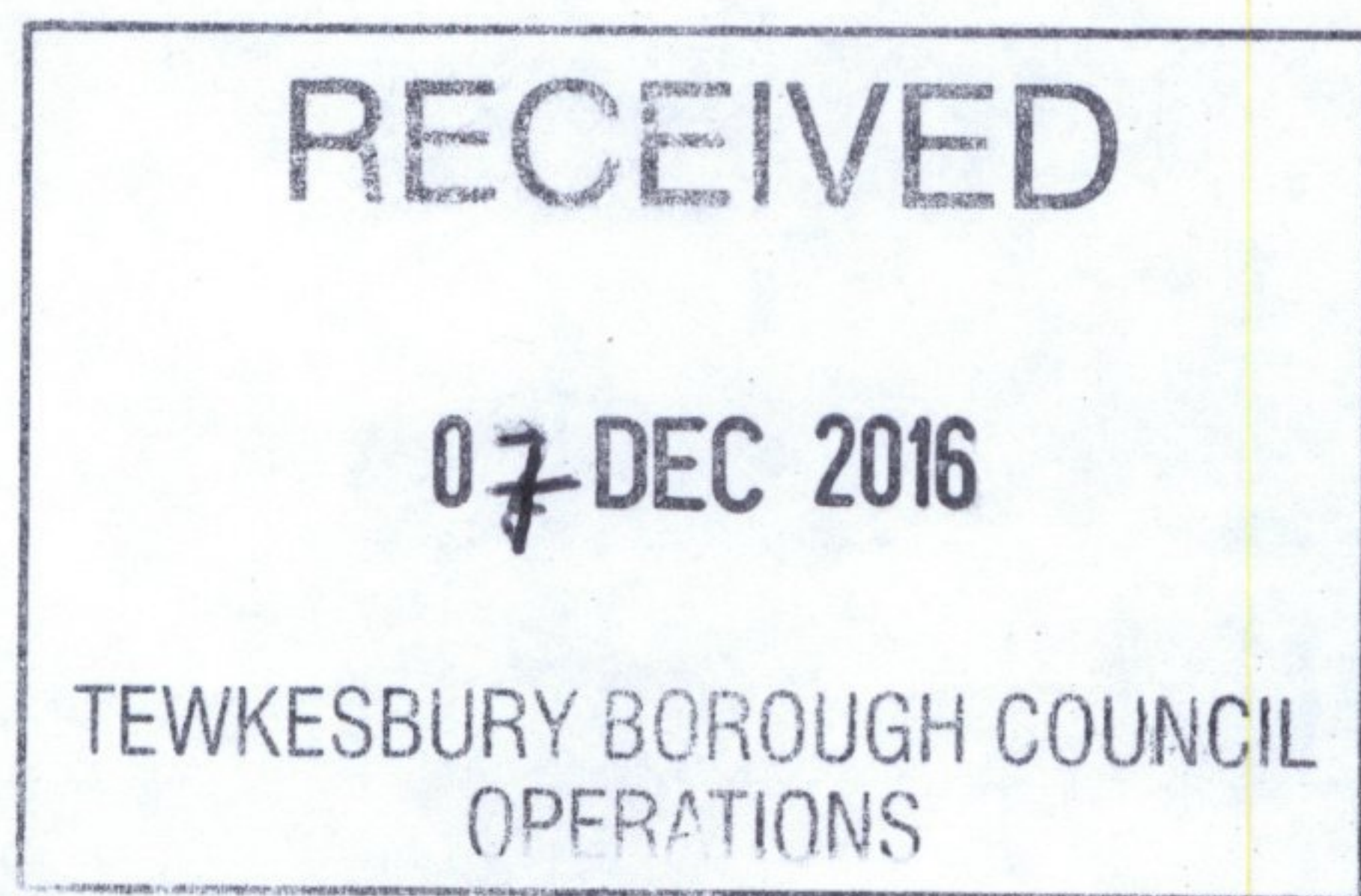
Jon Leamon
Deputy Chief Executive

- WORKING FOR BUSINESS
- PROMOTING CHELTENHAM
- CREATING NETWORKING OPPORTUNITIES
- PROTECTING OUR ENVIRONMENT

President *Catriona Murray*

Secretary *Pauline Harris*

By hand 7.12.16



Colmans Farm
Elmsstone - Hardwicke
Cheltenham
GL51 9TG
7th Dec 2016

Dear Sir / Madam

Planning Ref 16/02000/OUT (Elms Park)

I wished to object to the proposed Elms Park development on the following grounds:-

1. The proposal means a massive and unprecedented loss of green belt land. There are still a large number of brownfield sites in the County (such as Healings Mill, Tewkesbury) which have not yet been utilised.

Any intrusion into the green belt cannot be justified.

2. The land as well as being greenbelt is prime agricultural land with farms and productive market gardens.

In light of the uncertainty with regard to leaving the E.U. and an ever increasing population food production could become a major issue.


3. The existing transport infrastructure is already totally inadequate and this will be aggravated by numerous new access routes on to the A4019 Tewkesbury Rd. Matters will be further worsened with the proposed Park and Ride causing increased traffic.

At busy or peak times the traffic is already dire and backs up on to the M5 sliproad

and on to the motorway.

4. The land is susceptible to flooding. In 2007 parts of Elmstone-Hardwicke, Uckington and the Tewkesbury Rd area were badly affected by floods. Large amounts of tarmac and hard surfaces will not help this issue.
5. The proposed development is very close to the Wingmoor Farm refuse site and its associated problems of unpleasant odours and flies. This site also handles toxic waste and may yet have unknown health risks.
6. I am concerned there may be a detrimental impact on bridle paths and footpaths. There are a large number of horse riders and equestrian facilities in Elmstone-Hardwicke which regularly use these paths.
7. Currently in the village of Elmstone-Hardwicke we have fairly good night sky vision which will be lost due to light pollution. This together with loss of habitat will have an impact on wildlife such as owls.
It is no wonder some of our wildlife species are declining.

Yours faithfully



the Manager
Building Development
Municipal Buildings
Cheltenham.

43 Dark Lane
Swindon Village
G151. 9RN.
14. 6. 20

Dear Sir/Madam.

Building Development 20/00759/Ful

With reference to the above at Swindon Village

- 1/ I am against this development because:-
the building land is valuable for food
production + grazing for sheep + cattle.

- 2/ The meadows towards Swindon Village are
flood plains + trees + hedges contain flood
waters + have been since medieval times.

- 3/ The land is green belt + valuable for wild
life - birds, animals + insects to pollinate
our crops.

- 4/ Pollution from increased vehicles exhausts
will endanger the population of the area
+ all roads will be grid locked stretching
to M5 motorway + beyond. Fine engines
on Tewkesbury Rd could be held up endangering
lives.
- 5/ In the current situation these homes
will not be affordable to needy people pro

but only benefit those who can afford mortgages
+ whole scheme could be a 'white elephant' !!

6/ What should be proposed is the demolition of
empty shops, malls + offices throughout country
+ build needed homes in towns in small groups
interspersed with shops + offices + green patches
within towns for trees + shrubs - thus rejuvenating
towns. Existing shops + offices should provide
accommodation above enabling Councils to
collect rents + Taxes to provide necessary
services for population.

7/ Underground pipes, drains + cables already
exist in towns, + only need Reeping up to date.

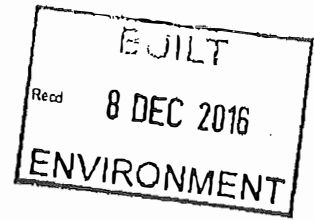
8/ Most people enjoy living near shops +
it would be a good way to lessen air
pollution as they could walk to shop + work
instead of using transport. - With Government
plans for Zero pollution by 2050 - We would
all be ahead of the game!

4m...

REGARDING
ELMS PARK
PLANNING APPLICATION.

FROM, LINTON,
THE GREEN.
5.12.16. GLSI 9SR

The Government has no money.
The council has no money.
Highways has no money.
N.H.S. has no money.
DOCTORS - SHORTAGE OF
NURSES - SHORTAGE OF
DENTISTS - SHORTAGE OF
MANUAL WORKERS - LACK OF
Public Toilets. NON.



Lack of maintenance of Roads, Paths, Road markings already.

Lack of knowledge of area by proposed planners.
(High pressure Gas pipe)

Out dated Traffic censors - 2008.

Stoke Orchard - New homes have increased traffic onto Tewkesbury Rd and cut through Elmstone H. and Uckington.

No money to change junction, Tewkesbury Rd. Stoke orchard.

