

October 2018

Leckhampton with Warden Hill Parish Council
Neighbourhood Plan



Prepared by Kirkwells and Leckhampton
with Warden Hill Parish Council
– October 2018

Foreword

The purpose of this Neighbourhood Plan Draft is to provide evidence and identify policies for inclusion in a Preferred Option Plan that would be consulted on in the coming months. The Parish Councils of Shurdington and Leckhampton with Warden Hill originally formed a Joint Neighbourhood Forum (JNF) to produce a Concept Plan and Local Green Space application, submitted in July 2013 ^[REF 7] as directed by and compliant with the National Planning Policy Framework ^[1] (NPPF).

This Neighbourhood Plan is a refinement of the original Concept Plan which has been led by Leckhampton with Warden Hill Parish Council (LWWH PC) and the documents should be considered as a set. This Neighbourhood Planning is a direct response to the Localism Act which received Royal Assent on the 15th November 2011 and whose major measures came into effect in April 2012. The Act empowers local communities in local planning and to protect areas of special value:

- New freedoms and flexibilities for local government, *'local authorities can do their job best when they have genuine freedom to respond to what local people want'*;
- New rights and powers for communities and individuals, *'this Act passes significant new rights direct to communities and individuals, making it easier for them to get things done and achieve their ambitions for the place where they live'*;
- Reform to make the planning system more democratic and more effective with a duty to cooperate by neighbouring councils, *'planning did not give members of the public enough influence over decisions that make a big difference to their lives, the Localism Act contains provisions to make the planning system clearer, more democratic, and more effective,'* and
- Reform to ensure that decisions about housing are taken locally.

This new localism was part of a larger plan for Britain by the Coalition Government - *"The time has come to disperse power more widely in Britain today"* - Coalition Agreement, May 2010.

The Localism Act, *'sets out a series of measures with the potential to achieve a substantial and lasting shift in power away from central government and towards local people. They include: new freedoms and flexibilities for local government; new rights and powers for communities and individuals; reform to make the planning system more democratic and more effective, and reform to ensure that decisions about housing are taken locally'*.

The Joint Neighbourhood Forum at its third meeting on 4 February 2013 resolved under the Act to draft a Neighbourhood Concept Plan and to make a formal NPPF Local Green Space (LGS) application for the Leckhampton Fields. The Neighbourhood Plan Area is defined in the location map 1. It covers all of the area of LWWH Parish at the time that the Area was designated by Cheltenham Borough Council in 2015 as the planning authority. The Parish was subsequently expanded in April 2018 as part of the Cheltenham Borough Council governance review and this almost doubled the size of the Parish in terms of population. It is intended that once the current plan is in place it will be reviewed with the aim of including the new areas of the Parish. But it is not timely or necessary to redesignate the Neighbourhood Plan Area at this stage. The areas where there is scope for housing development all lie in the area of the old Parish and are covered by this present Plan. The new areas of the Parish are mainly existing housing. There is just one area of open land in the new part of the Parish but this is in the Cotswold AONB and lies on the scarp of Leckhampton Hill giving it very high landscape sensitivity. So any future revision of the current Plan to cover the new areas of the Parish is likely to be concerned just with preserving and enhancing amenities and the environment and community rather than putting forward any further scope for new development.

The Local Green Space application is detailed in the map of Figure 2 and more detail is provided in Annex 1. The NPPF Local Green Space builds on the previous concept and the proposal for a Cheltenham Country Park, which was supported by a petition signed by some two thousand local residents and was well received by Cheltenham Borough Council^[NOV. 2011], the response from the Leader of the Council, Cllr Steve Jordan at full council, 10th November, 2011) - *'Cheltenham Borough Council takes the issues raised in the petition very seriously and the resolution I am proposing to Council this afternoon restates the intention to protect Green Belt and open countryside around Cheltenham'*.

