



Matter 3: Housing and mixed use development

23 January 2019

Cheltenham Local Plan Submission Examination On Behalf of Miller Homes

Matter 3: Housing and mixed use development

Main Issue: Do the proposals for residential and mixed use development in CP Policies H1 and H2 deliver the requirements for residential development in the JCS set out in Policy SP2 and Table SP2a?

1 Table SP2a identifies a supply of 1,011 dwellings to be identified through the Cheltenham Plan. Does the CP identify sufficient land to meet this requirement?

1. NPPF(1), against which the plan is being considered, requires local plans to meet objectively assessed needs with sufficient flexibility to adapt to rapid change (para 14). We are concerned about the components of supply shown in Table 1 and their consistency with SP2A of the JCS, including the windfall allowance.
2. Furthermore, the CP identifies a OAN of 10,917, with a supply, including that from the proposed allocations in the CP of 11,030. This is only a 1% buffer which is inconsistent with NPPF(1) para 14. The additional allocation at MD5 would by itself double this buffer.

2 Does the allocation of any of the sites under Policy H1 or H2 affect the soundness of the CP?

3. Policy H2 includes MD5 (Leckhampton) as a site for approximately 250 dwellings and a secondary school. We addressed this Matter of soundness in Respect of Matter 1.
4. The Inspector has requested that where participants have already set out their full cases within their existing representations there should ordinarily be no need for the production of further written statements in response to the MIQs.
5. We have set out clearly in our original representations (Comment ID 1221) to the Submission Plan that we do not believe the SA/SEA (SD07) has undertaken an assessment of reasonable alternatives for locally relevant policies and non-strategic site allocations in respect of the proposed secondary school at Leckhampton as part of proposed policy H2, MD5.
6. As is clear from our original representations the SA/SEA could not have undertaken an assessment due to the very late alteration to the plan to include the school. It is clear from the SA/SEA that the unpublished draft of the Submission Plan did not countenance a school and the MD5 site was originally included within Policy H1 (SD07 para 6.17 and table at para 6.18) as a residential site for 350 units.
7. Late submissions (EDO11) have been accepted from Gloucester County Council, Local Education Authority, which themselves object to the inclusion of the school site within MD5.
8. The Inspector's comments (ED003) regarding omission sites is noted. Our original Submission refers to whether the Submission Plan is "the most appropriate strategy" on the basis of proposing a school rather than further residential development on part of MD5. In this case it is Miller Homes' view that MD5 is clearly not an omission site rather the late partial inclusion of a school is not the most appropriate strategy and that the whole site should revert to the original draft housing allocation.
9. Rather than making the whole plan unsound the local Planning Authority should accept main modifications to remove the school site from MD5 and revert to the original draft plan of proposing 350 units on this site. This potential solution is raised by the Inspector in ED003 and endorsed by the Council in ED004. This scheme has been consulted on

with the local planning authority and with local stakeholders and critically was part of the SA/SEA (SD07 para 6.17 and table at para 6.18). We would contend that the principle of development of the whole MD5 site for residential use has been addressed in the SA/SEA, our original statement and consulted upon both as part of the local plan process and in a development management context.

3 To what extent has the trajectory at Table 8 of the CP been agreed with the relevant landowners, developers and agents? Are the sites identified in Policies H1 and H2 likely to deliver 1,011 dwellings by 2031 in accordance with the requirements of the NPPF para 47?

10. The trajectory in Table 10 has not been discussed with landowners, developers or agents in the case of MD5. As such it has not been agreed. In respect of MD5, as discussed above, this would not have been possible as the figure of 250 dwellings was not raised prior to the publication of the Submission plan.
11. However, the developers and agents had been having discussions with policy and development management officers since late 2016 regarding the development of circa 350 units on this site based upon a draft Masterplan (RPS M3-1). This culminated in August 2017 with pre-application advice (RPS M3 – 2) based on development of circa 350 dwellings. An EIA Screening Opinion (RPS M3 – 3) in respect of 350 dwellings was also issued in August 2017.
12. In respect of the trajectory commencement of delivery of new homes in 2018-2019 will not occur for site MD5. A planning application for the site is well advanced and likely to be submitted this year with anticipation that delivery of new homes is likely to occur in 2020-2021.
13. Based on an allocation of 350 the developers, Miller Homes, anticipate delivery of 60 units per year. It is anticipated that the site would be built out by 2025-2026.

*5 Would it be appropriate to allocate additional housings sites in the CP in order to provide more choice and help to ensure that the target figure of 1,011 dwellings is met? (NB: this **does not** seek the identification of sites currently omitted from the CP)*

14. For the reasons explained in response to question 1 the answer is yes.
15. The CP should allocate the whole of what is called MD5 for residential use, reverting to the draft Submission Plan figure of 350 units. This would represent an additional 100 units and would result in an efficient use of the developable area consistent with NPPF para 122 and para 14 of NPPF(1) in respect of flexibility as referred to above.
16. This is also consistent with paragraph 5.1. of the Submission Plan states,

“The Council seeks to ensure that all new buildings and spaces make a positive contribution to Cheltenham and to the lives of its residents and visitors. It therefore places great emphasis on the importance of good design in all development. Good design with well-considered buildings and spaces is key to making places that are successful both socially and economically, good to live in, and attractive to visit. It helps to achieve value for money in new developments, and makes effective use of scarce resources, be they land or materials.” (Our emphasis)

Reasons for Making Better Use of Site MD5

17. Pre-application discussions with policy officers, development management officers and urban design officer sought to establish appropriate urban design principles to achieve an appropriate and effective use of the site. This is reflected in the draft masterplan (RPS M3 – 1) upon which pre-application advice was received.
18. The pre-application discussions with Cheltenham Borough Council Officers was initiated as a discussion regarding the allocation of the site in the emerging local plan (RPS M3-4) following the outcome of the JCS whereby the site was considered to be non-strategic and should come forward through the local plan.
19. The proposed JCS Main Modifications proposed deletion of Strategic Allocation A6 Leckhampton for circa 1200 dwellings. The final Report (NSO12, para 185) says,

“The strategic allocations at North Churchdown (A4) and Leckhampton (A6) are unsound. However, a reduced local allocation could be made at Leckhampton in the forthcoming Cheltenham Local Plan, which should also designate Local Green Space within this area. Whilst I previously commented that an allocation in the order of 200 dwellings at Leckhampton might be reasonable, this was only an approximation and intended to indicate a scale below the strategic threshold for the JCS. The final figures should be based on a full assessment of the area to provide the evidence base to underpin an appropriate allocation.”
20. Cheltenham Local Plan Preferred Options (paragraph 6.6.3) states,

“An indicative figure of 200 dwellings has been used for potential development; however, this is based on basic density assumptions so it is likely to change as masterplanning progresses. Any development in this location will have to take into account landscape impacts, highways issues and green space. A clearer picture of what the Council's preferred option for this site will be provided in the next stage of consultation. Indicative boundaries are included on the relevant maps. These are based on the JCS Inspector's comments in her Note of recommendations from 21 July 2016.” (our emphasis)
21. The pre-application exercise was seeking to prepare a plan for the area referred to in the Preferred Options so as to clarify those basic density assumptions as part of the masterplanning process taking into account landscape, highways and GI to inform the next stage of consultation. It was Mr Stepheson's (Development Manager-Strategy, CBC) suggestion that such a plan needed Development Management input to inform the local plan allocation.
22. It would be appropriate to allocate additional housing sites in the CP. This additional housing would provide more choice while ensuring the target figure is met.
23. Miller Homes have considered the traffic effects of an allocation of circa 350 dwellings on site MD5 in isolation and with the addition of a 900 pupil secondary school on an adjacent site. As per GCC's attitude to the housing allocation on MD5 (EDO141), Miller Homes and RPS remain neutral on the relative merits of the school allocation other than those previously set out. However, should the Inspector consider a combination of 350 dwellings on MD5 and an adjacent secondary school then we can confirm that development should not be prevented or refused on highways grounds as there would not be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would not be severe.

24. The conclusions to Miller Homes' Transport Statement, (RPS – M3 XX) states:

5.1.13 “The Gloucester, Cheltenham and Tewkesbury Joint Core Strategy (JCS) Transport Evidence Base / Transport Strategy (referred to as Do Something 7) preferred mitigation package for the A46 Bath Road (central Cheltenham) to A417 junction corridor includes:

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

5.1.14 The JCS Transport Strategy helpfully confirms that the preferred mitigation package **“resolves delays along the Shurdington Road corridor”** and **“significantly benefit public transport specifically the operation of the 10 service within the A46 corridor”**.

5.1.15 The evidence base to the Cheltenham Plan includes a two phase Transport Assessment prepared by Arup.

5.1.16 The Phase One Transport Assessment assesses the Cheltenham Plan against:

- The JCS Do Minimum scenario - Some 17 junctions were identified as requiring assessment in more detail in the Phase 2 Transport Assessment - of these junctions two were on the A46 corridor (A46 Bath Road (central Cheltenham) to A417 junction) – the A46 / Leckhampton Lane and A46 / Church Lane junctions; and
- The Do Something 7 scenario - A reduced number of 8 junctions were identified as requiring assessment in more detail in the Phase 2 transport assessment - none of these junctions were on the A46 corridor (A46 Bath Road (central Cheltenham) to A417 junction).

5.1.17 The Phase 2 Transport Assessment looks at the impact of the Cheltenham Plan against the JCS Do Minimum scenario. The Phase 2 analysis however provides no further analysis or testing against the Do Something 7 Scenario.

5.1.18 The Phase 2 Transport Assessment concludes that at the 17 junctions tested the results of the junction modelling show that mitigation is not required as a result of the proposed developments as the majority are already over capacity in the Do Minimum modelling scenario and are not significantly worsened by the development traffic. Those that aren't already over capacity in the Do Minimum are either not significantly impacted by the development traffic or remain within capacity in the Do Something scenario. No mitigations options have been suggested.

5.1.19 In consultation with the highway authorities (Gloucestershire County Council and Highways England a detailed microsimulation traffic model (Paramics) of the A46 Shurdington Road corridor in south west Cheltenham, including Leckhampton and the A417) has been developed to test the impact of the proposed Leckhampton development.

5.1.20 The “with proposed development” modelling undertaken has allowed for the site access strategy summarised in Section 3 of this report and the following improvement schemes on the A46 corridor:

- A46 Shurdington Road/ Moorend Park Road junction –additional improvement on top of the committed improvement; and
- A46 Shurdington Lane/ Leckhampton Lane junction - ghost island right turn arrangement.

5.1.21 Both of the improvement schemes sit comfortably with the preferred mitigation package for Corridor 9 – A46 Bath Road (central Cheltenham) to A417 junction – as set out in the JCS Transport Strategy (So Something 7).

5.1.22 For a development proposal of 350 dwellings and a secondary school, the modelling results indicate that as a result of the mitigation measures, there will be an improvement to network conditions on the A46 corridor with a reduction in journey times and queuing compared to the opening year base scenario.

5.1.23 Further, the above results accord with the conclusions of the JCS Transport Strategy which confirms that the preferred mitigation package “**resolves**

delays along the Shurdington Road corridor” and “significantly benefit public transport specifically the operation of the 10 service within the A46 corridor

5.1.24 Against this background, it is concluded that traffic generated by an additional 100 dwellings (total of some 350 dwellings) and a secondary school can be accommodated satisfactorily on the A46 Shurdington Road corridor without the residual cumulative impacts being severe.”

6 Is there adequate justification for the siting of a school within the Leckhampton allocation (MD5)?

Summary of Miller Homes Case

25. The Inspector has requested that where participants have already set out their full cases within their existing representations there should ordinarily be no need for the production of further written statements in response to the MIQs.
26. We have set out clearly in our original representations (ID 1221) to the Submission Plan that there is no justification for the siting of a school within the Leckhampton allocation
27. There are reasonable alternatives to the proposed school site. The County Council own adjacent land. This land needs to be assessed for the proposed school use in terms of suitability for development in the current context.
28. Firstly, the County Council land formed part of the SA6 strategic allocation in the JCS and was considered within the evidence base to the JCS and formed part of the developed area shown in the submission JCS Masterplan. The site seems to have been discounted by the local planning authority for development based simply on Inspector Ord's comments in her interim reports regarding landscape sensitivity. However, these comments need to be looked at in the current context and the local planning authority should have taken an unconstrained view on the suitability of sites for a very significant need that was not considered within the JCS.
29. The landscape evidence base for the Cheltenham Local Plan has not been updated, except for specific allocated sites. The County Land, Site 2, was classed in 2012 when allocated for development in the Submission JCS as having medium landscape sensitivity but high visual sensitivity with adjacent land having medium visual sensitivity.
30. The landscape impact of development of the County land should be considered in the context of the development of MD5, either for residential as was proposed in the draft Submission Plan, or in the context of large, bulky, two-storey buildings being developed on adjacent land to the north (i.e. the school site). The Landscape Visual Sensitivity also needs to be considered in the context of the development of the 377 units on the Redrow Farm Lane site, and in the context of the long term future of those areas of previously development land at Leckhampton fields which are proposed to remain unallocated and excluded from LGS.

31. Any building on Site 2 located to the north, adjacent to the existing and proposed PUA would have minimal landscape impact.
32. Significantly, Site 2 is owned by the County Council at agricultural values, the proposed site, Site 1, will have much higher values even if designated for the development of a school. The value of such land required for essential education facilities can be as high as the value for residential land.
33. In terms of timescales, Miller Homes and the owners of the site will, and are, resisting the land's development for a school; they will resist any sale and will object to any CPO brought forward by the County Council. This will not only have a significant impact on delivery and timescales, but makes delivery ultimately uncertain. The County Council's site report relies on CPO powers to acquire the land and any CPO Inquiry will need to demonstrate that there are no reasonable alternatives.