No money to do the Bypass Road to Bishops cleeve.

Highways no will or money to reduce speed limit, which would make joining Tewkesbur Rd alot easier.

Past development disasters Elizabeth Way, Hesters Way, Springbank Shops, Wymans Brook.

Other concerns - Household waste increase
Deer and other wildlife.

Farm Land being cut.

Clay Soil - The Allotment area.

Odour and Gas from Wignoor Waste dump,
affecting sales.

Gloucestershire has had massive amounts
of Housing Projects over recent years.
Don't squash us in like sardines.

Also.

Parking - will it be well thought out?

Residents

Visitors

Deliveries

staff.

Buses

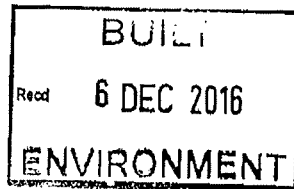
oh!

schools - parking
for parents

We would need another Supermarket
and Petrol Station; Post Office Chemist.

Yours faithfully

(M5, Diverted Traffic)
causes chaos.



Newcroft Cottage
7a Homecroft Drive
Uckington
Cheltenham
Glos
2 December 2016

RE:- Elms Park Development. N.W. Cheltenham off Tewkesbury Road.
16/02000/OUT

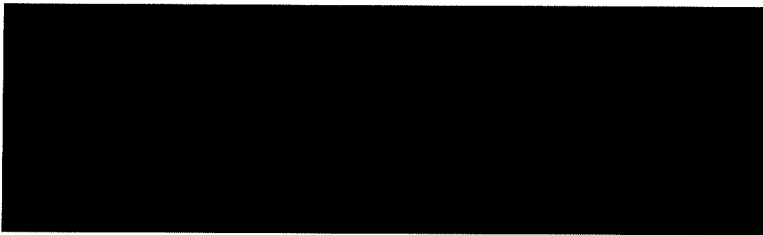
Dear David Waters,

We would like to make the following comments regarding the above planning application.

- Traffic Volume -** Local Radio issues daily warnings about queueing traffic on the M5 exit slip road at Junction 10 onto the A4019 Tewkesbury Rd; which continues to queue from this motorway junction, all the way to the Princess Elizabeth Way/Kingsditch Road junction, which at times becomes absolutely gridlocked, causing further problems towards Cheltenham.
The A4019 CANNOT take the extra vehicles generated by this proposed overly dense development.
- Pollution -** As regular walkers along A4019 Tewkesbury Rd, we have been increasingly concerned about the levels of traffic fumes always present along this road, particularly the traffic lights outside the Wholefood Store. MORE traffic lights as shown on above plans will cause more of these fume pockets to add to the levels already present in the air we breathe, poisoning and endangering Pedestrians, Cyclists and local Residents health and lives.
- Noise pollution -** We live 2/3rds way down Homecroft Drive and experience constant noise from M5 and A4019 anytime of day or night.
- Park and Ride -** The siting of this is too close to the Gas Pipeline and could have catastrophic consequences in the event of an emergency.
- Surely it would be safer and more sensible to site this nearer the M5 junction which would result in hiving off some of the traffic about to use the A4019.

- Green Belt** - The proposed development would be using Green Belt land which is supposed to be protected. To allow this to happen would be changing Grade 1 top quality Agricultural land to Residential and Industrial use. This should not happen until all Brown field sites have been used.
- Parking** - The Civil Service Sports and Social club A4019 generates a lot of overflow parking, using nearby grass verges and filling the deceleration lane into Homecroft Drive at fairly regular intervals. This can happen at events during the day, at weekends and evenings.
- The above deceleration lane is not indicated on above plans.

Yours Sincerely,



PLANNING APPLICATION 16/02000/OUT |


Outline application for up to 4115 new homes providing a range and choice of mix and tenure, including affordable housing (C3) and elderly persons accommodation (C2 up to 200 rooms), 24 ha of employment generating uses including 10 ha B1 business park (up to 40,000 sqm), a hotel (C2 up to 100 rooms), and mixed use centres providing retail uses and community facilities (A1 - A5 up to 6,150 sqm, D1/D2 up to 1,000 sqm), a transport hub and public transport inter change, primary and secondary school education (D2), new areas of green infrastructure including areas of play sports hub, woodland planting, allotments and habitat at creation, creation of new means of access onto Tewkesbury Road and Manor Road, new footways and cycleways, and drainage infrastructure. | Elms Park North West Cheltenham Off Tewkesbury Road Uckington

For the attention of Mr J Hinett, Planning Officer,

With reference to the above named planning application, We wish to OBJECT to this application on the grounds attached in the accompanying notes.

These are only our interim objections as it appears that not all the relevant documents are available for consultation, at this stage, particularly in relation to the traffic assessments.

It is essential that a full Health Impact Assessment is carried out for the whole of the site before this application is considered and it is not left to reserved matters.


Orchard End
Lowdilow Lane
Elmstone Hardwicke
GL51 9TH

8th December 2016

The Planning Application should state:

*that this is for the change of use from Agricultural Land to a range of mixed use development. Where appropriate this will necessitate the removal of the Agricultural Tenancy certificates, on several of the properties.
The development will involve the demolition of houses, farm buildings and businesses.*

1 The whole of the proposed site is within the Cheltenham Green Belt
established in 1968, which was set up for :

its permanence, to LIMIT URBAN SPRAWL, retain the OPEN CHARACTER OF THE COUNTRYSIDE.

In addition the definition will confirm a long-term agricultural future by reducing uncertainty and providing security for agricultural investment.

Particular attention will be paid to the retention of economically viable agricultural holdings. It is intended that these protective measures will be supplemented with positive countryside management policies.

(AERC REF : J8901/R2569 March 17 2007)

This application is premature, as the Green Belt has not been removed from this land.

The Transport Hub/Park and Ride does not qualify for VERY SPECIAL CIRCUMSTANCES in the Green Belt

32 This application site is composed of the **Best and Most Versatile Agricultural Land** 32 Hectares of Grade 1, and the remaining Grade 3, according to the DEFRA AGRICULTURAL LAND CLASSIFICATION MAP, SOUTH WEST REGION, (ALC006) which shows the soils for the site.

4Contrary to NPPF Para 17, and the saved Local Policies of the two councils. Therefore approximately 400 hectares of Best and Most Versatile Land will be lost. This is also contrary to NPPF Para 11 Conserving and Enhancing the natural environment.

4Para 109 The planning system should contribute to and enhance the natural and local environment by PROTECTING AND ENHANCING VALUED LANDSCAPES, geological conservation interests, AND SOILS.

5

6PARA 11 Local Planning Authorities should take into account the economic and other benefits of the best and most versatile agricultural land. WHERE SIGNIFICANT DEVELOPMENT OF AGRICULTURAL LAND IS DEMONSTRATED TO BE NECESSARY, LOCAL PLANNING AUTHORITIES SHOULD SEEK TO USE AREAS OF POORER QUALITY LAND IN PREFERENCE TO THAT OF A HIGHER QUALITY.

7THERE IS NO EVIDENCE THAT THERE HAS BEEN ANY EFFORT TO USE SITES WITH POORER QUALITY LAND, eg using Brown field sites in preference to this one.

8NB TEWKESBURY BOROUGH COUNCIL LOCAL PLAN to 2011, saved Policies

9LND 10 Change of use of Agricultural Land to Residential Curtilage, and

10Policy LND 4 Countryside Protection.

11CHELTENHAM BROUGH COUNCIL LOCAL PLAN, saved policies

12Policy C P 3 Sustainable Development

13Policy CO 10 Agricultural Land - AGRICULTURAL LAND IN THE BOROUGH IS VERY LIMITED.

14THE STRUCTURE PLAN, POLICY NHE 3, safeguards the BEST AND MOST VERSATILE LAND FROM DEVELOPMENT, LAND OF A HIGHER AGRICULTURAL QUALITY SHOULD NOT BE USED IF LAND OF A LOWER QUALITY IS AVAILABLE.

3. NOT SUSTAINABLE

As per JCS Sustainability Appraisal 2011 SA 104 December 2011, with reference to C3, (now A5) known in this application as ELMS PARK, the report gives reasons why this proposed site is not suitable for development as a NEW TOWN:

Under TRANSPORT , it states that ' access to key services are not available, and the central and northern area of the site are increasingly remote from Cheltenham.

This particularly applies to limited access to doctor and dentist surgeries, eg St Pauls Practice, Swindon Road, and Coronation Square, as well as local schools which are not in walking distance.