The Leckhampton Fields have been safeguarded in the previous Cheltenham Local Plan (2006); large scale development has been previously rejected by planning officers and the Planning Inspectorate on sustainability grounds. Both parish councils have been greatly concerned, therefore, by the proposals, initially in the SW Regional Spatial Strategy and subsequently retained as an option by the Gloucester-Cheltenham-Tewkesbury Joint Core Strategy (JCS), for large scale development on this land. In the original form of the Joint Core Strategy the land was named as a Strategic Site targeted for large scale development. Both councils were strongly opposed to this for reasons that are brought out in the evidence presented at the Examination in Public:

- the amenity value of the land;
- its great importance to the view from Leckhampton Hill and proximity to the Cotwolds AONB;
- the history of Leckhampton village, dating back over a 1000 years;
- the highly valued ecology and wildlife in the area;
- the problems of traffic congestion, air quality, and surface water flooding.

LWWH PC has made detailed submissions in the JCS public consultation, referencing many of the core JCS reports in evidence^[REF. 20]. As a consultee involved with the JCS examination, the Parish Council has also gathered together expert evidence particularly covering the landscape and amenity value of the Leckhampton Fields and the major problems of traffic congestion. The traffic evidence is detailed in Annex 3 and is based on traffic surveys carried out by the Parish Council over 35 days in 2012 and 2013 and more recent traffic surveys in 2018. The landscape evidence includes professional landscape appraisal, the findings from two planning appeals, the findings of the JCS Examination in Public and most recently a major Landscape and Visual Appraisal of the Leckhampton Fields carried out for the purpose of this Neighbourhood Plan by Lepus Consulting Ltd in October 2017^[REF.4]. The Lepus report also includes a comprehensive bibliography of previous reports and findings and provides an excellent reference document as well as an independent appraisal.

The Council has also gathered the views of local residents on many policy areas. Two major consultations were carried out in 2015, the first in January 2015 specifically on the proposed Local Green Space and other landscape issues, and the second wider ranging consultation in summer 2015 on public concerns, aspirations, housing needs, local environment, amenities, schooling, health and other services^[See REF. 8 for details and results].

The consultations and surveys, including exit polls conducted at all four of the public exhibitions on various development proposals, highlighted two major public concerns: the importance of protecting the amenities and valued landscape of the Leckhampton Fields and secondly the serious and worsening traffic congestion particularly on the A46 and in Church Road through Leckhampton Village. There were also lesser concerns expressed over shortfalls in available schooling and over flood risk, particularly in light of the severe flooding of Warden Hill in 2007. There was consistent very strong public support for the value of retaining a large part of the Leckhampton Fields as a Local Green Space.

The valued landscape status of the Leckhampton Fields was confirmed in the 2016 findings from the planning appeal by Bovis Homes and Miller Homes against the rejection by Cheltenham Borough Council of their 2013 application for a major development of 650 dwellings on the Leckhampton Fields. The appeal was rejected by

the Secretary of State on grounds both of damage to valued landscape and of severe cumulative traffic congestion. As is stated in these 2016 findings, and is also clear from the findings of the JCS Examination in Public, the valued landscape relates both to the intrinsic landscape quality of the Leckhampton Fields themselves and also to their importance as the rural foreground to the view from Leckhampton Hill. Both factors are core to deciding where development may be possible on the Leckhampton Fields, namely sufficiently distant and well screened from Leckhampton Hill to be acceptable in terms of the impact on the view and appropriately designed and screened to sufficiently preserve the landscape quality and amenity of the Leckhampton Fields.

The traffic congestion imposes an additional constraint on how many new dwellings are possible in the Plan Area. A key factor introduced in December 2017, which has delayed by a year the submission of this Neighbourhood Plan, has been a late proposal by Gloucestershire County Council (GCC) to locate a new secondary school for 900+ students on the Leckhampton Fields. This proposal had not been put forward to the JCS and came as a surprise to Cheltenham Borough Council and to the Parish Council and the developers with whom the Parish Council was working. The likelihood of many students travelling to the school by car and adding to the traffic congestion has introduced a major uncertainty over the traffic constraints. Both the proposed new housing development and the proposed new school are included in the draft Cheltenham Local Plan and likewise in this Neighbourhood Plan. But in both cases they are subject to detailed traffic analysis at the planning application stage to demonstrate that the traffic congestion is acceptable, particularly in the light of the 2016 findings by the Secretary of State on severe cumulative traffic congestion.