County Council (LEA) Revised Position

34. Since the County Council's submission (EDO11) in 22 March 2018, which followed their first public declaration of their ambitions for siting the school on the Miller Homes site on 12 November 2017 they have themselves publicly stated that the Miller Homes sites is not suitable nor a site they are indeed pursuing. It is understood that via McLoughlin Planning the County Council will be making this submission themselves.
35. The Inspector should be aware that on 20 September 2018 (RPS M3 6) GCC wrote to CBC Director of Planning to confirm,

"As you will know, the LA has been further examining the suitability of the land identified in the emerging Local Plan for the deliverability of a new 6 forms of entry (6FE) secondary school, and, as a consequence of these further investigations and advice received, we now understand that the new school can be accommodated on the land solely owned by the County Council on Farm Lane Cheltenham. Illustrated in Plan A attached.

The LA acknowledges that much work is still to be done regarding design, layout, traffic and accessibility to the site, however we are of the opinion that with appropriate mitigation, this site will be the most appropriate location for the new school.

We are mindful that in planning terms the proposed use for the site may not fully align with the aspirations of the current version of the emerging Local Plan or adopted JCS, however we believe there is a compelling case for the secondary school to be incorporated into any new adopted Local Plan.

As a consequence of our undertaking to deliver the new school within the curtilage of our site, we would formerly like to make representation to you that we can not support (sic) latest version of the draft Local Plan designating the Council owned site as Local Green Space and instead ask for the site to be designated as suitable for education purposes. (Our emphasis)

36. Subsequently, on 5 October 2018, GCC Legal services conformed to the land owners at Leckhampton that they would not be pursuing the purchase of any of their land at the present time and that GCC are focusing on development of its own land (RPS M3-7).

37. Also on 5 October 2018 the GCC website confirmed “after a thorough search, including surveys of land around the Leckhampton area, officers have identified a plot of land owned by the county council off Kidnappers Lane as the location for the new school.” (RPS M3 – 8)
38. On 29th November 2018 agents for GCC informed the programme officer of its new position in that it has reconsidered its position as to the support for the provision of a secondary school on MD5 and that it has re-evaluated its position in terms of the provision of a secondary school on allocation MD5. As a result, the County Council are now looking to promote land adjacent allocation MD5 for a school development. The Council acknowledge the plan may be found unsound due to the inclusion of a non-deliverable Secondary School allocation when at the same time the County have come up with a viable alternative. (EDO11).
39. On 30 November 2018 agents for GCC contacted RPS to confirm their position and stated inter alia:
- “Having carefully considered the responses on the Local Plan and the County’s desire to deliver the School as quickly as possible, there has been a change in position whereby the County will be looking to promote its land adjacent to the Miller land (see attached Plan) for the new Secondary School. As a result, the County will not be supporting the School allocation on the Miller Homes land.”***
(RPS M3 – 9a)
40. This letter included a plan identifying the land owned by the County Council as referred to above (RPS M3 9b).
41. This position was confirmed by the GCC and their agents at a meeting with Miller Homes and RPS on 19 December 2018. GCC position being that they would be objecting to the inclusion of a secondary school within MD5, on the Miller Homes site, as it was agreed that it would be undeliverable due to cost, delay and other reasons particularly given the County’s ownership of adjacent land. The County Council also confirmed their intention to pursue an application on their own land during 2019.
42. At the time of writing Miller Homes have not seen the County Council’s intended further submissions. However, based upon the above referenced material Miller Homes believe it is clear the County Council, Local Education Authority does not support the allocation and development of a school within MD5. It can not therefore be justified to make such an allocation. Furthermore, Miller Homes’ original Regulation 19 submissions (ID 1221), made at a time when the County Council did support the allocation, demonstrate the allocation of a school site within MD5 is neither appropriate, deliverable or indeed justified. This is inconsistent with NPPF(1) para 182 that the plan should be effective in that it should be deliverable.

Appendix RPS – M3 – 1
Illustrative Masterplan



-  SITE ACCESS
-  PEDESTRIAN ACCESS
-  MAIN ROUTE
-  SECONDARY / PRIVATE ROUTE
-  PROPOSED PLAY AREA
-  OPEN SPACE
-  PROPOSED SUDS
-  EXISTING TREES
-  PROPOSED TREES

PRELIMINARY

Project: LAND AT KIDNAPPERS LANE,
LECKHAMPTON, CHELTENHAM

Title: DRAFT ILLUSTRATIVE
MASTERPLAN

Client:

miller
homes



Scale @ A1:
Scale 1:1000



Rev Date Drawn Checked

Date: JANUARY 2017

Drawn by: MBC Checked by: BB

Orig No: CL70_064_A01 Rev:

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Delegated Officer Report

APPLICATION NO: 17/00243/PREAPP		OFFICER: Mr Craig Hemphill
DATE REGISTERED: 24th January 2017		DATE OF EXPIRY:
WARD:		PARISH:
APPLICANT:	Miller Homes	
AGENT:		
LOCATION:	Land At Shurdington Road Cheltenham	
PROPOSAL:	Proposed residential development	



1. DESCRIPTION OF SITE AND PROPOSAL

- 1.1 The pre application request relates to a proposed residential development on the south east side of Shurdington Road. Specific numbers are not specified but discussions have referred to approx. 350 units.
- 1.2 Submitted with the pre application request were an illustrative layout, block patterns and frontage plan and a framework plan. None of these plans include a scale.
- 1.3 Following initial discussion with the Boroughs Urban designer a revised illustrative layout was provided. The layout comments provided below relate to the revised plan submitted.
- 1.4 The comments provided below relate to the documentation submitted with the pre application (policy and urban design). Therefore matters (not an inclusive list) including highway impact, landscape impact, drainage/flooding, S106 requirements, ecology, archaeology and cultural history are not commented on. Once information is provided on these we will facilitate additional responses.

2. COMMENTS

- 2.1 The application site is semi-rural site outside of the current principal urban area, as defined in the adopted Cheltenham Borough Local Plan. The proposal site is located approximately 700m from the Cotswold Area of Outstanding Natural Beauty (AONB).
- 2.2 An application for up to 650 dwellings in this area was refused as part of an outline application (13/01605/OUT). The appeal was called in by the Secretary of State and dismissed on 5th May 2016.
- 2.3 Relevant material considerations include:
 - o National Planning Policy Framework (NPPF)
 - o National Planning Practice Guidance (nPPG)
 - o The emerging JCS and its evidence base
 - o The emerging Cheltenham Draft Plan Part 1 and its evidence base
 - o Cheltenham Borough Local Plan Second Review (2006)

2.4 Policy context

- 2.4.1 Chapter 4 of the Cheltenham Borough Local Plan 2006 contains Core Policies and Proposals including land allocations. Whilst Land at Leckhampton is not allocated, the plan as adopted contained a statement in supporting text, page 62, which set out the Council's position in relation to this unallocated land. In the statement, which reflected the views of the Inspector presiding at the Local Plan Inquiry, the council recognised the intrinsic value of the land as a resource for its recreational, landscape, wildlife and archaeological interest, but said that the land would be reassessed through cross-boundary working as a potential development site within the context of the RSS.
- 2.4.2 Saved policies in the Local Plan relevant to the consideration of the principle of development on this site include:
 - o Sustainable Development (CP1, CP3); which seek, amongst other matters, to conserve and enhance Cheltenham's natural resources and environmental assets and not cause harm to its setting or landscape character.

- o Housing Development (PR1, PR2, HS1); which direct development within the Principal Urban Area to allocated sites and previously developed land.
- o Landscape Protection and Design (CP3, CO1, CO2, CO14); which seek to avoid harm to landscape character and to consider the design of developments which about the countryside.
- o Travel Transport and Accessibility (CP5, CP7); which seek developments which minimise the need to travel and adequately allows for methods of travel other than by private car. CP7 seeks to ensure development is of a high standard of design.
- o Provision of necessary infrastructure and facilities (CP8); which seeks developments to provide the necessary infrastructure, services and facilities to the meet the needs arising from the development.

2.4.3 In considering the application of these policies to the proposal it is important to have regard to section 215 of the NPPF. This says that 'due weight should be given to relevant policies in existing plans according to their degree of consistency with this framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given)".

2.4.4 Whilst some of the policies in the adopted Cheltenham Local Plan remain relevant, given the end date of the plan as 2011, it is acknowledged that the housing needs evidence base underpinning the Local Plan is out of date. The evidence base for the JCS now takes precedence and addresses the Objectively Assessed Need (OAN) for growth, a requirement of paragraph 14 of the NPPF.

2.4.5 The NPPF also requires Councils to demonstrate a 5-year housing land supply incorporating a 5% buffer, or a 20% buffer where there has been a record of persistent under delivery of housing. In accordance with section 49 of the NPPF, 'relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites.'

2.4.6 Based on development within the Cheltenham boundary alone, the Council cannot currently demonstrate an ongoing 5-year housing land supply. Adopted Local Plan Policies relating to housing supply may therefore be considered out of date.

2.4.7 However, the development of the JCS is well progressed through examination, and is expected to be adopted in 2017. On adoption of the JCS Cheltenham Borough will be able to demonstrate an ongoing 5 year supply and will address its objectively assed need within the plan period.

2.4.8 Even if the Council is not currently able to demonstrate a 5 year housing land supply this does not mean that planning permission for residential development should be granted if any adverse impacts of doing so would significantly and demonstrably outweigh the benefits. Other policies in the Local Plan and NPPF remain material considerations in the determination of this balance.

2.5 Implications of the JCS

2.5.1 The Leckhampton site is no longer part of the JCS and is now being looked at as part of the emerging Cheltenham Plan. Despite this the JCS examination hearings and the Inspector's interim findings remain material. The main issues about this site which arose from the JCS process were:

- o Highways impacts
- o Impact on the Cotswolds AONB

- o Local landscape impacts
- o Local desire for Local Green Space (LGS) designation (including potential loss of amenity)

2.5.2 All of these points will need to be addressed as part of any planning application on this site.

2.5.3 In her interim findings the JCS Inspector recommended where she thought that LGS should be designated in Leckhampton. She described an area which is very similar to Leckhampton with Warden Hill Parish Council had submitted as part of their LGS application (figure 1). The current indicative site layout does not include any land which is being suggested for Local Green Space by the Parish Council or the JCS Inspector.

2.5.4 The JCS Inspector also recommended that development in the area should be contained within the 'green' portion (low landscape sensitivity) as shown in the Landscape & Visual sensitivity and Urban Design Report (figure 2). Part of the proposed development appears to lie within an area which the report found to be of medium landscape sensitivity. Any application, even within the 'low landscape sensitivity' portion, will require robust landscape evidence to prove that it will not cause harm and that any harm can be sufficiently mitigated. Any development in the medium or high landscape sensitivity portions would need to be justified with particularly strong evidence.

2.5.5 It should be noted that the site is being looked at afresh as part of the Cheltenham Plan and findings of the JCS have significant weight but are not inviolable.

2.6 Site comments

2.6.1 Making best use of a site of this size is vital to the future of Cheltenham. This means that all aspects of it should be thought through very carefully and appropriately evidenced. Therefore, it is recommended that the site promoters continue to engage with the planning policy and development management teams at Cheltenham Borough Council to ensure that the plan led process is followed. This will allow significant community consultation as well a level of certainty for both residents and developers. It will also increase the quality and speed of the subsequent planning application.

2.6.2 The site falls outside of the existing urban area so if an application was submitted at the moment then it would not conform to the local development plan. Several other national and local policies (discussed above) would also be taken into account.

2.6.3 It would be best for the proposed development to continue to progress as part of the Cheltenham Plan as well as utilising development management input to produce a comprehensive masterplan.

2.7 Emerging local plan consultation response update

2.7.1 192 postcards were received by respondents supporting the protection of LGS at Leckhampton. The postcard, produced by Leckhampton Green Land Action Group (LEGLAG), asked respondents whether they agreed with the parish council's proposed LGS boundaries.

2.7.2 The Preferred Options document included a combined housing and Local Green Space (LGS) allocation at Leckhampton. As aforementioned, the Parish Council's proposal for green space was very popular. However, the majority of respondents for both the LGS proposals and the housing proposals in Leckhampton objected to any housing in the area at all. Issues raised include: loss of valuable green space, increase in traffic exacerbating congestion issues, strain on local public services, and site location in proximity to the AONB.

2.8 Design and layout

2.8.1 These comments are based on the layouts submitted and provide no comment on the principle of a residential development of this size at the location proposed.

2.8.2 The general approach and design principles are considered to be acceptable. There are a number of benefits in the approach taken including ease of movement around the site, particularly for pedestrians and cyclists; clear definition for private public spaces, a benefit in terms of amenity; passive surveillance of streets and public open space, a benefit in terms of good places to live and security; efficient use of space; efficient use of parking; a reflection of the sites location by way of urban grain, retention of existing landscape, biodiversity and existing character qualities at a location on the edge of Cheltenham adjacent to the Area of Outstanding Natural Beauty. The illustrative plan provided helps to set the context, however additional work/detail will be required via a considered Design and Access Statement to ensure that the blocks work successfully.

2.8.3 The residential area to the south east adjacent to Kidnapper Lane remains a principle issue in terms of its location in the higher landscape sensitivity plan. As submitted there appears to be little justification on why this is proposed.