There is a remoteness from the centre of Elms Park to the town centre, hospital and Cheltenham railway station- 4 miles

4 TRANSPORT

There is a lack of evidence of the cumulative effects of the surrounding areas of the proposed site, in particular in relation to the A4019, the A38. There is more up to date work requested by Highways England, and no evidence from GCC Highways.

In the JCS Initial Sustainability Appraisal Summary Report(SA104) 2011 under HIGHWAY CAPACITY CONSTRAINTS AND PROBLEMS, it clearly states that the A4019 in 2011 has limited capacity for additional traffic or for BUS PRIORITY MEASURES.

The Highway Agency opposes an all movement junction at Junction 10 of the M5.

Princess Elizabeth Way and routes through Western Cheltenham have limited capacity and environmental impacts of additional traffic would be significant on existing communities.

There is poor access to the RAIL NETWORK, and transport hubs, and limited access for all services to Cheltenham for the northern part of the site.

It also states that:-

IF C3 (ELMS PARK) IS DEVELOPED THE NW CHELTENHAM LINK ROAD WOULD POTENTIALLY BE REQUIRED , LINKING THE A4019 AND THE A435. THIS COULD PROVIDED RELIEF TO LOCAL ROADS IN NORTH CHELTENHAM, BUT WOULD BE EXPENSIVE (railway crossing alone would be in excess of £10 million)

This project was dropped from the GCC Local Transport Plan 3.

The possibility of a ring road has now been added, in 2016, to recent JCS documents.

TRANSPORT HUB/ PARK AND RIDE

It is not clear from the site plan where the Transport Hub will be sited, it's access point and modelling. Will the Transport Hub, for 250 vehicles be for residents only? and will there be a separate Park and Ride Scheme??

In the application document Transport Assessment 4,

Para 1.3 states that

the P&R is aimed at residents of the rural hinterland to the north and west of Cheltenham who do not have access to frequent all day bus services into the town.

It is not intended to attract local residents and site access will be configured accordingly.

Para 2.9

*The proposed Uckington P&R SITE WOULD HAVE PARKING CAPACITY OF
AROUND 600 CARS*

There are no details concerning operating times, how the site will be accessed and it will create light pollution for the surrounding vicinity.

There is no connectivity and quick access to other transport modes, such as Cheltenham or Ashchurch railway stations, the coach station.

A TRANSPORT HUB IS NOT APPROPRIATE IN THE GREEN BELT, as very special circumstances outweigh the potential harm to the Green Belt.

It is suggested that this will be built on the Best and Most Versatile Grade 1 Agricultural Land.

Have alternative sites been considered which would not affect the Green Belt or the best quality land?

Therefore very special circumstances cannot be justified.

CONSTRUCTION TRAFFIC

There is no evidence in respect of the access and movements of the construction traffic which will continue over the many years of the development of this huge site.

This cannot be left to reserved matters.

8. PRESERVATION OF CHARACTER OF LANDSCAPE AND HERITAGE ASSETS

In the **JCS INSPECTORS'S PRELIMINARY FINDINGS, DECEMBER 2015** she states

Para 95 The impact on heritage assets including Uckington Farm House, Swindon Village Conservation Area, and particularly the church of St Mary Magdalene, will require careful mitigation.

In the **JCS INTERIM REPORT 30/05/ 2016** the Inspector again raised her concerns about the local heritage assets and recommends their preservation and protection and

Para 109 enhance the character and setting of Swindon Conservation Area and the Church of St Mary Magdalene. It also states that development should be designed so as to preserve the separation and character of Swindon Village.

Para 110 Accordingly, on landscape/visual amenity and heritage grounds, in my judgement a green buffer should remain around the village of Swindon, and this is my recommendation.

THE DEVELOPERS DO NOT SEEM TO HAVE INCLUDED THESE RECOMMENDATIONS IN THIS OUTLINE PLANNING APPLICATION.

9 FLOODING

Residents over many years have raised serious concerns about flooding issues in this area.

Strategic Flood Risk Level 2 shows significant areas within Elms Park, as high flooding risk due to the watercourses in the area, predominantly the River Swilgate, Hyde Brook and Leigh Brook. Land is heavy clay and there is regular surface water flooding. It has been demonstrated that SUDS (Sustainable Urban Drainage systems) do not function adequately in this soil type. Three M5 culverts and a disused sewer cut off at the motorway restrict flood water and allow it to back up.

Run off from a development of 4,115 dwellings do not mention business premises, which is going to exacerbate the problem..

We consider that this development will increase the risk of flooding to the established properties in Uckington, and Elmstone Hardwicke.

There needs to be more evidence on Pluvial flooding, and the strategy of maintenance of the motorway culverts and the holding ponds for the SUDS.

10 HEALTH AND THE ENVIRONMENT QUALITY

IT IS ESSENTIAL THAT A FULL HEALTH IMPACT ASSESSMENT IS CARRIED OUT ON THE PROPOSED ELMS PARK DEVELOPMENT SITE.

Detailed evidence has already been submitted from residents groups to the Joint Core Strategy Inspector, and these documents will be submitted in total later.

JCS POLICY SD15 – Health and Environmental Quality

We consider that the policies are justified but do not comply with the NPPF Paras 120 and 124 with reference to the cumulative effects from the huge landfill sites known as Wingmoor Farm East and West, and their effect on existing residents surrounding the sites, in excess of 15,000, and **any potential new residents, in the region of 11,000, on the proposed Strategic Allocation A5, North West Cheltenham over the plan period, known here as Elms Park and the safeguarded land.**

Paras 4.15.1 and 4.15.2 Development should not have ANY unacceptable impacts on human health, or environmental quality.

Our concerns are in respect of unacceptable levels of air or soil pollution, odours both alone or cumulatively, with respect to national and EU limits.

-NPPF PARA 120

*To prevent unacceptable risks from pollution and land instability, planning policies and decisions **should ensure that new development is appropriate for its location.***

The effects (INCLUDING CUMULATIVE EFFECTS) of pollution on health, the natural environment or general amenity, and the potential sensitivity of the area or proposed development to adverse effects FROM pollution, should be taken into account.

NPPF PARA 124

*Planning policies should sustain compliance with and contribute towards EU limit values or national objectives for pollutants, taking into account the presence of **AIR QUALITY MANAGEMENT AREAS**, and the **CUMULATIVE IMPACTS ON AIR QUALITY** from individual sites in local areas.*

Planning decisions should ENSURE THAT ANY NEW DEVELOPMENT IN AIR QUALITY MANAGEMENT AREAS is consistent with the LOCAL AIR QUALITY ACTION PLAN.

As we have previously submitted to the Inspector, we have documented the recorded concerns of local residents since 2001, when residents set up a campaign group SWARD, (Safety in Waste and Rubbish Disposal) (iii)

The Wingmoor Farm Liaison Forum was established in 2004 to address these concerns for the monitoring of the operations at the Waste Sites. The Forum consists of the County Council, Borough Councils, all Parish Council surrounding the sites, the Environment Agency, County Health Authorities, all the Landfill operators, and local community groups,

The Forum meets quarterly to address any concerns from residents, EA or the other agencies.

Since our original submissions **MATTER 8 STATEMENT STRATEGIC ALLOCATIONS – A5 NW CHELTENHAM, ELMS PARK**, processes have been added or altered at the sites including an Anaerobic Digestion Plant., and a huge composting facility. These are likely to increase during the build out period.

Over the many years of the sites operations residents' concerns and complaints have been well recorded with the Environment Agency. Through the Forum it was agreed to undertake a **Community Health Impact Assessment** between Dec 2006 and Feb 2009, and it was presented by the author Caryn Hall to Gloucestershire County Council, Meeting of Health Community Care Overview and Scrutiny Committee, 18th January 2010.

This report was updated in October 2011, by a Bishop's Cleeve Neighbourhood Health Profile. One of the many recommendations was:-

Gloucestershire Health Overview and Scrutiny Committee

3.12 Health Monitoring and Assessment

The Steering Group expressed concern that there is no process in place to enable the health of the community near the Wingmoor sites to be monitored in a proactive way – a surveillance system in effect. This would be in particular relating to respiratory illnesses including asthma, skin conditions and carcinogenic effects. The Group particularly would like to see this in place for children.

5.9.1 The Health Overview and Scrutiny Committee must undertake to ensure that the key areas of action identified in this report are **monitored regularly** to ensure that the actions are being undertaken by the identified agencies.

As far as we are aware nothing has been done since. Through the Forum and the Scrutiny Committee we understand there is no indication that this profile will be updated.