Because of the traffic constraints, some of the proposed development that is possible from a landscape perspective may need to be deferred to some future time when new technology including driverless vehicles might hopefully alleviate the traffic congestion, although it is by no means certain what impact new technology will have. In this regard, this Neighbourhood Plan is partly aspirational in the degree of housing development that it is potentially advocating rather than being certain that all the development proposed can be delivered in the near or medium term.

This Neighbourhood Plan has been drafted in consultation with Cheltenham Borough Council planning officers and with developers. It seeks to make a positive input into the examination of the Cheltenham Local Plan ^[REF. 1] and builds on the work completed and adopted in the Joint Core Strategy ^[REF. 2].

The Vision underlying this Plan, which has guided the development of the Plan since 2012, is:

1. To achieve balanced development that provides additional high quality housing including a good measure of affordable housing and at the same time to preserve and enhance the landscape and amenity of the Leckhampton Fields and of the adjacent Cotswold AONB and the outstanding and nationally significant view from Leckhampton Hill to which the Leckhampton Fields make a critical contribution.
2. To preserve and enhance Warden Hill, Leckhampton and Cheltenham as an outstanding place to live and work and in this context to ensure that development is compatible with sustaining a viable traffic network in south Cheltenham and enabling people from areas south of Cheltenham to continue to commute into Cheltenham to work.

Following the expansion of the Parish the Vision is also to enhance the amenities, community and quality of life in the whole area of Leckhampton and Warden Hill, but this will form part of any revision of this Plan as discussed earlier.

This plan is a long document, considerably longer than is usual for a neighbourhood plan. The reason for this has been to preserve continuity. The Neighbourhood Plan Concept produced in 2013 has already played a crucial role in the context of the Joint Core Strategy. A long succession of planning inspectors and studies has

repeatedly affirmed the importance of preserving the Leckhampton Fields. However, the South West Regional Spatial Strategy (RSS) in 2006 proposed on the basis of very cursory evidence locating a development of 2000 new houses south of Cheltenham. The RSS was finally revoked by Government, but the Gloucester-Cheltenham-Tewkesbury Joint Core Strategy was being developed whilst the RSS was still in force and became locked into making Leckhampton a strategic allocation for 1200 new homes. Eventually this was removed from the JCS by the JCS Examiner, Inspector Elizabeth Ord.

Inspector Ord, at the request of the JCS authorities, considered the Local Green Space application and whether such as large area of Local Green Space was justified. In her findings in July 2016, after very detailed considerations and many days of hearings, the Inspector concluded that the LGS was justified and also recommended on landscape grounds against allowing development on some other areas of the Cheltenham part of the Leckhampton Fields that were not included in the Local Green Space application. The Parish Council has included all of the evidence in this Plan for the benefit of the Inspector examining this Neighbourhood Plan.

The Parish Council would like to express its appreciation to the planners and developers with whom it has had the pleasure of working and their representatives. As both sides have observed, the discussions and presentation of evidence have always been very courteous, objective, and evidence-based.