2.8.4 Drilling into the layout there are a few areas which will need refinement, these are as follows:



- Given the location of the site on the urban fringe the formal square may not be the best approach in terms of responding to the existing local context. A softer focal point of a semi-rural approach may be more appropriate.



- There are 5 areas in the layout which incorporate what appear to be parking spaces to the fronts of the residential blocks. In experience this approach is followed in higher density schemes, and can result in car dominated environments which do not

often contribute in a positive way to the public realm. Their inclusion does not seem appropriate in the context of the site and the wider area along and the general landscape design approach taken. To note densities should lessen as the site moves away from Shurdington Road.



- A number of access roads are proposed on the boundary of the site. This approach is not problematic, however the design of roads should be low key with the existing boundary landscaping retained. As these roads will create cul-de-sacs, every opportunity should be taken to provide pedestrian and cycle connections for the site and adjacent residential areas.



- The point at which the green corridor intersects with the main road needs careful consideration to ensure that the road does not create a disconnect for the green corridor.

2.9 LFRA comments

- 2.9.1** Gloucestershire County Council as the Local Flood Authority (LLFA) has reviewed the above pre-application request in respect of surface water flooding.
- 2.9.2** The proposed site is mainly within the Environment Agency's flood zone 1 with the north-eastern boundary within flood zones 2 & 3.
- 2.9.3** The site is bisected centrally north/south by the Hatherley Brook which is culverted under the Shurdington Road downstream of which it is classified as a main river. There is some flood risk from surface water flooding from the Hatherley Brook across the site which appears from the plans supplied to coincide with the proposed areas of public open space.
- 2.9.4** The surface water flood risk increases where the Hatherley Brook passes under the Shurdington Road.
- 2.9.5** Gloucestershire County Council has one recorded incident of property flooding on the Shurdington Road in the vicinity of the Hatherley Brook culvert.
- 2.9.6** Further information including SuDS advice and guidance can be found on the GCC website at <http://www.gloucestershire.gov.uk/planning-and-environment/planning-policy/surface-water-drainage-and-major-planning-applications/>

2.10 Trees

- 2.10.1** The Tree Section recognises that the Illustrative Master Plan appears to respect and retain existing TPO'd oak and ash trees as well as a significant proportion of the best existing vegetation. This is for the good. There appears to be many more trees to be planted than there are to be felled. Most of the proposed new trees are to be situated on proposed plots and so their long term retention is likely to be at the whim of the householder. Many of these trees are at the front of properties and as such would have the greatest visual amenity. It would be preferable if such trees were planted within a roadside verge so that they would

become publically owned if such a verge became publically adopted or owned by the overall management company as appropriate.

2.10.2 It is also noted that the ditch passing through the middle of the site is to be retained. Careful consideration needs to be made as to the end user of the area. It is anticipated that many young families would likely purchase these properties and their children need an acceptably safe open space in which to play. Details need to be submitted as to how this would be achieved.

2.10.3 Similarly, there would be much detail which would need to be submitted if this were to become a full planning application-BS 5837 (2012) tree survey, Tree Protection and Removal Plans, Shade Analysis, Tree Planting Plan, Full Landscape Plan etc.

2.11 S106

2.11.1 Attached to this report for information is Gloucestershire County Councils local developer guide.

2.11.2 An update to this report will be provided on affordable housing.

To note – The above is applicable on the date of the report but may be subject to change in the event of changes to policies, legislation or other considerations prior to the submission of a planning application. Furthermore, the above are views expressed by Officers of the Council and are not binding on any decision made by Planning Committee who may ultimately determine any application submitted.



CHEL TENHAM BOROUGH COUNCIL

RPS Planning & Development
FAO Mr Tim Partridge
Highfield House
5 Ridgeway
Quinton Business Park
Birmingham
B32 1AF

Ddi number: 01242 264314
Our ref: 17/00832/SCOPE
Receipt Number:
Planning Officer: Mr Craig Hemphill
Date: 7th August 2017

Dear Mr Partridge,

Re: Town and Country Planning (Environmental Impact Assessment) Regulations 5 2011 (as amended)

Thank you for the documentation received on the 28th April 2017. You requested in your letter that the Local Planning Authority consider the scope of an Environment Statement as set out in the details submitted. Prior to concluding on this process it was considered that a screening opinion should be provided in the first instance on whether the proposed development constitutes 'EIA' development as required by the Town and Country Planning (Environmental Impact Assessment) Regulation 5 2011 (as amended) in respect of proposed development at land between Shurdington Road and Kidnappers Lane, South Cheltenham.

The proposed development is set out in the submitted details as 'at least 350 dwellings across a 17ha site, situated adjacent to the existing residential area, and will be delivered in an appropriately phased manner. Also included within the scheme will be significant amount of public open space. The residential element of the scheme will include a mix of housing of a range of different sizes and tenures to contribute to the sustainable provision of required housing for the Cheltenham area. This will include affordable housing provision in accordance with the Local Planning Authorities requirements.

Having considered the proposal as detailed, Cheltenham Borough Council is of the opinion that the application does not fall within Schedule 1 Development of the Environmental Impact Regulations 2011 as amended, but does fall within Schedule 2 Development, Part 10, Infrastructure Projects (b) Urban Development Projects. The development exceeds the column 2 (of schedule 2) thresholds of (ii) 150 dwellings and (iii) the site area 5 hectares. However considerations has to be given to the characteristics of the development, its location and potential impacts as set out in Schedule 3 of the Environmental Impact Assessment Regulations 2011 (as amended).

Having regard to the criteria of schedule 3 (10 Characteristics of development, 2 – Location of development, and 3 – Characteristics of the potential impact) and the details set out in the documentation provided, the Local Planning Authority considers that the proposed development when considered the need for an ES that the proposal is not likely to have significant effects on the environment. The site is not located in a sensitive area and while there is potential for some effects to be generated by the scheme (including: archaeological and heritage, ecology and biodiversity, flood risk and drainage, ground contaminations, highway impacts and safety, landscape character and visual amenity, public rights of way), it is reasonable to expect that mitigation measures can be provided which would be submitted with any planning application for due consideration to avoid for the potential for significant effects to be generated.

Environmental effects are therefore considered to be unlikely significant and the Local Planning Authority therefore issues a negative opinion that an Environmental Impact Assessment is not required.

Yours sincerely

Tracey Crews
Director of Planning

Appendix RPS – M3 -4

Email confirmation of scope of Pre-Application Discussions

Tim Partridge

From: Tim Partridge
Sent: 29 November 2016 14:15
To: Martin.Chandler@cheltenham.gcsx.gov.uk; John.Rowley@cheltenham.gov.uk
Cc: philip.stephenson@cheltenham.gov.uk; Craig.Hemphill@cheltenham.gov.uk; tracey.crews@cheltenham.gcsx.gov.uk
Subject: RE: JCS Inspector's Note

Martin

Before going back to my clients with this, as previously discussed, this is not an application we are pursuing. This is a response to the Examination Inspectors request to discuss capacity at the site and now a response to the Preferred Options going to committee on 6 Dec with the references to,

“An indicative figure of 200 dwellings has been used for potential development; however, this is based on basic density assumptions so it is likely to change as masterplanning progresses. Any development in this location will have to take into account landscape impacts, highways issues and green space. A clearer picture of what the Council’s preferred option for this site will be provided in the next stage of consultation. Indicative boundaries are included on the relevant maps. These are based on the JCS Inspector’s comments in her Note of recommendations from 21 July 2016.”

The point of us preparing a plan for the area referred to in the Preferred Options is to clarify those basic density assumptions as part of the masterplanning process taking into account landscape, highways and GI to inform the next stage of consultation.

It was Philip’s suggestion that such a plan needed Development Management input. It seems somewhat unreasonable to be seeking a charge of over £4000.00 for Development Plan consultation called for in the Preferred Options. Whilst you say this “cannot be given away freely” we are seeking to assist the local planning authority in preparing its Local Plan.

Can you please consult with your Development Policy colleagues to confirm this is an appropriate course.

Regards

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From: Martin.Chandler@cheltenham.gcsx.gov.uk [mailto:Martin.Chandler@cheltenham.gcsx.gov.uk]
Sent: 29 November 2016 13:43
To: Tim Partridge; John.Rowley@cheltenham.gov.uk
Cc: philip.stephenson@cheltenham.gov.uk; Craig.Hemphill@cheltenham.gov.uk; tracey.crews@cheltenham.gcsx.gov.uk
Subject: RE: JCS Inspector's Note

Tim,

We will put some thought to dates now that you have confirmed the below – one of us will come back to on this in the next day or two.

In terms of a fee, on the assumption that you will be proposing more than 100 units, the initial fee will be £4000. For this we will of course meet with you, discuss your proposals at the meeting, discuss internally, and provide you with feedback.

However, it is likely that from this initial meeting, additional resource from the Council will be necessary and we cannot give this away freely. Once we have received some more information and perhaps after the initial meeting, I would like to give some thought to setting up a PPA through which we can commit a sensible level of resource, but we would have to charge for this.

In the absence of a PPA, we would need to charge separately for the majority of meetings and subsequent work that will be necessary on the assumption that a planning application will be worked up. This always feels like a much more painful exercise on all sides.

Regards,

Martin Chandler

Development Management (Applications) – Team Leader
Cheltenham Borough Council
Martin.chandler@cheltenham.gov.uk
Tel: 01242 264168

From: Tim Partridge [<mailto:tim.partridge@rpsgroup.com>]
Sent: 29 November 2016 11:33
To: Martin Chandler; John Rowley
Cc: Philip Stephenson; Craig Hemphill
Subject: RE: JCS Inspector's Note

Thanks Martin

The team are committed to have a draft plan available to circulate to you by the middle of January and so I was looking for dates in the last week in January to give you a week, as you suggested, to consider what is submitted.
Regards

Tim Partridge BA (Hons) Dip TP MRTPI
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From: Martin.Chandler@cheltenham.gcsx.gov.uk [<mailto:Martin.Chandler@cheltenham.gcsx.gov.uk>]
Sent: 29 November 2016 11:29
To: Tim Partridge; John.Rowley@cheltenham.gov.uk
Cc: philip.stephenson@cheltenham.gov.uk; Craig.Hemphill@cheltenham.gov.uk
Subject: RE: JCS Inspector's Note

Dear Tim,

Thank you for the email.

As previously discussed, I would expect to run this as a pre-application. This will need to be instigated by yourselves in terms of an indicative layout and some thoughts around how you have arrived at this.

Once we have this (or at the very least a firm commitment that we will receive it well in advance of any meeting) then we will consider setting a meeting up along the lines you suggest.

How close are you to providing the above?

Regards,

Martin Chandler

Development Management (Applications) – Team Leader
Cheltenham Borough Council
Martin.chandler@cheltenham.gov.uk
Tel: 01242 264168

From: Tim Partridge [<mailto:tim.partridge@rpsgroup.com>]
Sent: 29 November 2016 11:22
To: John Rowley
Cc: Martin Chandler; Philip Stephenson
Subject: RE: JCS Inspector's Note

John
Are you pulling together a suitable date to meet?
Regards

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Email: tim.partridge@rpsgroup.com
www: www.rpsgroup.com

From: Tim Partridge
Sent: 25 November 2016 11:24
To: 'john.rowley@cheltenham.gov.uk'
Cc: Martin.Chandler@cheltenham.gcsx.gov.uk; 'philip.stephenson@cheltenham.gov.uk'
Subject: RE: JCS Inspector's Note

John
Further to our earlier discussions and discussions with Philip and Martin, I would like to arrange a meeting with Policy and Development Management colleagues as appropriate to discuss a draft Illustrative Masterplan we are preparing to inform the Cheltenham Local Plan Preferred Options Consultation.

We are looking to have a draft plan ready at the start of January 2017 and I would be able to circulate a copy to you ahead of any meeting we can arrange for the week commencing 23rd Jan. If you can let me have some dates when we could meet I would be grateful.

Regards

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From: philip.stephenson@cheltenham.gov.uk [<mailto:philip.stephenson@cheltenham.gov.uk>]
Sent: 11 October 2016 12:29
To: Tim Partridge
Cc: Martin.Chandler@cheltenham.gcsx.gov.uk; Craig.Hemphill@cheltenham.gov.uk
Subject: RE: JCS Inspector's Note

Hi Tim,

I think Martin is on leave this week, but I will talk to him on his return

With thanks,

Phil

From: Tim Partridge [<mailto:tim.partridge@rpsgroup.com>]
Sent: 11 October 2016 12:27
To: Philip Stephenson
Cc: Martin Chandler; Craig Hemphill
Subject: RE: JCS Inspector's Note

Philip

I have tried calling martin a couple of times and not getting an answer and there is no message service. Can I ask that martin lets me have some dates for a meeting.

Thanks

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www: www.rpsgroup.com

From: philip.stephenson@cheltenham.gov.uk [<mailto:philip.stephenson@cheltenham.gov.uk>]
Sent: 06 October 2016 15:44
To: Tim Partridge
Cc: Martin.Chandler@cheltenham.gcsx.gov.uk
Subject: RE: JCS Inspector's Note

Hi Tim,

Thank you for your emails, apologies but I have been off sick for the past couple of days with a chest infection. Re. a meeting to discuss Leckhampton, we would be keen to explore a design led approach for a scheme on the 'green areas' through potential pre-app. If you wanted to explore this avenue and fix a date please contact Martin (copied in) my opposite number at applications on: 01242 264168

With thanks,

Phil

Phil Stephenson
Planning Policy Team Leader



Tel: 01242 26 (4379)
philip.stephenson@cheltenham.gov.uk
(Normal working week Monday – Thursday)

From: Tim Partridge [<mailto:tim.partridge@rpsgroup.com>]
Sent: 03 October 2016 15:42
To: Philip Stephenson
Cc: Tracey Crews
Subject: RE: JCS Inspector's Note

Are all the other A to B we looked at last week upto date on Icon?