From the report there is recommendation concerning distances from landfill sites:

3.1.6 When considering the distance from *the boundary of the Wingmoor sites to residential areas* it is relevant to note the 5th March 1997 proposal of the Commission on the draft Landfill Directive. This was informed by the initial results of the EUROHAZCON projects on birth defects associated with landfill sites and included specific minimum distances from such areas. **These were a minimum separation of 0.5km in the case of municipal waste landfills and 2km in the case of hazardous waste landfills.** The final published Directive (Directive 99/31/EEC) is stated in Annex 1 for General Requirements for all classes of landfills.

From this statement the whole of Elms Park will come within the suggested boundary from either the municipal waste site, West, or the hazardous waste site, East.

ALSO through the Forum we have documented that the Health Impact Assessment was focused on the parishes of Bishops Cleeve, and nothing was done south of the site, eg the Parishes of Stoke Orchard, Elmstone Hardwicke, Uckington, Swindon Village, Prestbury and Southam, a sizeable population of the area within the boundary of the landfill sites.

POLICY SD15 4.15.4 3 – states that proposals for development at Strategic Allocations and for other development proposals AT THE DISCRETION OF THE LOCAL PLANNING AUTHORITY , MUST BE ACCOMPANIED BY A HEALTH IMPACT ASSESSMENT.

We therefore suggest that this policy does not comply with NPPF PARA 120 as the continuing concerns of residents are not being addressed and the essential monitoring is not being undertaken and no *Health Impact Assessment has been done on Elms Park.*

DEFRA in its National Policy Statement for Hazardous Waste, 2013, (viii) , states that

Para 1.53 Hazardous waste poses an inherent threat to human health and the environment, and it is important that there are sufficient facilities to allow the waste to be managed in a way to minimize this risk.

Para 4,10 Health

4.10.3 The Secretary of State should take into account *the cumulative impact on health*

5.2.6 The S of S should give air quality substantial weight especially **dispersed air quality on receiving environs.**

DEFRA in its Post-Adoption Statement for Hazardous Waste, 2013 - monitoring strategy

5.2 **AIR QUALITY AND EMISSIONS** There is a potential for adverse cumulative effects from these air quality impacts with other impact types e.g. close to existing AQMA s.

Cumulative effects from the development of hazardous waste management facilities have the potential for adverse effects on the local population through, severance, increased noise levels, air emissions etc. The NPS requires a SOCIAL IMPACT ASSESSMENT. Sites have a potential for adverse cumulative effects on health and well-being. These effects may be greater where new facilities are located to other new or existing facilities.

Residents continued to raise their concerns about the impacts on the environs to the waste sites, and employed a Public Interest Consultant, Alan Watson BSc (Hons) C.Eng to present evidence on their behalf during the Consultation on the GCC Waste Core Strategy, 2009, also at a number of planning applications for a MRF and IVC. This culminated by residents requesting a Judicial Review, in October 2012 (.v).

We also note that in their evidence to the Waste Core Strategy, with reference to both sites, Cheltenham Borough Council 10th February, 2011 (xi) states that:

*The proximity to any possible urban extension at North West Cheltenham needs to be considered, and in practice, **may prove UNACCEPTABLY CLOSE**.....The specific type of facility promoted on the site will need to take into account the potential impact on existing residential properties **and those that may come forward in the future.***

ODOUR NUISANCE

Serious issues are being continually experienced with ODOURS from the vast composting process. In fact odours have been experienced several kilometres away. This involves regular spraying with deodorisers as well as insecticides for the flies.

We have noted from JCS EXAM 198 that considerable odour work has been done for Land at Hayden, Safeguarded land, in respect of the Hayden Sewage Works. Why hasn't a similar exercise been undertaken in respect of the Brockhampton Sewage Works, and the Stoke Orchard Water treatment works and the landfill sites in proximity to this proposed site

FLY NUISANCE

There have been serious issues with flies for all the surrounds in the summer months, from all the processes within buildings and outside, which has resulted in an increase in fly spraying. This is also well documented

RISK FROM EXPLOSIONS, SMOKE AND FIRES.

There has also been an increase in gull activity.

THIS HAS CAUSED UNACCEPTABLE HARM TO THE LOCAL AMENITY OF EXISTING RESIDENTS WITH A CONSEQUENT PERCEPTION OF HEALTH RISKS.

In a recent ruling at Fletcher Bank, Ramsbottom, APP/T4210/A/14/2224754 (vi) with respect to anaerobic digestion plant and odour the Sof S stated 'there is a significant risk that they would routinely release odours at levels which would have a notable detrimental effect. He also agrees that this would be contrary to the aim of the Framework in terms of securing a good standard of amenity for all existing and future occupants of land and buildings; and that this would amount to an unacceptable impact on amenity, contrary to the aims of UDP Policy EN4/1, and an unacceptable level of air pollution, contrary to the aims of UDP Policy EN7/1

AIR QUALITY

The whole of Cheltenham Borough is within an AQMA, which already affects Elms Park and in particular the junctions of the A4019 Tewkesbury Road, and the B4013 Princess Elizabeth Way in the Kingsditch area.

From **ENAT 109** the modelling has only been done for traffic emissions, but does not include emissions from the landfill sites, as mentioned above.

We also note that modelling has been done for the Motorway M5, Junctions 9 and 11, but **JUNCTION 10**, on the Tewkesbury Road has BEEN OMITTED. Is there a reason for this?

JCS INITIAL SUSTAINABILITY APPRAISAL 2011 -SA104 summary report appendix 2

KEY SUSTAINABILITY ISSUES -KEY ISSUES - AIR POLLUTION There was an increasing number of Air Quality Management Areas in the JCS Area

EVIDENCE AND TRENDS

THE AQMA AT WITHYBRIDGE CONNECTED WITH JUNCTION 10 OF THE M5 IS OF PARTICULAR CONCERN AS IT IS LIKELY THAT THE CAPACITY OF JUNCTION 10 WILL INCREASE IF THE NORTH WEST URBAN EXTENSION OF CHELTENHAM IS DELIVERED.

CONSEQUENCES

AIR QUALITY IS VITAL TO HUMAN HEALTH AND BIODIVERSITY. IT IS IMPORTANT THAT AIR QUALITY IS EITHER MAINTAINED OR, WHERE POSSIBLE, IMPROVED.

THE JCS WILL HAVE TO ADDRESS ISSUES OF AIR QUALITY ACROSS THE AREA AND IN PARTICULAR WITHIN AQMAS .

How will the developers deal with these issues for future residents,?A Health Impact Assessment is essential for this site and should be carried out every 5 years, in order to monitor the health of future residents.

TRANSPORT HUB/PARK AND RIDE

This Planning Application is promoting a Transport Hub, sometimes called a Park and Ride. What effect will the idling traffic using this facility have on the air quality of the surrounds, and the cumulative effect of emissions of the traffic travelling along the A4019?

Where is the monitoring for this facility, and its effects on the new residents of Elms Park.

LIGHT POLLUTION

What effect will there be on the peace and tranquillity of the adjoining rural villages and farmland from light and especially from the Transport Hub (no hours of operation given)

NOISE POLLUTION

What effect will there be on the peace and tranquillity of the surrounds from noise from vehicles using this huge site.

AG 8th December, 2016

Objection to planning Application 16_02000_OUT

Elms Park

From Save the Countryside

21/1/2017

Helen Wells



*Save the Countryside provide the following statements of objection to the planning application.
Additional comments will be submitted as more evidence arises.*

Summary: The outline planning application should be rejected due to:

The land is high quality Agricultural land with Greenbelt status
Inadequate / missing evidence
Insufficient provision for avoidance of additional traffic congestion in the surrounding area
Health and Environmental impact concerns regarding the proximity of housing to the toxic waste disposal site

1. Communication

The publication of this planning application has been insufficient.
Several local residents adjoining the proposed site did not receive clear notification of the application and thus did not have the opportunity to respond within the deadline for public comments.

2. Inaccuracies and errors within the documentation

This is an outline application but with the assumption that much critical information will be clarified at a later date – so it is our view that the document as is cannot be approved.

The documentation contains several misleading statements regarding the value of the character of the land, the heritage, views, suggesting lower importance / significance than is understood today. For example on Page 42 of the Design and Access statement, the description of Swindon Village Elmstone Hardwick and Uckington omits the farms and farmland that comprise a significant part of this area.

Many roads are mislabelled particularly within the Elmstone Hardwicke Village area.

3. Land use / Agriculture

The documentation states Elms park will be a link between rural and town, but Swindon is already a rural area with several agricultural farms and nurseries using the land including grade 1 agricultural land.

This piece of greenbelt high quality agricultural land is currently in use for agriculture and horticulture.