TABLE of CONTENTS

	<i>Page</i>
Executive Summary	10
1. LECKHAMPTON VILLAGE AND WARDEN HILL WARDS	12
1.1. Background to Neighbourhood Planning	13
1.2. LWWH Parish Neighbourhood Plan Process, Milestones and Preparation	13
1.3. Community Aspirations	15
1.4. Neighbourhood Planning Objectives	17
2. PROFILE OF THE PARISH	18
2.1. The Parish Today	25
3. EXPANSION OF THE PARISH AND INTEGRATION INTO THIS NEIGHBOURHOOD PLAN	34
3.1. Leckhampton Hill additional boundary extension request	34
3.2. Impact on Neighbourhood Plan due to Expansion of the Parish	35
4. RESIDENTS VIEW ON THE FUTURE OF WARDEN HILL AND LECKHAMPTON	37
5. LOCAL GREEN SPACE APPLICATION	39
6. THE HISTORY OF LECKHAMPTON AND WARDEN HILL	44
6.1. Warden Hill History	44
6.2. Leckhampton Village History	45
7. LECKHAMPTON ECOLOGY, WILDLIFE & HABITAT	53
8. CHELTENHAM LOCAL PLAN - INTRODUCTION, PLAN EXAMINATION AND SPECIFIC LECKHAMPTON AND WARDEN HILL BOROUGH POLICY	57
9. LECKHAMPTON WITH WARDEN HILL NEIGHBOURHOOD DEVELOPMENT PLAN KEY ISSUES	64
10. PARISH VISION AND OBJECTIVES	68
10.1. Neighbourhood Plan Objectives	69
10.2. Planning Policy Context	70
11. NEIGHBOURHOOD PLAN POLICIES	71
12. ANNEX 1 LECKHAMPTON WITH WARDEN HILL PARISH COUNCIL LOCAL GREEN SPACE CHECKLIST FOR CHELTENHAM BOROUGH COUNCIL	85
13. ANNEX 2 JOINT CORE STRATEGY – RECOMMENDATIONS ON LECKHAMPTON AND WARDEN HILL IN THE PRELIMINARY AND INTERIM (FINAL) REPORTS	99

13.1.	Relevant Extracts for Inspector Ord’s Interim Report	99
13.2.	Extract from Inspector Ord's Preliminary JCS Report	105
14.	ANNEX 3 TRAFFIC SURVEY, PARAMICS SIMULATION AND ANALYSIS TO INFORM DEVELOPMENT, INFRASTRUCTURE AND THE PROPOSAL FOR A NEW SECONDARY SCHOOL ON KIDNAPPERS LANE	108
	Introduction	108
	Proposed large scale developments	110
	Average spacing of vehicles in the traffic queue	111
	Checking the consistency of the survey data	112
	Growth of the traffic queue down to Up Hatherley Way	113
	Traffic generated by proposed new developments	114
	Combined effect of the proposed developments on the queue length	116
	Traffic model	119
	Spread of the queue beyond the A417 roundabout.	123
	Traffic accidents	125
	Conclusion	125
	Church road gridlock and danger to primary school children	126
15.	ANNEX 4 LECKHAMPTON WITH WARDEN HILL PARISH AIR QUALITY MONITORING PLAN	129
	Traffic pollution at Moorend Park Road junction and along A46	130

REFERENCE LIST

- REF [1] National Planning Policy Framework – Government planning Policy published in March 2012
- REF {2} Joint Core Strategy for Gloucester, Cheltenham and Tewkesbury, Adopted 2018
- REF [3] Cheltenham Borough Local Plan 2018 – Examination in Progress.
- REF [4] Landscape and Visual Appraisal November 2017, LEPUS Consulting Ltd. October 2017 [118 pp]
LC-315_Leckhampton_Warden_Hill_LVA_6_281117WE.docx
- REF [5] River Habitat Survey of Hatherley Brook and Moorend Stream, LEPUS Consulting Ltd. October 2017 [46 pp]
LC 318_Leckhampton_Warden_Hill_RHS_11_201017EN.docx
- [REF 6] Land at Farm Lane/Church Road Leckhampton, Cheltenham, Landscape and Visual Appraisal (Final Report) – Landscape Design Associates, Oxford, 32pp, July 2003. Accessed on 11/10/17. Available at:
https://www.cheltenham.gov.uk/download/downloads/id/3076/leckhampton_landscape_and_visual_appraisal.pdf