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From: Tim Partridge
Sent: 30 September 2016 15:05
To: 'philip.stephenson@cheltenham.gov.uk'
Cc: 'tracey.crews@cheltenham.gcsx.gov.uk'
Subject: RE: JCS Inspector's Note

Philip
Can you confirm you got his email and are looking out dates?
Many thanks

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From: Tim Partridge
Sent: 27 September 2016 15:56
To: 'philip.stephenson@cheltenham.gov.uk'

Cc: tracey.crews@cheltenham.gcsx.gov.uk

Subject: RE: JCS Inspector's Note

Philip

Can you let me have some dates for us to come in and discuss such a masterplan.

Many thanks

Tim Partridge BA (Hons) Dip TP MRTPI

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From: philip.stephenson@cheltenham.gov.uk [<mailto:philip.stephenson@cheltenham.gov.uk>]

Sent: 26 September 2016 11:15

To: Tim Partridge

Cc: tracey.crews@cheltenham.gcsx.gov.uk

Subject: RE: JCS Inspector's Note

Hi Tim,

Thank you for your email, although it did take longer for some parts of the Plan to be passed to the inspector over the course of last week, I believe they were all handed in by last Thursday.

Re. the letter you sent us, I would reiterate my previous comments on our concerns over density and access to green space/ other infrastructure. It could be that a more detailed master plan could assuage these. This could be worked through in the pre-app process, if your clients would like to undertake this, which would bring in our design/townscape team, planning policy and applications officers.

With thanks,

Phil

Phil Stephenson

Planning Policy Team Leader



Tel: 01242 26 (4379)

philip.stephenson@cheltenham.gov.uk

(Normal working week Monday – Thursday)

From: Tim Partridge [<mailto:tim.partridge@rpsgroup.com>]

Sent: 23 September 2016 11:44

To: Philip Stephenson

Cc: Tracey Crews

Subject: RE: JCS Inspector's Note

Philip

I understand that proposed mods on individual sites are yet to be passed to the Inspector. Hopefully the additional time has allowed you to take account of the capacity exercise we submitted for Leckhampton. The plan does take into account infrastructure and urban design requirements as set out in the note.

Regards

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From: philip.stephenson@cheltenham.gov.uk [<mailto:philip.stephenson@cheltenham.gov.uk>]
Sent: 14 September 2016 14:44
To: Tim Partridge
Cc: tracey.crews@cheltenham.gcsx.gov.uk
Subject: RE: JCS Inspector's Note

Dear Tim,

Thank you for your email including a potential layout/ capacity for the Leckhampton site. Unfortunately we are currently in the process of passing information to the inspector for her soundness check, and have met with members in relation to the plan going forward, therefore it is too late to properly appraise the capacity estimate at this time.

After having had a brief look at the documents enclosed however I would question the density of the site being suggested. Further information will be needed as to how this will translate into sufficient space for roads and other infrastructure and adequate green space within the development? The design should be of high quality which offers a good standard of living to all future residents living on the site.

We would be pleased to receive this and any further information on suggested layout/ master planning to meet the design requirements set out in JCS Policy SD5 and Cheltenham Local Plan Policy CP7 and any landscape impact work regarding the proposal during the main modifications consultation. We will contact you when the consultation goes live in early November.

With thanks,

Phil

Phil Stephenson
Planning Policy Team Leader



Tel: 01242 26 (4379)
philip.stephenson@cheltenham.gov.uk

From: Tim Partridge [<mailto:tim.partridge@rpsgroup.com>]
Sent: 14 September 2016 10:30
To: Ian Kemp
Cc: Philip Stephenson
Subject: Re: JCS Inspector's Note

Thanks Ian. Noted.

Hopefully Philip/JCS Team will take into account on responding to the Inspector. Philip I will be in touch tomorrow.

Regards

Tim

Sent from my iPhone (please excuse my brevity)

On Sep 14, 2016, at 10:13 AM, Ian Kemp <idxemp@icloud.com> wrote:

Morning Tim,

The Inspector isn't accepting any further submissions ahead of the mods consultation, so I've been asked to return.

Regards

Ian Kemp
Programme Officer

16 Cross Furlong
Wychbold
Droitwich Spa
Worcestershire
WR9 7TA

DD: 01527 861 711
Mob: 07723 009 166

On 13 Sep 2016, at 17:16, Tim Partridge <tim.partridge@rpsgroup.com> wrote:

Philip/Ian

Please find attached Bovis/Miller's response to the Inspector's Note from the July Sessions addressing capacity at the Leckhampton A6 Strategic Allocation.

Regards

Tim Partridge BA (Hons) Dip TP MRTPI
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<CB_70_064_906 CAPACITY STUDY.PDF><Response to Inspectors Note
13_09_16.pdf>

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Appendix RPS – M3 – 5
Transport Statement



Land at Shurdington Road, Leckhampton (Policy MD5)

Transport Statement for Hearing Session – Matters 3 and 8

Client: Miller Homes

i-Transport Ref: MG/BT/EF/ITB12049-012R

Date: 21 January 2019

Land at Shurdington Road, Leckhampton (Policy MD5)

Transport Statement for Hearing Session – Matters 3 and 8

Client: Miller Homes

i-Transport Ref: MG/BT/EF/ITB12049-012R

Date: 21 January 2019

i-Transport LLP

Grove House
Lutyens Close
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Hampshire
RG24 8AG

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Quality Management

Report No.	Comments	Date	Author	Authorised
ITB12049-012 R		21/01/2019	EF/BT	MG

File Ref: T:\Projects\12000 Series Project Numbers\12049ITB Land at Kidnappers Ln, Leckhampton,
Cheltenham\Admin\Report and Tech Notes\012 TS CP Hearing Sessions Feb 19\ITB12049-012 R Transport
Statement for Hearing Session180119.docx

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SECTION 2	Opportunities to Promote Sustainable Transport Modes	3
SECTION 3	Site Access Arrangements	6
SECTION 4	Traffic Impact	7
SECTION 5	Summary and Conclusions	12

Appendices

APPENDIX A	Walking Catchment
APPENDIX B	Cycling Catchment
APPENDIX C	Bus Service 10 Timetable

SECTION 1 Introduction

- 1.1.1 This Transport Statement has been prepared by i-Transport LLP on behalf of Miller Homes who controls land to the south of the A46 Shurdington Road, Leckhampton.
- 1.1.2 The new Cheltenham Plan allocates, under Policy MD5: Leckhampton, approximately 250 dwellings and a secondary school on land controlled by Miller.
- 1.1.3 This document assesses the main transport impacts associated with allocating an additional 100 dwellings (total of some 350 dwellings) and a 900 pupil secondary school on land at / adjacent to the Policy MD5 allocation at Leckhampton should that be considered.
- 1.1.4 i-Transport has held extensive consultation and pre application discussions with the local highway authority, Gloucestershire County Council, regarding the traffic modelling approach, proposed access arrangements and off site highway improvements. This has informed the contents of this document.
- 1.1.5 Section 9 of the revised National Planning Policy Framework (updated July 2018) discusses promoting sustainable transport. Paragraphs 108 – 111 sets out transport matters when considering development proposals.
- 1.1.6 Paragraph 108 states that:

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

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users; and

c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”

- 1.1.7 Paragraph 109 states that:

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

1.1.8 The remainder of this transport statement is set out in the following sections:

- Section 2 - Opportunities to Promote Sustainable Transport Modes;
- Section 3 – Site Access Arrangements;
- Section 4 – Traffic Impact; and
- Section 5 – Summary and Conclusions.

SECTION 2 Opportunities to Promote Sustainable Transport Modes

2.1 Walking

- 2.1.1 Paragraph 2.3 of the Design Manual for Bridges TA91/05 “Provision for Non-Motorised Users” states:

“Walking is used to access a wide variety of destinations including educational facilities, shops, and places of work normally within a range of up to 2 miles. Walking and rambling can also be undertaken as a leisure activity, often over longer distances”

- 2.1.2 The National Travel Survey 2017 (released September 2018) confirms that some 81% of all trips under 1 mile (circa 1.6km) are walk trips, whilst walking accounts for some 30% of all trips between 1 and under 2 miles (circa 1.6km – 3.2km). The 1.6km distance is reflected in recent Chartered Institution of Highways and Transportation (CIHT) guidance ‘Planning for Walking’ (2015) which states:

“Across Britain, approximately 80% of journeys shorter than 1 mile are made wholly on foot – something that has changed little in 30 years. The main reason for the decline in walking is the fall in the total number of journeys shorter than 1 mile, which has halved in thirty years. It is not that people are less likely to make short journeys on foot but rather that fewer of the journeys they make can be accomplished on foot. If destinations are within walking distance, people are more likely to walk if walking is safe and comfortable and the environment is attractive.”

- 2.1.3 Appendix A shows that the site is within a walking catchment of a number of existing / proposed local facilities and destinations, including:

Within 1.6km Catchment

- Warden Hill local facilities and services including shops and schools;
- Leckhampton local facilities;
- University of Gloucestershire;
- Proposed Secondary School (Policy MD5);

Within 1.6km – 3.2km Catchment

- Cheltenham town centre; and
- Cheltenham General Hospital.

2.1.4 There is a wide range of existing facilities and services within an acceptable walking distance of the site. The provision of a new secondary school adjacent to the new homes and thus within a short walking distance for future residents, adds further to the transport sustainability credentials of the site.

2.1.5 There are routes between the site and the above key destinations that are either satisfactory in their existing form or capable of improvement (secured by condition or S106 obligation) meaning that there is the opportunity for many future residents to walk to these local facilities and destinations.

2.2 Cycling

2.2.1 In terms of cycling journeys, the National Travel Survey sets out that the average journey distance by bike is some 4.4km. Local Transport Note 02/08 'Cycle Infrastructure Design' sets out typical cycle trip distances at paragraph 1.5.1:

“Urban networks are primarily for local journeys. In common with other modes, many utility cycle journeys are under three miles (ECF, 1998), although, for commuter journeys, a trip distance of over five miles is not uncommon. Novice and occasional leisure cyclists will cycle longer distances where the cycle ride is the primary purpose of their journey. A round trip on a way-marked leisure route could easily involve distances of 20 to 30 miles. Experienced cyclists will often be prepared to cycle longer distances for whatever journey purpose.”

2.2.2 Appendix B shows that the site is within 5 miles (8km) cycling catchment of a number of destinations, including:

- All of Cheltenham including Warden Hill, Leckhampton and the town centre;
- Brockworth;
- Churchdown; and
- Bishop's Cleeve.

2.2.3 There are routes between the site and the above key destinations that are either satisfactory in their existing form or capable of improvement (secured by condition or S106 obligation) meaning that there is opportunity for many future residents to cycle to these destinations.

2.3 Public Transport

- 2.3.1 The site lies adjacent to the A46 Shurdington Road and is highly accessible by bus. Stagecoach's high frequency Service 10 bus service (Cheltenham – Shurdington – Brockworth – Gloucester – Lower Tuffley) routes along Shurdington Road and directly past the site, offering an existing 10-minute frequency service Monday to Friday (every 12 minutes on Saturday and every 30 minutes on a Sunday). The Service 10 timetable is reproduced at Appendix C.
- 2.3.2 The proposed development will deliver high quality bus stops on the A46 ensuring that all residents will be within a reasonable walking distance of Stagecoach Service 10.
- 2.3.3 Stagecoach's Route 10 bus service therefore offers an excellent level of bus service (available from first occupation) and future residents will have the opportunity to access Cheltenham town centre, Shurdington, Brockworth, Gloucester City Centre and Lower Tuffley by public transport.
- 2.3.4 The site may also be able to make contribution to delivering the Cheltenham South West Transport Strategy (secured by condition or S106).

2.4 Travel Plan

- 2.4.1 The site will also deliver a Travel Plan (secured by condition or S106). The primary purpose of the Travel Plan will be to identify opportunities for the effective promotion and delivery of sustainable transport and home working, to reduce the demand for travel by less sustainable modes.

2.5 Summary

- 2.5.1 In transport terms, the site is highly sustainable with excellent opportunities to promote sustainable transport modes, being a good location to accommodate some 350 dwellings and a secondary school.

SECTION 3 Site Access Arrangements

- 3.1.1 The site access strategy for the proposed development of 350 dwellings has been discussed and agreed with GCC as part of the pre application discussions.
- 3.1.2 Two points of vehicular access to the site are proposed from the A46 Shurdington Road. It is envisaged that the secondary school will have vehicular access from Kidnappers Lane.
- 3.1.3 It is proposed that the western Shurdington Road access will include the realignment to the east of the A46/ Kidnappers Lane junction (closure of the existing Kidnappers Lane junction) within the MD5 allocation area and will take the form of a signal-controlled junction. This is an appropriate access arrangement, providing sufficient capacity and pedestrian crossing provision, to accommodate the proposed residential development (up to 350 dwellings) and a secondary school.
- 3.1.4 The proposed eastern Shurdington Road access will take the form of a priority junction (priority along the A46) and a nearby pedestrian crossing.
- 3.1.5 Additional pedestrian / cycle links to Kidnappers Lane are also envisaged.
- 3.1.6 The Shurdington Road site access proposals have been the subject of design compliance checks and Stage 1 Road Safety Audits which do not raise any design and highway safety concerns.
- 3.1.7 The local highway authority, Gloucestershire County Council (GCC), has previously agreed to similar access proposals from Shurdington Road.
- 3.1.8 In summary, safe and suitable access to the site can be achieved from the A46 Shurdington Road and Kidnappers Lane, capable of accommodating some 350 dwellings and a secondary school.