The application does not clearly state the proposal for a change of use from agricultural land to development for industrial retail and housing use.

4. Development on Green Belt Land - Submission Joint Core Strategy

On Page 18 of the Design and Access Statement document, there is reference to the NPPF and planning policy that favours sustainable development.

The land in area A5 under the JCS and the overall Joint Core strategy is undergoing a review by Government Inspector and has not been accepted by all 3 councils of Cheltenham, Gloucester and Tewkesbury. Until the JCS is concluded this planning application can be seen as premature, until then the land in this area is still Greenbelt and not applicable for development.

The very special circumstances identified as reasons for development in the greenbelt do not meet the Criteria for Exceptional circumstances as identified in the NPPF. Until the JCS is concluded with any re classification of greenbelt land, this planning application should not be approved.

5. Local green Space (LGS)

The Local Green Space that has been agreed to be included as part of the proposed Cheltenham plan has not been fully included in the documents – neither in the master plan or the phasing diagram.(page 100) This results in an inaccurate representation of the land area to be developed.

The plans only include the green space that was mentioned in Statement of Common Ground, rather than the larger area decided by the Inspector and Cheltenham Borough Council.

The Inspector's decision was that the LGS would be a larger area than that mentioned in the Statement of Common Ground, with a reduction of 500 homes. CBC has supported this larger area and it is currently feeding into the local plan. After the local plan comes into force, the application must be modified to reduce the number of houses and not build on the LGS area.

This space should in fact be removed from the phasing map as it not part of the development area.

We note that phase 4 has been included in the phasing plan, although in fact it is not part of this planning application and as such should be removed as there is no application for development in this area and part of it again is local green space

6. Infrastructure / Services

There are many positive sweeping statements regarding infrastructure provision as part of the development site, however there are no specific commitments to provision of specific services or facilities by specific time periods and no commitment to give assurance that they would be in place before residential occupancy. There are gaps in specific information which are said to be addressed later in reserved matters, but in order for this application to be approved they must be identified now.

7. Transport

Save the Countryside believes that the Transport proposals for Elms Park are unworkable and that the eventual congestion caused by traffic generated by the quantum of development will be unsustainable, bringing into question the sustainability of the whole proposal.

The Area of Swindon Village Wymans Brook, Bishops Cleeve and Prestbury are today under pressure from Infrastructure limitations as listed below:

The Planning application is not working under the official instruction of the NPPG. It does little to provide a practical solution to the area surrounding the proposed Development beyond the site which are all incapable of dealing with the cumulative effect of the extra traffic to and from the site.

The Access and Movement statements (page 20), imply that a detailed transport plan has been undertaken.

There is little or no substantiated evidence to demonstrate the impact on the surrounding areas. In particular Princess Elizabeth Way, Tewkesbury Road towards the town centre and the Kingsditch industrial estate and Gallagher retail parks already under stress.

Existing Road Constraints in the Area surrounding the Elms Park development

- Princess Elizabeth Way, congestion and poor air quality due to its use as access to M5 Motorway southbound
- Swindon Road - narrow railway bridge,
- Hyde Lane - low Railway bridge,
- Swindon Lane -level crossing
- Tewkesbury road already congested from M5 motorway junction towards Cheltenham

From Transport Assessment: 4: Existing Highway Conditions, as existing back in 2013 when the survey took place, even then Paragraphs 4.2.3 and 4.2.4 stated:

"With the existing level of traffic, it is clear that there are some existing queues towards the Town in the morning peak, with the notable bottlenecks being the main sets of traffic signals on Tewkesbury Road (Hayden Road, Manor Road and Gloucester Road) and the signalised roundabout which joins Tewkesbury Road, Kingsditch Lane and Princess Elizabeth Way"

And

"In the evening peak, the signalised roundabout is the main point of congestion along the Tewkesbury Road corridor, with queues on all approaches and most noticeably on the Kingsditch Lane and Princess Elizabeth Way arms, where queues are significant. Slow Transport Assessment 11 moving and queueing traffic is common on Princess Elizabeth Way south, towards Coronation Square and the busy junction with GCHQ and the A40."

Paragraph 4.2.2 gives the peak counts of the traffic caught in this **2013** congestion:

	AM	PM
To Cheltenham	1400	1200
From Cheltenham	950	1400

When it is acknowledged that, even without Elms Park, the traffic has increased by 40% over the last four years, and when it is realised that the Elms Park access proposals have added 3 new sets of traffic lights including a Toucan cycle/pedestrian crossing, the potential for added unacceptable queueing and delay to ordinary non-Elms-Park road-users is clear.

At a probable 90 second cycle at each of the 5 main signalised accesses and with Elms Park traffic exiting on green to fill perhaps all the travel space beyond the 2 new access points at A and B (see Transport Assessment Figure 5.1), delays for vehicles approaching from the M5 direction could be in excess of 5 minutes with a consequent cumulative build-up of traffic, perhaps as far as the M5 southbound slip road where the Highways Agency has already identified a problem – which, if as proposed, solved by traffic signals stopping traffic from the A38, could mean a back-up right to the A38.

The suggestion for 'Voluntary Reassignment of traffic is not a practical responsible solution'. In any case, there is nowhere else to go locally without adverse effects on surrounding roads already suffering from congestion and about to suffer yet more with the addition of Elms Park vehicles over and above the figures in 4.2.2.

The proposed 7 traffic lights in just 1km including those mentioned in 4.2.3 and the lights at the Uckington Fire Station. As no definitive work seems to have been done on access to the proposed Transport Hub (or is it a Park & Ride?) there is the likelihood of yet a further signalised turning to allow buses and cars to leave the Hub.

Before permission can be given there must be clearer details of the road access into the site: In the plans seen the 'access arrow' only shows a left turn as possible. This would cause a huge concern with cars having to turn a U turn access. In addition those houses along Tewkesbury Road will find it very difficult to turn right towards Cheltenham.

To suggest in Transport Assessment 11: Paragraph 11.2 Highway Mitigation Measures that the extra Elms lights and the road works necessary (adversely affecting properties on the south side of the A4019) are actually MITIGATION measures, is untrue. In fact it is only enabling Elms Park traffic to access Tewkesbury Road and add to the traffic volume in the wider area.

The mitigation measure most heavily relied upon and repeatedly quoted in the application documentation, is 'modal shift' – that is, persuading a high enough proportion of the 8 000 or so residents of driving age and the numerous workers arriving on site not to use their cars but to bus, cycle or walk – in such numbers that it could have a significant effect on the amount of car traffic generated by The Elms.

The developers have done endless modelling to show that this would be feasible, hypothesising a 15% reduction in car use (see Section 9) so that development would seem to be acceptable and sustainable in transport terms.

Knowing human nature, Save the Countryside believes that such epic and reliable 'shift' will not be possible in the near future. Even Transport Assessment: Paragraph 6.5.1 acknowledges this:

"Cheltenham, like most other urban areas, experiences congestion at peak times. This is a common feature of urban life and it is unlikely to change significantly without a sea change in the public attitude towards car ownership and use. It is of course essential to provide the best possible alternative mode choices, but these take time to become established and it is almost generational timescales that are required fundamentally to change our travel patterns as a nation . . . Even with a comprehensive integrated transport strategy and a . . . development such as Elms park, a certain residue of residual traffic generation is inevitable"

We have equally endlessly stated that where you have a 'choice' – significant word in NPPF Paragraph 29 - and have one of the 5000 cars likely to be resident on the estate* -

- You won't catch a bus if it is not going exactly where you want to go when you want to go or if you have a lot to carry or if you have the whole family and the dog with you
- You won't cycle if it's raining or if your route is not cycle friendly or you don't like breathing in air pollution or you have to arrive neat and tidy at a meeting or if you have a lot to carry
- You won't walk if it's raining or it's too far or you have to arrive neat and tidy at a meeting or if you have a lot to carry

(*ONS national average 1.2 cars per household)

We realise that the NPPF and Gloucestershire Highways LTP3 2016 policies have been followed to the letter by the developers but we think the theoretical (and weather-dependent?) nature of the 'modal shift' proposed

should neither be relied on nor accepted as evidence of the sustainability of the scheme in transport terms. It seems to us wishful thinking in the extreme.

The 'modal shift' to public transport and the particular promotion of bus travel and the consequent proposed disabling of the highways for car drivers seems even more likely to add to hold-ups and congestion rather than relieving the situation, particularly as it involves the 'Microprocessor Optimised Vehicle Actuated (MOVA)' system where we understand buses will have priority and can actually change traffic lights in their favour: think of the effect of this on the 7-traffic light stretch of the A4019. It also seems that the usually crowded inner lane of the Tewkesbury Road inbound towards Cheltenham beyond the Kingsditch roundabout will be lost to motorists as is to become a bus lane only, on into the Lower High Street.