SECTION 4 Traffic Impact

4.1 Joint Core Strategy

4.1.1 The Gloucester, Cheltenham and Tewkesbury Joint Core Strategy (JCS) Transport Evidence Base / Strategy discusses the assessment process using the Central Severn Vale Model SATURN Traffic Model. Stage 2 is the JCS Do Minimum scenario and includes all unallocated objectively Assessed Need JCS Growth and the JCS Proposed Strategic Allocations, whilst Stage 3 is the JCS Do Something Scenario and includes all of the Do Minimum Development and the JCS Transport Strategy (this is referred to as Do Something 7). The Cheltenham District Capacity of 5,611 dwellings (to be delivered up to 2031) has been included as OAN Growth within the traffic modelling.

4.1.2 Eleven strategic travel corridors were identified to assess the strategic impacts of the land use scenarios outlined within the JCS. Corridor 9 – A46 Bath Road (central Cheltenham) to A417 junction is the most relevant to the MD5 Leckhampton site. The preferred mitigation package for Corridor 9 includes:

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

4.1.3 The Corridor 9 Ratios of Flow to capacity for the Do Minimum and Do Something 7 scenarios (JCS Transport Strategy) and this Figure is reproduced below for ease of reference.

Figure 67 – Corridor 9 Ratios of Flow to Capacity – DM and DS7

Junction Name	Ratios of Flow to Capacity			
	AM Peak		PM Peak	
	Do Minimum	Do Something 7	Do Minimum	Do Something 7
A46 / A417 Shurdington Rd Rbt	107.7%	104.0%	101.2%	102.9%
A46 / Badgeworth Lane	120.8%	102.0%	93.4%	99.2%
A46 Shurdington Rd / Leckhampton Lane	87.6%	76.2%	99.8%	100.7%
A46 Shurdington / Up Hatherley Way	93.9%	70.0%	72.8%	68.9%
A46 Shurdington Rd / Moorend Park Rd	97.4%	91.5%	79.6%	88.8%
A46 Shurdington Rd / Bath Rd Rbt	41.0%	39.5%	57.3%	56.9%
A46 Bath Rd / Thirlestaine Rd	95.5%	77.2%	84.8%	78.1%
A46 Bath Rd / Sandford Rd	89.5%	82.2%	87.3%	83.4%
A46 Bath Rd / Oriol Road	53.8%	43.6%	35.3%	31.4%

4.1.4 The JCS Transport Evidence Base / Strategy (paragraph 6.10.8) confirms that:

“The outcome of these changes resolves delays along the Shurdington Road corridor. There remain minor issues during both peaks for the A417 / A46 junction at both A46 approaches. Possible signalisation of these approaches may mitigate the scale of delay predicted by the model.”

4.1.5 Further, the JCS Transport Evidence Base / Strategy (paragraph 6.10.9) confirms that:

“The improvements will significantly benefit public transport specifically the operation of the 10 service within the A46 corridor by reducing the risk of journey time uncertainty.”

4.1.6 The JCS Transport Strategy therefore helpfully confirms that the preferred mitigation package **“resolves delays along the Shurdington Road corridor”** and **“significantly benefit public transport specifically the operation of the 10 service within the A46 corridor”**. The “minor issues” on the A46 approaches to the A417 / A46 junction can either be dealt with through refined modelling and / or iterative design of cost effective signalisation of both these approaches.

4.2 Cheltenham Plan Transport Assessment

4.2.1 The evidence base to the Cheltenham Plan includes a two phase Transport Assessment prepared by Arup.

4.2.2 The Phase 1 Transport Assessment looks at two development options (Options A and B) for the Cheltenham Plan. The difference between Options A and B is the proposed land use of the

MD5 Leckhampton site - Option A is proposed to be housing only incorporating 370 dwellings, whilst Option B envisages a secondary school of 900 pupils and 250 residential units.

4.2.3 Arup used the Central Severn Vale (CSV) SATURN strategic highway model as provided by GCC to test the impact of both development options. Development impacts were assessed on top of two scenarios:

- The JCS Do Minimum scenario (including all unallocated objectively Assessed Need JCS Growth and the JCS Proposed Strategic Allocations); and
- The JCS Do Something Scenario (including all of the Do Minimum Development and the JCS Transport Strategy (this is referred to as Do Something 7 scenario in the JCS and Arup report).

4.2.4 The Phase 1 Transport Assessment concluded that for both development options A and B:

- When assessed against the JCS Do Minimum scenario, some 19 junctions (subsequently reduced to 17 junctions) were identified as requiring assessment in more detail in the Phase 2 Transport Assessment. Of these junctions, two were on the A46 corridor (A46 Bath Road (central Cheltenham) to A417 junction) – the A46 / Leckhampton Lane and A46 / Church Lane junctions.
- When assessed against the Do Something 7 scenario, a reduced number of 8 junctions were identified as requiring assessment in more detail in the Phase 2 transport assessment. None of these junctions were on the A46 corridor (A46 Bath Road (central Cheltenham) to A417 junction).

4.2.5 The Phase 2 Transport Assessment looks at the impact of the Cheltenham Plan against the JCS Do Minimum scenario. The Phase 2 analysis however provides no further analysis or testing against the Do Something 7 Scenario.

4.2.6 The Phase 2 Transport Assessment concludes that:

***“At the 17 junctions tested, the results of the junction modelling show that mitigation is not required as a result of the proposed developments as the majority are already over capacity in the Do Minimum modelling scenario and are not significantly worsened by the development traffic. Those that aren’t already over capacity in the Do Minimum are either not significantly impacted by the development traffic or remain within capacity in the Do Something scenario.*”**

No mitigation options have been suggested as the junctions would need to be mitigated for the Do Minimum traffic flows first.”

4.3 Land at Shurdington Road, Leckhampton

- 4.3.1 The highway authorities (Gloucestershire County Council and Highways England) along with i-Transport / Miller have agreed that a detailed microsimulation traffic model (Paramics) of the A46 Shurdington Road corridor in south west Cheltenham, including Leckhampton and the A417) is the most appropriate method for assessing development traffic impacts and as such has been developed.
- 4.3.2 A comprehensive suite of traffic surveys were undertaken in November 2016 and the base traffic model enables an accurate representation of the 2016 base traffic and network conditions. The model has used the cordon matrices for the study area from the CSV SATURN strategic highway model. GCC has reviewed and agreed to the 2016 base traffic model.
- 4.3.3 The “with proposed development” (350 dwellings and secondary school) modelling undertaken has allowed for the site access strategy summarised in Section 3 of this report and the following improvement schemes on the A46 corridor.

A46 Shurdington Road/ Moorend Park Road Junction

- 4.3.4 There is already a committed improvement scheme at the A46 Shurdington Road / Moorend Park Road junction associated with the Land West of Farm Lane development. i-Transport has undertaken further analysis, in consultation with GCC, which has identified additional improvements within the highway boundary on top of the committed scheme which include:
- Extension of the ahead and left turn lanes on the A46 northbound approach to create a longer narrower two-lane approach before flaring to form three lanes; and
 - The scheme also includes a left turn filter arrow on the A46 northbound and moving pedestrian stage to stage two to avoid phase isolation on termination of the arm.

A46 Shurdington Lane/ Leckhampton Lane Junction

- 4.3.5 i-Transport has undertaken design work, in consultation with GCC, for an upgrade to the existing A46 Shurdington Road/ Leckhampton Lane priority junction to provide a ghost island right turn arrangement within the highway boundary. This will enable vehicles turning right into Leckhampton Lane to wait safely without impeding northbound movements on the A46 Shurdington Road.

- 4.3.6 Both of the above proposed improvement schemes have been the subject of Stage 1 Road Safety Audits which do not raise any design and safety concerns.
- 4.3.7 Both of the improvement schemes sit comfortably with the preferred mitigation package for Corridor 9 – A46 Bath Road (central Cheltenham) to A417 junction – as set out in the JCS Transport Strategy (So Something 7).
- 4.3.8 Average journey times have been taken from the S-Paramics development opening year model for the A46 corridor between the A40 (town centre) and the A417 - see summary below.

	Base	350 dwellings and Secondary School With Proposed Highway Improvements
AM Peak		
A46 Southbound: A40 to A417	13:54	10:53
A46 Northbound: A417 to A40	14:03	13:04
PM Peak		
A46 Southbound: A40 to A417	14:08	13:39
A46 Northbound: A417 to A40	14:36	10:55

Note: this assessment has used vehicular trip rates for the proposed residential use which are higher than used in the Cheltenham Plan or JCS transport assessments and as such the analysis is robust

- 4.3.9 For a development proposal of 350 dwellings and a secondary school, the modelling results indicate that as a result of the mitigation measures, there will be an improvement to network conditions on the A46 corridor with a reduction in journey times and queuing compared to the opening year base scenario.
- 4.3.10 Further, the above results accord with the conclusions of the JCS Transport Strategy which confirms that the preferred mitigation package “**resolves delays along the Shurdington Road corridor**” and “**significantly benefit public transport specifically the operation of the 10 service within the A46 corridor**”.
- 4.3.11 Against this background, it is concluded that traffic generated by some 350 dwellings and a secondary school can be accommodated satisfactorily on the A46 Shurdington Road corridor without the residual cumulative impacts being severe.

SECTION 5 **Summary and Conclusions**

- 5.1.1 This Transport Statement has been prepared by i-Transport LLP on behalf of Miller Homes who controls land to the south of the A46 Shurdington Road, Leckhampton.
- 5.1.2 The new Cheltenham Plan allocates, under Policy MD5: Leckhampton, approximately 250 dwellings and a secondary school on land controlled by Miller. This document assesses the main transport impacts associated with allocating an additional 100 dwellings (total of some 350 dwellings) and a secondary school on land at / adjacent to the Policy MD5 allocation at Leckhampton.
- 5.1.3 i-Transport has held extensive consultation and pre application discussions with the local highway authority, Gloucestershire County Council, regarding the traffic modelling approach, proposed access arrangements and off site highway improvements.

Opportunities to Promote Sustainable Transport Modes

- 5.1.4 There is a wide range of existing facilities and services within an acceptable walking distance of the site. The provision of a new secondary school adjacent to the new homes and thus within a short walking distance for future residents, adds further to the transport sustainability credentials of the site.
- 5.1.5 A number of destinations are within a reasonable cycle distance of the site including:
- All of Cheltenham including Warden Hill, Leckhampton and the town centre;
 - Brockworth;
 - Churchdown; and
 - Bishop's Cleeve.
- 5.1.6 The site lies adjacent to the A46 Shurdington Road and is highly accessible by bus. Stagecoach's high frequency Service 10 bus service (Cheltenham – Shurdington – Brockworth – Gloucester – Lower Tuffley) routes along Shurdington Road and directly past the site, offering an existing 10-minute frequency service Monday to Friday (every 12 minutes on Saturday and every 30 minutes on a Sunday). The proposed development will deliver high quality bus stops on the A46 ensuring that all residents will be within a reasonable walking distance of Stagecoach Service 10.
- 5.1.7 The site will also deliver a Travel Plan (secured by condition or S106).

- 5.1.8 In transport terms, the site is highly sustainable with excellent opportunities to promote sustainable transport modes, being a good location to accommodate some 350 dwellings and a secondary school.

Site Access Arrangements

- 5.1.9 The site access strategy for the proposed development of 350 dwellings has been discussed and agreed with GCC as part of the pre application discussions.
- 5.1.10 Two points of vehicular access to the site are proposed from the A46 Shurdington Road. It is envisaged that the secondary school will have vehicular access from Kidnappers Lane.
- 5.1.11 Additional pedestrian / cycle links to Kidnappers Lane are also envisaged.
- 5.1.12 Safe and suitable access to the site can be achieved from the A46 Shurdington Road and Kidnappers Lane, capable of accommodating some 350 dwellings and a secondary school.

Traffic Impact

- 5.1.13 The Gloucester, Cheltenham and Tewkesbury Joint Core Strategy (JCS) Transport Evidence Base / Transport Strategy (referred to as Do Something 7) preferred mitigation package for the A46 Bath Road (central Cheltenham) to A417 junction corridor includes:
- Leckhampton Lane - upgrade A46 / Leckhampton Lane priority junction, to include a dedicated right turn from A46 south into Leckhampton Lane (funded through developer contributions);
 - Moorend Park Road - A46 Shurdington Road northbound approach to Moorend Park Road – additional highway space for right turning traffic by providing a longer stacking lane (funded through developer contributions); and
 - Badgeworth Lane - A46 / Badgeworth Lane priority Junction – Signalisation of junction to provide improved access to/from Badgeworth (funded through ad hoc funding opportunities).
- 5.1.14 The JCS Transport Strategy helpfully confirms that the preferred mitigation package “**resolves delays along the Shurdington Road corridor**” and “**significantly benefit public transport specifically the operation of the 10 service within the A46 corridor**”.
- 5.1.15 The evidence base to the Cheltenham Plan includes a two phase Transport Assessment prepared by Arup.

5.1.16 The Phase 1 Transport Assessment assesses the Cheltenham Plan against:

- The JCS Do Minimum scenario - Some 17 junctions were identified as requiring assessment in more detail in the Phase 2 Transport Assessment - of these junctions two were on the A46 corridor (A46 Bath Road (central Cheltenham) to A417 junction) – the A46 / Leckhampton Lane and A46 / Church Lane junctions; and
- The Do Something 7 scenario - A reduced number of 8 junctions were identified as requiring assessment in more detail in the Phase 2 transport assessment - none of these junctions were on the A46 corridor (A46 Bath Road (central Cheltenham) to A417 junction).

5.1.17 The Phase 2 Transport Assessment looks at the impact of the Cheltenham Plan against the JCS Do Minimum scenario. The Phase 2 analysis however provides no further analysis or testing against the Do Something 7 Scenario.

5.1.18 The Phase 2 Transport Assessment concludes that at the 17 junctions tested the results of the junction modelling show that mitigation is not required as a result of the proposed developments as the majority are already over capacity in the Do Minimum modelling scenario and are not significantly worsened by the development traffic. Those that aren't already over capacity in the Do Minimum are either not significantly impacted by the development traffic or remain within capacity in the Do Something scenario. No mitigations options have been suggested.

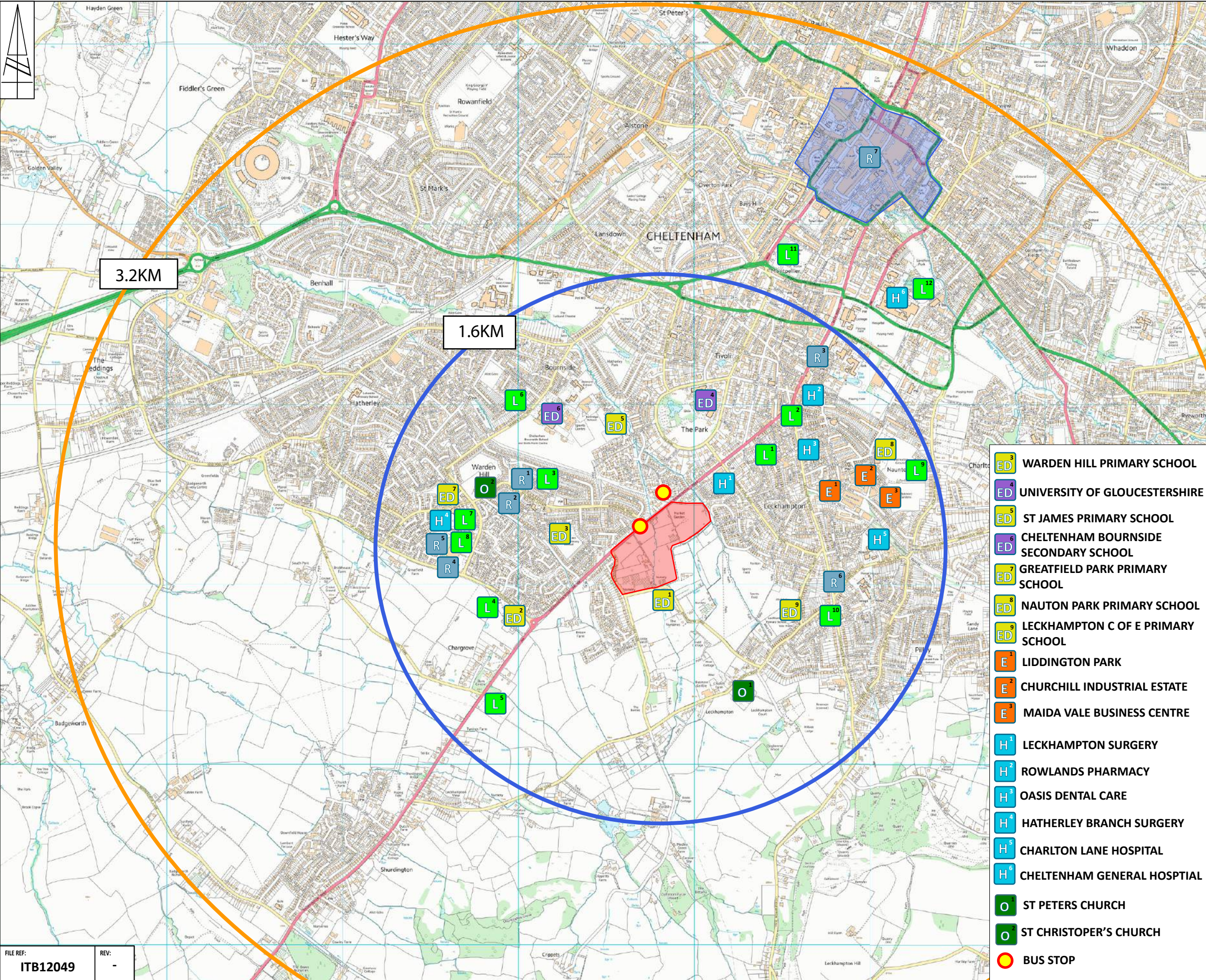
5.1.19 In consultation with the highway authorities (Gloucestershire County Council and Highways England) a detailed microsimulation traffic model (Paramics) of the A46 Shurdington Road corridor in south west Cheltenham, including Leckhampton and the A417) has been developed to test the impact of the proposed Leckhampton development.

5.1.20 The “with proposed development” modelling undertaken has allowed for the site access strategy summarised in Section 3 of this report and the following improvement schemes on the A46 corridor:

- A46 Shurdington Road/ Moorend Park Road junction – additional improvement on top of the committed improvement; and
- A46 Shurdington Lane/ Leckhampton Lane junction - ghost island right turn arrangement.

- 5.1.21 Both of the improvement schemes sit comfortably with the preferred mitigation package for Corridor 9 – A46 Bath Road (central Cheltenham) to A417 junction – as set out in the JCS Transport Strategy (So Something 7).
- 5.1.22 For a development proposal of 350 dwellings and a secondary school, the modelling results indicate that as a result of the mitigation measures, there will be an improvement to network conditions on the A46 corridor with a reduction in journey times and queuing compared to the opening year base scenario.
- 5.1.23 Further, the above results accord with the conclusions of the JCS Transport Strategy which confirms that the preferred mitigation package “**resolves delays along the Shurdington Road corridor**” and “**significantly benefit public transport specifically the operation of the 10 service within the A46 corridor**”.
- 5.1.24 Against this background, it is concluded that traffic generated by some 350 dwellings and a secondary school can be accommodated satisfactorily on the A46 Shurdington Road corridor without the residual cumulative impacts being severe.

APPENDIX A. Walking Catchment



- KEY**
- SITE LOCATION
 - CHELTENHAM TOWN CENTRE
 - R¹ WARDEN HILL CO-OP
 - R² WARDEN HILL SHOPS
 - R³ BATH ROAD SHOPS
 - R⁴ MORRISONS SUPERSTORE
 - R⁵ MORRISONS SHOPS
 - R⁶ LECKHAMPTON CO-OP
 - R⁷ REGENT ARCADE, CHELTENHAM
 - L¹ SOMERSET ARMS PUBLIC HOUSE
 - L² NORWOOD ARMS PUBLIC HOUSE
 - L³ WARDEN HILL RECREATION GROUND
 - L⁴ BRIZEN YOUTH CENTRE & SKATE PARK
 - L⁵ HATHERLEY & REDDINGS CRICKET CLUB
 - L⁶ BOURNSIDE SPORTS CENTRE
 - L⁷ UP HATHERLEY LIBRARY & COMMUNITY CENTRE
 - L⁸ THE GREATFIELD PUBLIC HOUSE
 - L⁹ NAUNTON PARK
 - L¹⁰ LECKHAMPTON VILLAGE HALL
 - L¹¹ MONTELLIER GARDENS
 - L¹² SANDFORD LIDO
 - ED¹ NURSERY RHYMES DAY NURSERY
 - ED² PIP AND JIMS PRE-SCHOOL

- ED³ WARDEN HILL PRIMARY SCHOOL
- ED⁴ UNIVERSITY OF GLOUCESTERSHIRE
- ED⁵ ST JAMES PRIMARY SCHOOL
- ED⁶ CHELTENHAM BOURNSIDE SECONDARY SCHOOL
- ED⁷ GREATFIELD PARK PRIMARY SCHOOL
- ED⁸ NAUNTON PARK PRIMARY SCHOOL
- ED⁹ LECKHAMPTON C OF E PRIMARY SCHOOL
- E¹ LIDDINGTON PARK
- E² CHURCHILL INDUSTRIAL ESTATE
- E³ MAIDA VALE BUSINESS CENTRE
- H¹ LECKHAMPTON SURGERY
- H² ROWLANDS PHARMACY
- H³ OASIS DENTAL CARE
- H⁴ HATHERLEY BRANCH SURGERY
- H⁵ CHARLTON LANE HOSPITAL
- H⁶ CHELTENHAM GENERAL HOSPITAL
- O ST PETERS CHURCH
- O ST CHRISTOPHER'S CHURCH
- BUS STOP

i-Transport

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Basingstoke, RG24 8AG
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TITLE:
**LAND AT KIDNAPPERS LANE,
LECKHAMPTON, CHELTENHAM
LOCAL FACILITIES PLAN AND WALKING
CATCHMENTS**

FIGURE No:
FIGURE T2

FILE REF:
ITB12049

REV:
-

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APPENDIX B. Cycling Catchment



- KEY
- SITE LOCATION
 - 8KM CATCHMENT



Grove House, Lutyens Close, Chineham Court,
Basingstoke, RG24 8AG
Tel: 01256 338 640
Fax: 01256 338 644
www.i-transport.co.uk

TITLE:
**LAND AT KIDNAPPERS LANE,
LECKHAMPTON
CYCLING CATCHMENT**

FIGURE No:
FIGURE T3

FILE REF:
ITB12049

REV:
-

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APPENDIX C. Bus Service 10 Timetable

10 from Lower Tuffley to Gloucester & Cheltenham

MONDAYS TO FRIDAYS except Bank Holiday Mondays

Lower Tuffley Silver Close	-	-	0535	-	0555	-	0615	-	0634	0644	0654	0704	0715	0727	0737	0747	0757	0807	0822	0837	0847	0857	0904
Holmleigh Rd. Emerald Close	-	-	0544	-	0605	-	0625	-	0645	0655	0705	0715	0728	0740	0750	0800	0810	0820	0835	0850	0900	0910	0920
Gloucester Quays [Aldi]	-	-	0557	-	0619	-	0639	-	0659	0709	0719	0729	0743	0757	0807	0817	0827	0837	0852	0907	0917	0927	0937
Gloucester Clarence St [A] arr.	-	-	0603	-	0625	-	0645	-	0705	0715	0725	0735	0750	0805	0815	0825	0835	0845	0900	0915	0925	0935	0945
Gloucester Clarence St [A] dep.	0525	0545	0605	0620	0630	0640	0650	0700	0710	0720	0730	0740	0755	0810	0820	0830	0840	0850	0905	0920	0930	0940	0950
Hucclecote Royal Oak	0537	0557	0617	0632	0645	0655	0706	0717	0728	0738	0748	0758	0813	0828	0838	0848	0858	0908	0923	0935	0945	0955	1005
Brockworth Cross Hands	0545	0605	0625	0640	0655	0707	0719	0731	0743	0753	0803	0813	0828	0840	0850	0900	0910	0920	0935	0945	0955	1005	1015
Shurdington Church Lane	0551	0611	0631	0646	0701	0715	0729	0742	0755	0805	0815	0825	0838	0848	0858	0908	0918	0928	0941	0951	1001	1011	1021
Park Campus	0559	0619	0639	0654	0709	0724	0739	0753	0807	0817	0827	0837	0849	0859	0909	0919	0929	0939	0949	0959	1009	1019	1029
Cheltenham Promenade [4]	0605	0625	0645	0700	0715	0730	0745	0800	0815	0825	0835	0845	0855	0905	0915	0925	0935	0945	0955	1005	1015	1025	1035

Lower Tuffley Silver Close	1444	B	-	1454	1504	-	1517	1657	1707	1717	1727	1737	1747	1757	1807	1817	1829	1844	1859	1914	1929
Holmleigh Rd. Emerald Close	1455	1506	-	1509	1516	C	1528	1708	1718	1728	1738	1748	1757	1807	1817	1827	1840	1855	1910	1925	1940
Gloucester Quays [Aldi]	1509	1519	-	1524	1532	1534	1542	1722	1732	1742	1752	1802	1810	1820	1828	1838	1853	1908	1923	1938	1953
Gloucester Clarence St [A] arr.	1515	1525	-	1530	1540	1542	1550	1730	1740	1750	1800	1810	1815	1825	1832	1842	1857	1912	1927	1942	1957
Gloucester Clarence St [A] dep.	1520	1530	1530	1535	1545	-	1555	1735	1745	1755	1805	1815	-	1830	-	1845	1900	1915	1930	1945	2000
Hucclecote Royal Oak	1535	1545	1545	1553	1603	-	1613	1753	1801	1810	1820	1830	-	1845	-	1900	1915	1930	1945	2000	2015
Brockworth Cross Hands	1545	1555	1555	1603	1613	-	1623	1803	1811	1820	1829	1839	-	1854	-	1909	1924	1939	1954	2009	2024
Shurdington Church Lane	1551	1601	1601	1611	1621	-	1631	1811	-	1826	-	1845	-	1900	-	1915	1930	-	2000	-	2030
Park Campus	1559	1609	1609	1619	1629	-	1639	1819	-	1834	-	1851	-	1906	-	1921	1936	-	2006	-	2036
Cheltenham Promenade [4]	1605	1615	1615	1625	1635	-	1645	1825	-	1840	-	1855	-	1910	-	1925	1940	-	2010	-	2040

Lower Tuffley Silver Close	1944	2008	2038	2108	2138	2208	2238	2308	2338
Holmleigh Rd. Emerald Close	1955	2017	2047	2117	2147	2217	2247	2317	2347
Gloucester Quays [Aldi]	2008	2028	2058	2128	2158	2228	2258	2328	2358
Gloucester Clarence St [A] arr.	2012	2032	2102	2132	2202	2232	2302	2332	0002
Gloucester Clarence St [A] dep.	2015	2035	2105	2135	2205	2235	2305	-	-
Hucclecote Royal Oak	2027	2046	2116	2146	2216	2246	2316	-	-
Brockworth Cross Hands	2034	2054	2124	2154	2224	2254	2324	-	-
Shurdington Church Lane	-	2100	2130	2200	2230	2300	2330	-	-
Park Campus	-	2106	2136	2206	2236	2306	2336	-	-
Cheltenham Promenade [4]	-	2110	2140	2210	2240	2310	2340	-	-

B Departs from outside of Beaufort Academy at 1505
C Departs from outside of Crypt School at 1520

This bus runs on school days only.