Nor in the above bus-centred proposals has it been remembered that the A4019 is both a

- Primary Route (LTP 3) *"which provides strategic access which is critical for the local economy"* and
- A dedicated Freight Route, additional hold-ups likely to affect the trade and profitability of other companies.

The Park and Ride facility volume is inconsistent stating 210 cars or 640 cars, but will not be sufficient even at 640 cars to provide parking for the over 2000 additional employees working within the site. The park and ride location indicated is too far from the M5 Junction to capture the M5 traffic and non-motorway traffic from the West.

The site is not in fact sustainable as there is no easy way to get from the most northerly part of the site to Railway station except by car.

There is no demonstrated vehicular access for the residents from Elms Park to the transport hub. This will not encourage the use of public transport from Elms Park transport hub to the centre of town from those homes at the North of the site which will could be as far as 3 miles away.

The Design and access statement document relates to the aesthetic improvement of Tewkesbury road giving the supposition that all the road will be improved but there is a lack of detail except indications at page 120-122 that the Road will be improved beyond the immediate exit points for the development. Detailed plans need to be provided for the length of the road beyond the access routes for Elms Park otherwise these sweeping statements should be removed.

There are Inconsistencies on the use of the restricted / emergency vehicle only for example by the sports hub.
(18)

The Map on page 48 of the Design and access statement shows 4 vehicular entrances to the site. The one on manor road is in an area of heavy congestion. There is concern that the 3 exists onto Tewkesbury Road would be insufficient to meet the needs of such a large industrial and housing area and would cause congestion on the already very busy Tewkesbury road.

The proposed bus route into Swindon Village as detailed in the Street Hierarchy and Street Scene is completely unacceptable because it runs through Local Green Space, and the roads in Swindon Village are incapable of supporting bus routes which link 4,000 dwellings with the town centre. Assurances that the size and frequency of busses will be limited 'appropriately' are not enough, since what local residents consider appropriate may be entirely different to what developers consider appropriate.

Many transport documents are still missing from the application. Until these and the full transport study has been completed as part of the Joint Core Strategy, then the planning application as is cannot be approved from a transport perspective.

8. Pollution / Health / Environmental concerns

It is essential that a full health impact assessment is carried out on the proposed Elms Park development site. The result of this must be received before the viability of the site can be decided.

Detailed evidence has already been submitted from residents groups as evidence to the Joint Core Strategy Inspector, and these documents will be submitted in total later.

JCS POLICY SD15 – Health and Environmental Quality

The site has very close proximity to the Wingmoor Farm landfill site which buries toxic ash. There is little reference and acknowledgement of this site particularly within Environmental constraints on page 29 of the Design and Access Statement.

We consider that the policies are justified but they do not comply with the NPPF Paras 120 and 124 with reference to the cumulative effects from the huge landfill sites known as Wingmoor Farm East and West, and their effect on existing residents surrounding the sites, in excess of 15,000, and any potential new residents, in the region of 11,000, on the proposed Elms Park development within Allocation A5, North West Cheltenham.

Paras 4.15.1 and 4.15.2 Development should not have ANY unacceptable impacts on human health, or environmental quality,

Our concerns are in respect of unacceptable levels of air or soil pollution, odours both alone or cumulatively, with respect to national and EU limits.

NPPF paragraph 120 states to prevent unacceptable risks from pollution and land instability, planning policies and decisions should ensure that new development is appropriate for its location.

The effects (INCLUDING CUMULATIVE EFFECTS) of pollution on health, the natural environment or general amenity, and the potential sensitivity of the area or proposed development to adverse effects FROM pollution, should be taken into account.

NPPF paragraph 124 states that planning policies should sustain compliance with and contribute towards EU limit values or national objectives for pollutants, taking into account the presence of AIR QUALITY MANAGEMENT AREAS, and the CUMULATIVE IMPACTS ON AIR QUALITY from individual sites in local areas.

Planning decisions should ENSURE THAT ANY NEW DEVELOPMENT IN AIR QUALITY MANAGEMENT AREAS is consistent with the LOCAL AIR QUALITY ACTION PLAN.

The JCS Transport Evidence Base October 2016 Paragraph 5.4.13 states:

“Unless a successful mitigation package is provided the traffic generated from the site will impact the A4019 corridor and Princess Elizabeth Way and it is likely to further deteriorate air quality in the area” – contrary to Cheltenham Saved Policies CP1 Sustainable Development Table 2 Bullet 8 and CP3 Sustainable Environment (e).

If the Elms Park proposal were to be approved prior to the M5 J10 improvement being undertaken then serious work would need to be completed to the road structure in order that the air quality would be improved so that transport links could be sustainable without health degradation to residents and employees in the area.

The Gloucestershire Health Overview and Scrutiny Committee report on the health assessment undertaken during December 2006 to February 2009 at Wingmoor Farm provided advice on safe distances for development in proximity of landfill sites.

We calculate that the whole of Elms Park will come within the suggested 0.5km boundary from either the municipal waste site, West, or the suggested 2km boundary from the hazardous waste site, East.

3.12 Health Monitoring and Assessment

5.9.1 The Health Overview and Scrutiny Committee must undertake to ensure that the key areas of action identified in this report are monitored regularly to ensure that the actions are being undertaken by the identified agencies.

From the report there is recommendation concerning distances from landfill sites:

*3.1.6 When considering the distance from the boundary of the Wingmoor sites to residential areas it is relevant to note the 5th March 1997 proposal of the Commission on the draft Landfill Directive. This was informed by the initial results of the EUROHAZCON projects on birth defects associated with landfill sites and included specific minimum distances from such areas. These were a minimum separation of **0.5km** in the case of municipal waste landfills and **2km** in the case of hazardous waste landfills. The final published Directive (Directive99/31/EEC) is stated in Annex 1 for General Requirements for all classes of landfills.*

POLICY SD15 4.15.4 3 – states that proposals for development at Strategic Allocations and for other development proposals AT THE DISCRETION OF THE LOCAL PLANNING AUTHORITY , MUST BE ACCOMPANIED BY A HEALTH IMPACT ASSESSMENT.

We therefore suggest that this policy does not comply with NPPF PARA 120 as the continuing concerns of residents are not being addressed and the essential monitoring is not being undertaken and no *Health Impact Assessment has been done on Elms Park.*

We also note that in their evidence to the Waste Core Strategy, with reference to both sites, Cheltenham Borough Council 10th February, 2011 (xi) states that:

The proximity to any possible urban extension at North West Cheltenham needs to be considered, and in practice, may prove UNACCEPTABLY CLOSE.....The specific type of facility promoted on the site will need to take into account the potential impact on existing residential properties and those that may come forward in the future.

Odour & Fly nuisance

Serious issues are being continually experienced with odours from the vast composting process and with flies In fact odours have been experienced several kilometres away. This involves regular spraying with deodorisers as well as insecticides.

This has caused unacceptable harm to the local amenity of existing residents with a consequent perception of health risks on existing and any new residents in the proposed development area

In a recent ruling at Fletcher Bank, Ramsbottom, APP/T4210/A/14/2224754 (vi) with respect to anaerobic digestion plant and odour

The Secretary of State stated... *‘There is a significant risk that they would routinely release odours at levels which would have a notable detrimental effect. He also agrees that this would be contrary to the aim of the Framework in terms of securing a good standard of amenity for all existing and future occupants of land and buildings; and that this would amount to an unacceptable impact on amenity, contrary to the aims of UDP Policy EN4/1, and an unacceptable level of air pollution, contrary to the aims of UDP Policy EN7/1*

Air Quality

The whole of Cheltenham Borough is within an Air Quality Management System (AQMS), which already affects Elms Park and in particular the junctions of the A4019 Tewkesbury Road, and the B4013 Princess Elizabeth Way in the Kingsditch area.

From **ENAT 109** the modelling has only been done for traffic emissions, but does not include emissions from the landfill sites, as mentioned above.

The planning application should provide an update of AQMS with respect to the proposed development

Light Pollution from the whole area especially the park and ride / transport hub, will affect the surrounding rural villages which currently do not have street lighting to maintain the rural character of the area

There is concern regarding the planning of the transport hub and sports fields on the gas main line.

9. Flooding

The risk of **flooding** has a wider concern than alluded to in this the Environmental constraints section of the Design and Access Statement document.