This bus runs on school holidays only.

10 from Cheltenham to Gloucester & Lower Tuffley

MONDAYS TO FRIDAYS except Bank Holiday Mondays

Cheltenham Promenade [4]	-	-	-	-	-	-	-	-	0615	-	0635	-	0655	-	0710	0720	0730	0740	0750	0802	0815	1405
Park Campus	-	-	-	-	-	-	-	-	0620	-	0640	-	0700	-	0715	0725	0735	0745	0755	0807	0820	1410
Shurdington Church Lane	-	-	-	-	-	-	-	-	0628	-	0648	-	0708	-	0725	0735	0745	0755	0805	0817	0830	1418
Brockworth Cross Hands	-	-	-	-	0555	-	0615	-	0635	0645	0655	0705	0715	0725	0735	0745	0755	0805	0815	0827	0840	1425
Hucclecote Royal Oak	-	-	-	-	0605	-	0625	-	0645	0655	0705	0715	0725	0737	0747	0757	0807	0817	0827	0837	0850	1435
Gloucester Station Rd. [F] <i>arr.</i>	-	-	-	-	0620	-	0640	-	0700	0710	0720	0730	0740	0755	0810	0820	0830	0840	0850	0900	0910	1450
Gloucester Station Rd. [F] <i>dep.</i>	0520	0540	0600	0615	0625	0635	0645	0655	0705	0715	0725	0735	0745	0800	0815	0825	0835	0845	0855	0905	0915	1455
Gloucester Quays [Kwik Fit]	0524	0544	0604	0621	0631	0641	0651	0701	0711	0721	0731	0741	0751	0806	0821	0831	0841	0851	0901	0911	0921	1503
Lower Tuffley Silver Close	0535	0555	0615	0634	0644	0654	0704	0715	0727	0737	0747	0757	0807	0822	0837	0847	0857	0904	0914	0924	0934	1517

Then frequently until
(at least every 10 mins)

Cheltenham Promenade [4]	1415	1425	1435	1445	-	1455	1655	1705	1715	1725	1735	1745	1755	1805	1820	1835	1850	1905	1920	1935	1950	2015
Park Campus	1420	1430	1440	1450	-	1501	1701	1711	1721	1731	1741	1751	1801	1811	1825	1840	1855	1910	1925	1940	1955	2019
Shurdington Church Lane	1428	1438	1448	1458	-	1510	1710	1720	1730	1740	1750	1800	1810	1820	1833	1848	1903	1918	1933	1948	2003	2025
Brockworth Cross Hands	1435	1445	1455	1505	1510	1520	1720	1730	1740	1750	1800	1810	1820	1830	1840	1855	1910	1925	1940	1955	2010	2031
Hucclecote Royal Oak	1445	1455	1505	1515	1523	1533	1733	1743	1753	1800	1810	1820	1830	1840	1850	1905	1920	1935	1950	2005	2020	2038
Gloucester Station Rd. [F] <i>arr.</i>	1500	1510	1520	1530	1540	1550	1750	1800	1810	1815	1825	1835	1845	1850	1905	1920	1935	1950	2005	2020	2035	2050
Gloucester Station Rd. [F] <i>dep.</i>	1505	1515	1525	1535	1545	1555	1800	1810	-	1825	-	1840	-	1855	1910	1925	-	1953	-	2023	-	2053
Gloucester Quays [Kwik Fit]	1513	1523	1533	1543	1553	1603	1805	1816	-	1831	-	1846	-	1901	1916	1931	-	1957	-	2027	-	2057
Lower Tuffley Silver Close	1527	1537	1547	1557	1607	1617	1817	1829	-	1844	-	1859	-	1914	1929	1944	-	2008	-	2038	-	2108

Then frequently until
(at least every 10 mins)

Cheltenham Promenade [4]	2045	2115	2145	2215	2245	2315	2345
Park Campus	2049	2119	2149	2219	2249	2319	2349
Shurdington Church Lane	2055	2125	2155	2225	2255	2325	2355
Brockworth Cross Hands	2101	2131	2201	2231	2301	2331	0001
Hucclecote Royal Oak	2108	2138	2208	2238	2308	2338	0008
Gloucester Station Rd. [F] <i>arr.</i>	2120	2150	2220	2250	2320	2350	0020
Gloucester Station Rd. [F] <i>dep.</i>	2123	2153	2223	2253	2323	-	-
Gloucester Quays [Kwik Fit]	2127	2157	2227	2257	2327	-	-
Lower Tuffley Silver Close	2138	2208	2238	2308	2338	-	-

10 from Lower Tuffley to Gloucester & Cheltenham

SATURDAYS

Lower Tuffley Silver Close	-	-	0639	0659	0714	0729	0743	Then at these times past each hour	55	07	19	31	43	Until	1655	1707	1719	1731	1744	1759	1814	1829	1844
Holmleigh Rd. Emerald Cl.	-	-	0650	0710	0725	0740	0754		06	18	30	42	54		1706	1718	1730	1742	1755	1810	1825	1840	1855
Gloucester Quays [Aldi]	-	-	0704	0724	0739	0754	0808		20	32	44	56	08		1720	1732	1744	1756	1808	1823	1838	1853	1908
Gloucester Clarence St [A] arr.	-	-	0710	0730	0745	0800	0814		26	38	50	02	14		1726	1738	1750	1802	1812	1827	1842	1857	1912
Gloucester Clarence St [A] dep.	0634	0654	0714	0734	0749	0804	0819		31	43	55	07	19		1731	1745	1800	-	1815	1830	1845	1900	1915
Hucclecote Royal Oak	0646	0706	0726	0746	0804	0819	0834	Then at these times past each hour	46	58	10	22	34	Until	1746	1800	1815	-	1830	1845	1900	1915	1930
Brockworth Cross Hands	0654	0714	0734	0754	0814	0829	0844		56	08	20	32	44		1756	1809	1824	-	1839	1854	1909	1924	1939
Shurdington Church Lane	0700	0720	0740	0800	0820	0835	0850		02	14	26	38	50		1802	1815	1830	-	1845	1900	1915	1930	-
Park Campus	0708	0728	0748	0808	0828	0843	0858		10	22	34	46	58		1810	1821	1836	-	1851	1906	1921	1936	-
Cheltenham Promenade [4]	0714	0734	0754	0814	0834	0849	0904		16	28	40	52	04		1816	1825	1840	-	1855	1910	1925	1940	-

Lower Tuffley Silver Close	1859	1914	1929	1944	2008	2038	2108	2138	2208	2238	2308	2338		
Holmleigh Rd. Emerald Cl.	1910	1925	1940	1955	2017	2047	2117	2147	2217	2247	2317	2347		
Gloucester Quays [Aldi]	1923	1938	1953	2008	2028	2058	2128	2158	2228	2258	2328	2358		
Gloucester Clarence St [A] arr.	1927	1942	1957	2012	2032	2102	2132	2202	2232	2302	2332	0002		
Gloucester Clarence St [A] dep.	1930	1945	2000	2015	2035	2105	2135	2205	2235	2305	-	-		
Hucclecote Royal Oak	1945	2000	2015	2027	2046	2116	2146	2216	2246	2316	-	-		
Brockworth Cross Hands	1954	2009	2024	2034	2054	2124	2154	2224	2254	2324	-	-		
Shurdington Church Lane	2000	-	2030	-	2100	2130	2200	2230	2300	2330	-	-		
Park Campus	2006	-	2036	-	2106	2136	2206	2236	2306	2336	-	-		
Cheltenham Promenade [4]	2010	-	2040	-	2110	2140	2210	2240	2310	2340	-	-		

10 from Cheltenham to Gloucester & Lower Tuffley

SATURDAYS																								
Cheltenham Promenade [4]	-	-	-	-	-	-	-	-	0720	-	0740	0800	-	0820	-	0840	0855	0910	0922	0934	0946	0958	1010	
Park Campus	-	-	-	-	-	-	-	-	0725	-	0745	0805	-	0825	-	0845	0900	0915	0927	0939	0951	1003	1015	
Shurdington Church Lane	-	-	-	-	-	-	-	-	0733	-	0753	0813	-	0833	-	0853	0908	0923	0935	0947	0959	1011	1023	
Brockworth Cross Hands	-	-	0635	-	0700	-	0720	-	0740	-	0800	0820	-	0840	-	0900	0915	0930	0942	0954	1006	1018	1030	
Hucclecote Royal Oak	-	-	0642	-	0707	-	0730	-	0750	-	0810	0830	-	0850	-	0910	0925	0940	0952	1004	1016	1028	1040	
Gloucester Station Rd. [F] arr.	-	-	0654	-	0719	-	0745	-	0805	-	0825	0845	-	0905	-	0925	0940	0955	1007	1019	1031	1043	1055	
Gloucester Station Rd. [F] dep.	0620	0640	0655	0710	0724	0736	0748	0800	0812	0824	0836	0848	0900	0912	0924	0936	0948	1000	1012	1024	1036	1048	1100	
Gloucester Quays [Kwik Fit]	0626	0644	0659	0716	0730	0742	0754	0806	0818	0830	0842	0854	0906	0918	0930	0942	0954	1006	1018	1030	1042	1054	1106	
Lower Tuffley Silver Close	0639	0659	0714	0729	0743	0755	0807	0819	0831	0843	0855	0907	0919	0931	0943	0955	1007	1019	1031	1043	1055	1107	1119	

Cheltenham Promenade [4]	Then at these times past each hour	22	34	46	58	10	Until	1634	1646	1658	1710	1722	1735	1750	1805	1820	1835	1850	1905	1920	1935	1950	2015	
Park Campus		27	39	51	03	15		1639	1651	1703	1715	1727	1740	1755	1810	1825	1840	1855	1910	1925	1940	1955	2019	
Shurdington Church Lane		35	47	59	11	23		1647	1659	1711	1723	1735	1748	1803	1818	1833	1848	1903	1918	1933	1948	2003	2025	
Brockworth Cross Hands		42	54	06	18	30		1654	1706	1718	1730	1742	1755	1810	1825	1840	1855	1910	1925	1940	1955	2010	2031	
Hucclecote Royal Oak		52	04	16	28	40		1704	1716	1728	1740	1752	1805	1820	1835	1850	1905	1920	1935	1950	2005	2020	2038	
Gloucester Station Rd. [F] arr.		07	19	31	43	55		1719	1731	1743	1755	1807	1820	1835	1850	1905	1920	1935	1950	2005	2020	2035	2050	
Gloucester Station Rd. [F] dep.		12	24	36	48	00		1725	1740	1755	-	1810	1825	1840	1855	1910	1925	-	1953	-	2023	-	2053	
Gloucester Quays [Kwik Fit]		18	30	42	54	06		1731	1746	1801	-	1816	1831	1846	1901	1916	1931	-	1957	-	2027	-	2057	
Lower Tuffley Silver Close		31	43	55	07	19		1744	1759	1814	-	1829	1844	1859	1914	1929	1944	-	2008	-	2038	-	2108	

Cheltenham Promenade [4]	2045	2115	2145	2215	2245	2315	2345	
Park Campus	2049	2119	2149	2219	2249	2319	2349	
Shurdington Church Lane	2055	2125	2155	2225	2255	2325	2355	
Brockworth Cross Hands	2101	2131	2201	2231	2301	2321	0001	
Hucclecote Royal Oak	2108	2138	2208	2238	2308	2338	0008	
Gloucester Station Rd. [F] arr.	2120	2150	2220	2250	2320	2350	0020	
Gloucester Station Rd. [F] dep.	2123	2153	2223	2253	2323			
Gloucester Quays [Kwik Fit]	2127	2157	2227	2257	2327			
Lower Tuffley Silver Close	2138	2208	2238	2308	2338			

10 from Lower Tuffley to Gloucester & Cheltenham

SUNDAYS including Bank Holiday Mondays

Lower Tuffley Silver Close	-	-	-	0749	Then at these times past each hour	09	29	49	Until	1709	1729	1749	1809	1829	1849	1909	1929	1949	2018	2118	2218	2318
Holmleigh Rd. Emerald Cl.	-	-	-	0800		20	40	00		1720	1740	1800	1820	1840	1900	1920	1940	2000	2027	2127	2227	2327
Gloucester Quays [Aldi]	-	-	-	0814		34	54	14		1734	1754	1814	1834	1854	1914	1934	1954	2014	2038	2138	2238	2338
Gloucester Clarence St. [A] arr.	-	-	-	0820		40	00	20		1740	1800	1820	1840	1900	1920	1940	2000	2020	2042	2142	2242	2342
Gloucester Clarence St. [A] dep.	0720	0745	0805	0825		45	05	25		1745	1805	1825	1845	-	-	1945	-	-	2045	2145	2245	-
Hucclecote Royal Oak	0731	0800	0820	0840	Then at these times past each hour	00	20	40	Until	1800	1820	1840	1856	-	-	1956	-	-	2056	2156	2256	-
Brockworth Cross Hands	0739	0810	0830	0850		10	30	50		1810	1830	1850	1904	-	-	2004	-	-	2104	2204	2304	-
Shurdington Church Lane	0745	0816	0836	0856		16	36	56		1816	1836	-	1910	-	-	2010	-	-	2110	2210	2310	-
Park Campus	0751	0824	0844	0904		24	44	04		1824	1844	-	1916	-	-	2016	-	-	2116	2216	2316	-
Cheltenham Promenade [4]	0755	0830	0850	0910		30	50	10		1830	1850	-	1920	-	-	2020	-	-	2120	2220	2320	-