We can reference the Sever and Avon Flood Group’s document “Building in the floodplain is misguided” doc of 2008. Although the A5 area is not designated as flood plain the result of pluvial rainfall was seen in this area with severe flooding in 2007 in Swindon Uckington and Elmstone Hardwicke. The soil in this area is predominantly Clay loam with very poor drainage capabilities. There is insufficient evidence in this proposal for flood alleviation outside the proposed Elms Park Development area itself, It is our belief that the flood alleviation methods may sever the development itself, but certainly the development will have an adverse effect on flood risk in the neighbouring areas unless major provisions are implemented in those areas also.

A full explanation needs to be included to demonstrate the proven methods to avoid increased flood risk in adjacent areas to the site especially with clay soil with limited drainage to the development due to additional surface run off.

10. Ecology / Wildlife

There is a need to conduct a detailed wildlife survey as much information regarding wildlife habitats is missing from the documentation. Such as a badger set to the right of the H44 area on the map on page 55 of the design and access statement from the NW of Swindon Village with historical routes across the site area H34, H44, H45.

11. Visual Aspects

The development will restrict the far reaching views to the Malvern Hills and to Cleeve Hill from the West of Swindon Village. The text in the application down plays these views. There is concern that the view of the historic Mary Magdalene Church in Elmstone Hardwicke from the surrounding countryside will be obstructed by the development.

Page 65 of the Design and Access Statement describes how Elms Park will improve the visual quality of development in the area. This is misleading and inaccurate – The document shows pictures of industrial and retail areas such as the Volkswagen garage on Manor road with the indication that these would be improved but these are excluded from the plan. Elms Park is described as a new front door to the Kingsditch / Gallagher retail park, but in fact it will simply be an extension of developed area along Tewkesbury Road. This indication is repeated in page 86 – there is no evidence to any other improvements to the visual aspects of Tewkesbury Road. These statements should be removed.

Tewkesbury Road is posted as a positive asset as a new Town gateway. No acknowledgement has been made of the congestion along that thoroughfare especially at peak times with cars leaving the M5 Motorway driving into town or Cars joining the Road from Bishops Cleeve direction at the Wymans lane into Princess Elizabeth Way Intersection.

13 Stanton's Drive
Swindon Village
Cheltenham
GL51 9RL
14 August 2024

RE: 16/02000/OUT (revised development application)

Dear Mr Gomm

I am writing to object to the revised development plans dated 30 July 2024 relating to 16/02000/OUT (Elms Park, Swindon Village), based on the following points:

Covering letter to residents Dated 30 July 2024

1. Firstly, the amount of time given for viewing the revised documentation is insufficient. Once again, as with previous planning applications around this area, the documentation has been submitted during a period of school holidays when a lot of residents are juggling childcare, and taking holidays.
2. Why has the description of development already been changed? This letter and the planning portal both already show the changes as listed in the "July 2024 scheme amendments" document which was included in this latest group of documents for review. Do the residents not have any input into those proposed changes? Some of these appear to be significant changes. (See my further comments under "July 2024 Scheme Amendments Document" below). Previously proposed changes to the development description were separate application amendment documents, not added in as part of wider changes.

July 2024 Scheme Amendments document:

3. (re Para 3) The changes are highlighted in red on the planning portal, but not on the covering letter received, so it is difficult to appreciate the scale of the changes without viewing on the portal. Below is a copy of the description as seen on the portal:

3. Firstly, the **description of development** is being modified to read as follows:

Outline application for up to 4115 new homes providing a range and choice of mix and tenure, including affordable housing (C3) and elderly persons accommodation (C2/C3 up to 200 units), 24 ha of employment generating uses including 10 ha B1 business park (up to 40,000 sqm), a hotel (C1 up to 200 rooms), and mixed use centres providing retail uses and community facilities (A1 - A5 up to 6,150 sqm, D1/D2 up to 3,000 sqm), a transport hub and public transport inter change, primary and secondary school education (D2), new areas of green infrastructure including areas of play sports hub, woodland planting, allotments and habitat at creation, creation of new means of access onto Tewkesbury Road and Manor Road, new footways and cycleways, and energy and drainage infrastructure.

- a. (Re Para 3) The number of hotel rooms has doubled from 100 to 200 rooms with no reasoning provided. Will the building be taller? There is no change on the land usage map to indicate how this will be increased. Will it be at the expense of other types of development?
- b. (Re Para 4a) "allow for **extra** care and/or sheltered housing in addition to a residential institution". This gives the impression of additional provision, but the total number of units has not been changed. Was previously and remains at 200.
- c. (Re Para 3 change to the description of development) The elderly accommodation shows categories C2/C3 (with C3 being added in this revision). There is a lack of specific details being provided for the provision of single storey housing to enable independent living for elderly people in their own privately-owned homes. The addition of C3 housing appears to include this type of housing, but more details are needed. The overall number of units for C2/C3 has not been increased, despite the addition of C3 - "up to" 200 units is not sufficient detail and could mean that only 1 unit is provided. There is a lack of provision enabling individuals to transition from living in a privately owned traditional multi-storey home to a single storey dwelling (ie bungalow). The planning mainly focusses on facilities for the elderly such as care homes and assisted living facilities.
- d. (re Para 4b) Increase in D1/D2 by over 1/3 from 1900 to 3000 sqm. There are no details explaining why this has been increased, or what has been removed to accommodate this change.

Parameter plan 01 : Land use and access:
(Previous version 3 May 2024)

4. Transport hub marked in blue has been removed (is now all blue hatched area for mixed use Transport hub/residential). How big is the transport hub going to be, and how many new houses will be on the remainder?
5. The map shows one secondary access off Manor Rd but already a

temporary structure "Regents Village Customer Hub" has been erected with a separate access having been constructed behind the Carpetright building (the photo below was taken on 10 Aug 2024). This has not been included in the access plan. The plan shows only a pedestrian/cycle access, not vehicular. The planning application 24/01267/FUL dated 2 August 2024 makes reference to this building, but this application has not yet been approved, despite the building already being in place:



a. The Planning proposal documentation for this building (24/01267/FUL) https://publicaccess.cheltenham.gov.uk/online-applications/files/E7789F7B22A6F5C07656BD5809C280DA/pdf/24_

[01267_FUL-APPLICATION_FORM-1507905.pdf](#)

states that the work has not yet started:

Has the work or change of use already started?
<input type="radio"/> Yes
<input checked="" type="radio"/> No

b. The application also states that there is no new vehicular access proposed. There was previously no pedestrian or vehicular access here, as can be seen in the above Google Maps image:

Pedestrian and Vehicle Access, Roads and Rights of Way
Is a new or altered vehicular access proposed to or from the public highway?
<input type="radio"/> Yes
<input checked="" type="radio"/> No
Is a new or altered pedestrian access proposed to or from the public highway?
<input type="radio"/> Yes
<input checked="" type="radio"/> No

Planning Portal Reference: PP-13235771

Are there any new public roads to be provided within the site?
<input type="radio"/> Yes
<input checked="" type="radio"/> No
Are there any new public rights of way to be provided within or adjacent to the site?
<input type="radio"/> Yes
<input checked="" type="radio"/> No
Do the proposals require any diversions/extinguishments and/or creation of rights of way?
<input type="radio"/> Yes
<input checked="" type="radio"/> No

c. The application states that there are no trees or hedges on the development site, but there were, as can be seen in the Google Maps image provided above:

Trees and Hedges

Are there trees or hedges on the proposed development site?

- ☐ Yes
☒ No

And/or: Are there trees or hedges on land adjacent to the proposed development site that could influence the development or might be important as part of the local landscape character?

- ☐ Yes
☒ No

If Yes to either or both of the above, you may need to provide a full tree survey, at the discretion of the local planning authority. If a tree survey is required, this and the accompanying plan should be submitted alongside the application. The local planning authority should make clear on its website what the survey should contain, in accordance with the current 'BS5837: Trees in relation to design, demolition and construction - Recommendations'.

Assessment of Flood Risk

Is the site within an area at risk of flooding? (Check the location on the Government's [Flood map for planning](#). You should also refer to national [standing advice](#) and your local planning authority requirements for information as necessary.)

- ☐ Yes
☒ No

d. There is no site access shown at the location of the Customer Hub showing on the most recent document for site access

https://publicaccess.cheltenham.gov.uk/online-applications/files/BA97D3FB7BAE8A0BDDDB95AB145DD5A43/pdf/20_00759_FUL-REVISED_PROPOSED_SITE_ACCESS-1131367.pdf:



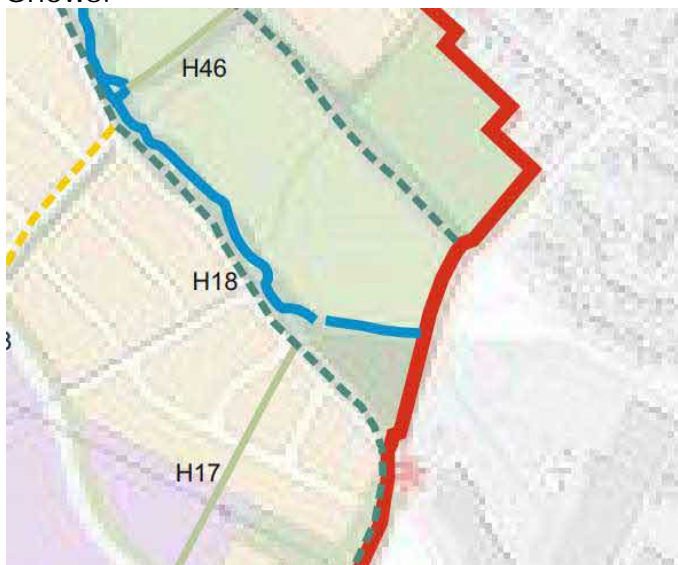
Parameter plan 03 : green infrastrucure:
(Previous version 24 May 2022)

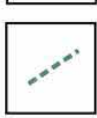
6. At the entrance to Dog Bark Lane, why is the hedging not being retained on the left side? Previous documentation has listed this hedgerow as "Important under Hedgerow Regulations 1997".



https://publicaccess.cheltenham.gov.uk/online-applications/files/1BAD093A45C3F5009D4CDC46ADC6C89/pdf/16_02000_OUT-REVISED FIGURE 10.3_HEDGEROW REMOVAL PLAN-1402653.pdf

Shows:





'Important' under Hedgerow Regulations
1997 - Ecological Assessment

Parameter plan 04 : Phasing Plan

7. There has been no reason given for the reversal of phases 2 and 3. This is a major change to the development plans which will have a huge impact on Swindon Village in the nearer term, as it is closer to the existing residential areas.

8. Has the phase switch been made to facilitate access to the Home Farm proposed development shown in yellow on the plan?

Letter ref OJ/16/158 from LRM Planning

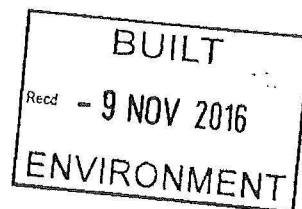
9. (Re Para 3a) Why has a residents parking scheme been proposed, which now replaces plans for a proposed cycle lane?

Yours Sincerely,



3
J

The Cedars
Tewkesbury Road
Uckington
Cheltenham
GL51 9SL



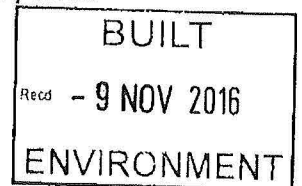
Dear Sirs

Please find attached comments re the proposed Elms Park Development.



Proposed Development at : Elms Park North West Cheltenham Off Tewkesbury Road
Uckington.

Planning Ref. 16/02000/OUT



I live opposite the proposed development and have very real concerns about the impact it will have on our properties and safety.

The increase in traffic along this stretch of road is going to be considerable and will clearly have a negative impact on our quality of life

Many of my neighbours and myself currently reverse into our properties as there is often multiple parking on our drives. I would like to know what safety measures you propose, to allow us to continue to reverse into our properties, from a trunk road, in safety. This is going to become a hazard, as would reversing out onto a trunk road should we not be able to reverse in. We need clarification of the plans for this road. Access and egress to/from these properties is going to become seriously dangerous.

As there will be a Business Park, Retail uses, a Transport Hub and Public Transport Interchange, there will be a considerable increase in the volume of HGV's passing close to our properties, built in 1926, they do not have foundations and already suffer the effects of the continual shaking they receive as these vehicles pass, indeed, at night, our beds reverberate. It will only get worse and serious damage to our homes may well ensue.


Few of the existing properties have visibility splats, which I believe are required under current regulations, but this is not an issue at present as it is adequately covered by our access lane.

I understand that a cycle track will be put into the footpath, a danger both for pedestrians and cyclists, we have no view from our drives, whilst pulling out carefully pedestrians, who move so much more slowly than bikes, are not such a problem, a faster moving cyclist will be a danger.

There visual impact will be huge, at present fields, market gardens and plant centres will be turned into industrial units and houses, and precious farmland turned into an urban area, future generations unable to feed themselves.

Further details as to the surface water attenuation plans are needed along with an assurance that the development will not lead to increased flood risk for our properties, as we believe the affected area currently takes excess water which affects our properties.

As stated, I am most concerned about the ability of the already heavily congested road to cope with the enormous increase in traffic this development will generate, not only for the safety of the present residents along the affected stretch of road, but also for those to come.



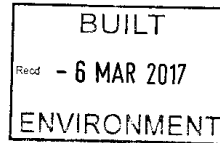
The Cedars
Tewkesbury Road
Uckington
GL51 9SL

WYG Transport

part of the WYG group



2nd March 2017



By Email and Post

Mr Craig Hemphill
Cheltenham Borough Council
Municipal Offices
Promenade
Cheltenham
GL50 9SA

Our Reference: A098132_L01/PDS/C_Hemphill_02-03-17

Dear Mr Hemphill,

RE: Gallagher Retail Park - Elms Park Application (16/02000/OUT)

I write with reference to the current Elms Park Planning Application Ref No. 16/02000/OUT on behalf of our client British Land Plc owners of the Gallagher Retail Park, Cheltenham.

WYG are retained to provide transport and town planning advice by British Land, and as part of our instructions we have undertaken an initial high level review of the information submitted by Phil Jones Associates on behalf of Bloor Homes and Persimmon in connection with the Elms Park applications.

We would like to make it clear at the outset that our client is not in any way objecting to the principal of this development, however at present we are concerned that based on the information currently available in the public domain the transport impact of the proposed Elms Park development has not been assessed and presented in a manner to enable the potential impact on the operation of the existing Gallagher Retail Park to be fully understood. We are therefore requesting a holding objection be put in place until such a point as these concerns have been adequately addressed. We will set out briefly below the reasons for our concerns.

The transport assessment submitted by Phil Jones Associates on behalf of Bloor Homes sets out clearly the overarching transport strategy for the site as follows:

"The primary objective is to ensure that the highway network provides as much priority to bus services as is practicable, particularly on the Tewkesbury Road corridor. The result will be a worsening of queues and delays for general traffic in some areas, but this is offset by the advantages to public transport and improvements to network performance in other areas. It is unrealistic to expect an overall improvement in network performance and the delivery of significant public transport priority measures when delivering this level of growth"

Whilst we welcome the opportunity to improve public transport services along the Tewkesbury Road Corridor, it is the consequence of this reprioritising of highway capacity, which is stated as being to the detriment of general traffic which we seek clarification on.

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WYG Transport

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The Gallagher Retail Park is situated adjacent to the Tewkesbury Road corridor, with existing access being via White Rose Way or Manor Road and then directly onto Tewkesbury Road via two signal-controlled junctions.

Although it is not clear from the submitted Transport Assessment, it would appear that the access junctions into the Gallagher Retail Park have not been specifically considered in the traffic modelling.

The highway network modelling which is presented within the Transport Assessment has been undertaken using a Paramics microsimulation model of the Tewkesbury Road Corridor. This gives overall network performance statistics, but no specific junction capacity assessments have been given.

There is therefore not a standalone junction model of the junction between the Gallagher Retail Park and either the existing stub-end which becomes a principal site access or with Manor Road.

In the future year assessments the highway network diagrams do not appear to show any vehicle flows emerging from the Gallagher Retail Park onto the existing Stub End which becomes the proposed "Access C - New four-arm roundabout at the B4634 Stub End / Gallagher Retail Park junction on the eastern edge of the site."

It is therefore our initial view that no assessment has been made within the submitted Transport Assessment of the impact of the proposed Elms Park development on the operation of the existing Gallagher Retail Park. Given that the development is predicted to generate 1,068 two-way trips past the western retail park access in the PM peak alone, it is considered highly likely that there will be a significantly detrimental impact on the operation of the retail park. We would recommend a more detailed investigation be made, and we would also be keen to discuss our concerns with Phil Jones Associates.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Paul Smith', is written over a light blue horizontal line.

Paul Smith
Director
WYG

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C.C. Mr John Hinett - Tewkesbury Borough Council

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