10 from Cheltenham to Gloucester & Lower Tuffley

SUNDAYS including Bank Holiday Mondays

Cheltenham Promenade [4]	-	-	-	0800	Then at these times past each hour	20	40	00	Until	1820	1840	1900	1925	2025	2125	2225	2325					
Park Campus	-	-	-	0805		25	45	05		1825	1845	1905	1929	2029	2129	2229	2329					
Shurdington Church Lane	-	-	-	0813		33	53	13		1833	1853	1913	1935	2035	2135	2235	2335					
Brockworth Cross Hands	-	-	-	0820		40	00	20		1840	1900	1920	1941	2041	2141	2241	2341					
Hucclecote Royal Oak	-	-	-	0830		50	10	30		1850	1910	1928	1948	2048	2148	2248	2348					
Gloucester Station Rd. [F] arr.	-	-	-	0845	Then at these times past each hour	05	25	45	Until	1905	1925	1940	2000	2100	2200	2300	0000					
Gloucester Station Rd. [F] dep.	0730	0750	0810	0830		10	30	50		1910	1930	-	2003	2103	2203	2303	-					
Gloucester Quays [Kwik Fit]	0736	0756	0816	0836		16	36	56		1916	1936	-	2007	2107	2207	2307	-					
Lower Tuffley Silver Close	0749	0809	0829	0849		29	49	09		1929	1949	-	2018	2118	2218	2318	-					



Appendix RPS – M3 – 6
Letter from GCC 20 September 2018

Tracy Crews
Director of Planning
Cheltenham Borough Council

Clare Medland
Head of Commissioning for Learning
Shire Hall
Gloucester
GL1 2TP

email: clare.medland@gloucestershire.gov.uk

Please ask for: Clare Medland

Phone: 01452 328686

Our Ref: CM/LCN

Your Ref:

Date: 20 September 2018

Dear Tracy

Cheltenham Secondary School Provision

Further to Tim Browne's letter of the 12th November 2017, I would like to formally apprise you of the steps being taken by the County Council to meet the need for additional secondary school places in the south of Cheltenham from 2019.

As the Local Education Authority (LA) we are confident that the work undertaken to establish the need for additional secondary schools places in Cheltenham has been clearly demonstrated and we are pleased that the need has been acknowledged by yourselves and the wider community.

Having established the clear need for a new school, a competition was undertaken to find a sponsor, following which, the Regional Schools Commissioner has confirmed the appointment of Balcarras Academy Trust (BAT) to run the new school. The County Council will now be working with the Trust to deliver an appropriate facility to meet this need and to open the new school in September 2021.

As you will know, the LA has been further examining the suitability of the land identified in the emerging Local Plan for the deliverability of a new 6 forms of entry (6FE) secondary school, and, as a consequence of these further investigations and advice received, we now understand that the new school can be accommodated on the land solely owned by the County Council on Farm Lane Cheltenham. Illustrated in Plan A attached.

The LA acknowledges that much work is still to be done regarding design, layout, traffic and accessibility to the site, however we are of the opinion that with appropriate mitigation, this site will be the most appropriate location for the new school.

We are mindful that in planning terms the proposed use for the site may not fully align with the aspirations of the current version of the emerging Local Plan or adopted JCS, however we believe there is a compelling case for the secondary school to be incorporated into any new adopted Local Plan.

As a consequence of our undertaking to deliver the new school within the curtilage of our site, we would formerly like to make representation to you that we can not support latest version of the draft Local Plan designating the Council owned site as Local Green Space and instead ask for the site to be designated as suitable for education purposes.

Yours sincerely,

Clare Medland
Head of Commissioning for Learning

Appendix RPS – M3 – 7
Letter from GCC to Landowners 5 October 2018



RECEIVED

08 OCT 2018

Legal Services

GLOUCESTER DIOCESAN BOARD OF FINANCE
Church House
College Green
Gloucester
GL1 2LY

Gillian Parkinson
Head of Legal Services
Shire Hall
Westgate Street
Gloucester, GL1 2TG
DX: 133275 Gloucester 11 (Legal)

email: helen.sewter@gloucestershire.gov.uk

Please ask for: Mrs Helen Sewter

Phone: (01452) 328735

Our Ref: HS/64809

Your Ref:

Date: 5 October 2018

Dear Sir

Land at Kidnappers Lane Cheltenham

Further to the notice served on you on 12 July 2018, and the surveys and investigations that were subsequent carried out on the above land in which you have an interest, I can confirm that Gloucestershire County Council will not be pursuing the purchase of any of that land at the present time.

The Council's proposals are currently focussing on development of its own adjoining land for the provision of the new secondary school.

Yours faithfully

for Head of Legal Services



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(<http://www.gloucestershire.gov.uk/gloucestershire-county-council-news/>) >

News - October 2018 (<http://www.gloucestershire.gov.uk/gloucestershire-county-council-news/news-october-2018/>) >

New school location announced

New school location announced

Published

05.10.2018

Gloucestershire County Council has today announced the location for the new £30million school in Cheltenham.

This summer the county council announced Balcarras as the successful sponsor of the new school, which will help the council to meet the demand for places forecast over the coming years.

If nothing is done to address the lack of spaces in Cheltenham secondary schools by 2019, all year seven places will be full and over 120 children will be left without a place. By 2021 this will increase to around 180 children without places, a figure that will continue to grow as each year passes.

After a thorough search, including surveys of land around the Leckhampton area, officers have identified a plot of land owned by the county council off of Kidnappers Lane as the location for the new school.

The land had previously been identified for housing, but this option was not taken up and so the county council has moved quickly to secure the land for the new school. The plans for the new school will be subject to the statutory planning process and key stakeholders will be consulted throughout the process.

Cllr Lynden Stowe, cabinet member for economy, skills and growth, said: "This is a major step forward in building a new school for Cheltenham and represents a big part of our £100 million investment in schools, and in the future of young people in our county.

"Now that we have the land in place, we can start the process and we will be looking for the local community to get involved. We will hold a series of consultation events where plans and designs developed with Balcarras will be shown, which we will look for feedback on."

Cllr Iain Dobie, local member for Leckhampton and Warden Hill, said: "I've pointed out the need for a new secondary school in South Cheltenham for a number of years.

"It is important to the local community in Leckhampton and Warden Hill that there will be a neighbourhood secondary to which children can walk or cycle. It is good news that progress is finally being made."

Dominic Burke, headteacher of Balcarras School said: "I'm delighted that a site has been identified and we can now start the process of designing and planning the school. It's an exciting project and we can't wait to get started."

For more information, please visit: <http://www.gloucestershire.gov.uk/cheltenham-school-planning> (<http://www.gloucestershire.gov.uk/cheltenham-school-planning>).

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Appendix RPS – M3 – 9a
Letter from McLoughlin Planning 30 November 2018

MP Ref: NM/0459
Email: nathan.mcloughlin@mplanning.co.uk
Tel: 01242 895 128

30 November 18

Tim Partridge
RPS
VIA EMAIL ONLY

Dear Mr Partridge

Leckhampton Secondary School – Cheltenham Local Plan Examination in Public

McLoughlin Planning has been instructed to assist the County Council at the forthcoming Cheltenham Borough Local Plan Examination in Public in respect of its interests in the Leckhampton Secondary School allocation on MD5. Having carefully considered the responses on the Local Plan and the County's desire to deliver the School as quickly as possible, there has been a change in position whereby the County will be looking to promote its land adjacent to the Miller land (see attached Plan) for the new Secondary School. As a result, the County will not be supporting the School allocation on the Miller Homes land. In terms of the Miller Homes allocation, the County remains neutral on the relative merits of the housing allocation. In terms of moving forward, I would like to arrange a meeting with you to discuss the revised County position and whether there are any opportunities for joint working. Whilst I appreciate that this may come as something as a surprise, the County is committed to delivering this School which I feel that all parties accept that there is a need for and looking for opportunities for us to jointly work together and share evidence that could be beneficial to all parties involved.

In terms of other matters, it is the County's intention to pursue a Planning Application in the first half of next year. This Application will be submitted to the County Council for determination rather than be submitted to the Borough Council as promoters of neighbouring residential development land. The County felt that it was only right that you were notified of the County's first change of position and then secondly, its intention to proceed with a Planning Application. In terms of meeting dates, it would be beneficial if we could at least look to arrange an exploratory meeting before the Christmas break and I look forward to hearing from you regarding potential meeting dates. If a date before Christmas is not possible, then naturally we would look to meet at some point after the Christmas holiday in early January.

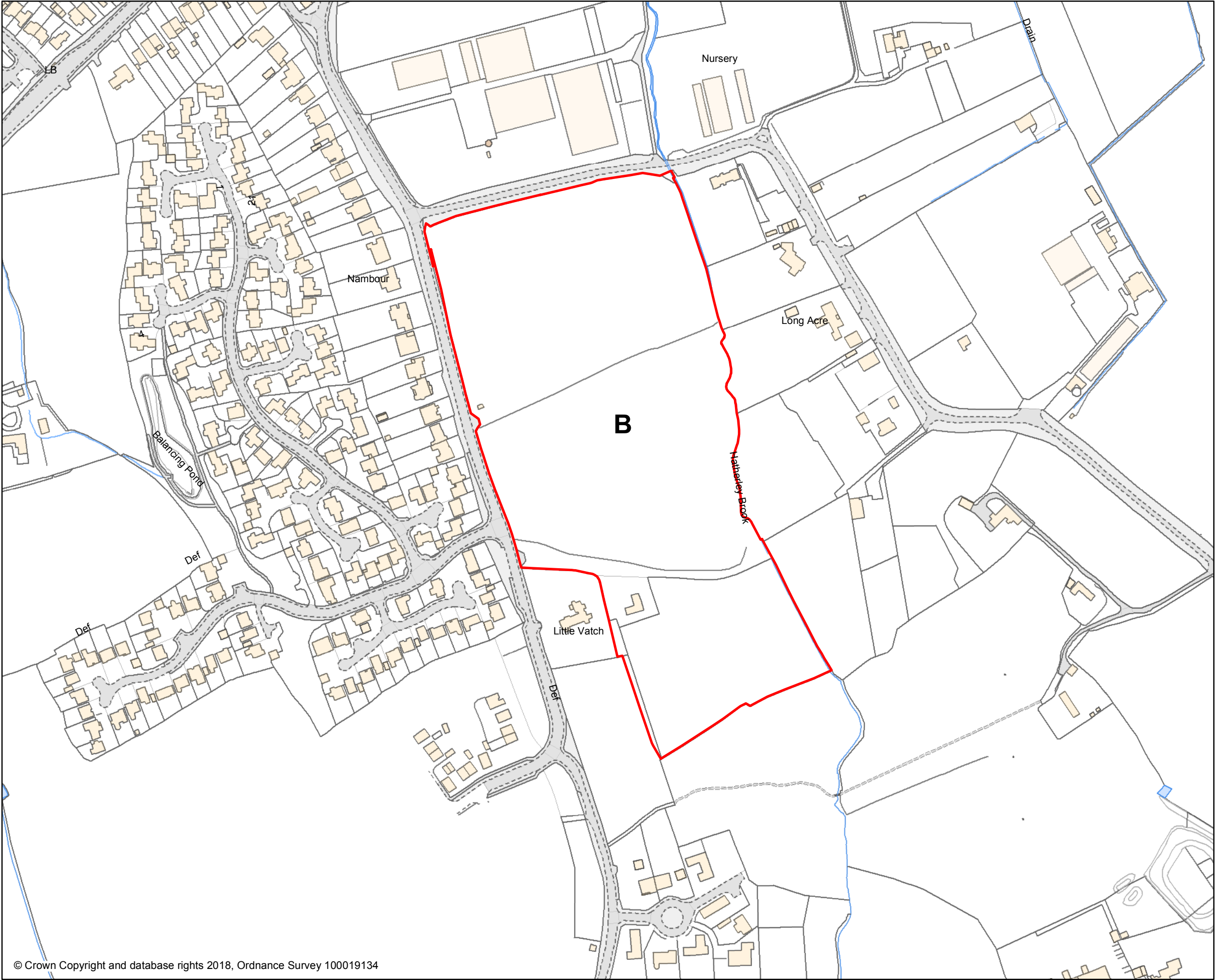
If you have any immediate questions please give me a call, otherwise I look forward to hearing from you regarding a proposed meeting.

Yours sincerely

Nathan McLoughlin BSc (Hons) DipTP MRTPI
Managing Director



Appendix RPS - M3 – 9b
Site Plan of Possible New School




TITLE:

PROJECT: Possible sites for new school for Cheltenham

SITE: Site Plan

LEGEND:

DRAFT

 B:- Area - 59,741.3m2

 **gloucestershire**
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SCALE: 1:2,500 @A3
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