- [REF 7] Leckhampton with Warden Hill Parish Council Neighbourhood Planning NPPF Concept Plan & Local Green Space Application. July 2013, 75pp. Accessed on 11/10/17. Available at:http://www.leglag.org.uk/LEGLAG/Welcome_files/Leckhampton%20with%20Warden%20Hill%20Parish%20Council%20Neighbourhood%20Planning%20and%20NPPF%20LGS%20Application.pdf
- Authors: Parish Councillors: Cllr. Dr Adrian Mears CBE, FlinstP and Cllr. Viv Matthews.
Neighbourhood Forum Members: Mrs Margaret White,
Dr Elizabeth Pimley PhD (Cam), CEnv, MIEEM and Cllr. Ian Bickerton CEng, MIET.
National Planning Policy Framework & the Natural Choice: Mr Martin Horwood MP.
Leckhampton History: Mr Eric Miller and Mr Terry Moore-Scott.
Ecology, Wildlife & Habitat: Dr Elizabeth Pimley PhD (Cam), CEnv, MIEEM, Prof Adrian Philips CBE, IUCN, WCPA and Mr Ray Woolmore DipTP, MRTPI, FRGS.
- [REF 8] CBC Engaging Communities Project Report, Part 2, Chapter 4 – Leckhampton, GRCC. January 2017. Available:https://www.cheltenham.gov.uk/download/downloads/id/5642/cecpc_part_2_chapter_4_leckhampton_with_warden_hillpdf.pdf
- [REF 9] Letter from the Cheltenham Chamber of Commerce to CBC Planning Committee on the concern over increasing traffic congestion on the A46 trunk road due to large scale uncontrolled development in Leckhampton and the request for more traffic modelling – April 2015.
- [REF 10] Report to the Secretary of State for Communities and Local Government by P W Clark MA MRTPI MCMI. Inquiry held on 22 – 25 September and 29 September – 2 October 2015. Land at Kidnappers Lane Leckhampton, Cheltenham. File Ref: APP/B1605/W/14/3001717 11 January 2016 AND Secretary of State covering letter, Julian Pitt, APP/B1605/W/14/3001717, 5 May 2016. Accessed on 11/10/17. Available at:
http://www.leglag.org.uk/LEGLAG/News/Entries/2016/5/6_Good_News__Outline_Planning_Application_for_650_Houses_in_Leckhampton_REJECTED.html
- [REF 11] Inspector’s Preliminary Findings on Green Belt Release Spatial Strategy and Strategic Allocations - EXAM 146, 18th Dec. 2015. Accessed on 11/10/17. Available at: <http://www.gct-jcs.org/PublicConsultation/Gloucester,-Cheltenham-and-Tewkesbury-Joint-Core-Strategy-Examination-Document-Library.aspx>
- [REF 12] Inspector’s Interim Report – EXAM 232, 31st May 2016. Accessed on 11/10/17. Available at: <http://www.gct-jcs.org/PublicConsultation/Gloucester,-Cheltenham-and-Tewkesbury-Joint-Core-Strategy-Examination-Document-Library.aspx>
- [REF 13] Leckhampton with Warden Hill Parish Council Neighbourhood Planning Revised Local Green Space Application - Dec 2015, EXAM 121A. Accessed on 11/10/17. Available at: <http://www.gct-jcs.org/PublicConsultation/Gloucester,-Cheltenham-and-Tewkesbury-Joint-Core-Strategy-Examination-Document-Library.aspx> and
http://www.leglag.org.uk/LEGLAG/News/Entries/2015/12/6_Local_Green_Space_Application_-_a_Community_led_Planning_Proposal_files/LWWHPC%20LGS%20Common%20Ground%20for%20%20Inspector%20Ord%20Dec%202015%20v05-1.pdf
- [REF 14] EBLO 106 JCS Landscape and Visual Sensitivity (Oct 2012), South Cheltenham is section 6, p14-17, extract [E1]. Accessed on 11/10/17. Available at: <http://www.gct->

[REF 15] ENAT 100 JCS Greenbelt Assessment (Final, Sept. 2011), sections (5.2.6), (5.4.5) and (7.3.8). Accessed on 11/10/17. Available at: <http://www.gct-jcs.org/PublicConsultation/Gloucester,-Cheltenham-and-Tewkesbury-Joint-Core-Strategy-Examination-Document-Library.aspx>

[REF 16] E104 JCS Halcrow Strategic Flood Risk Assessment level 2, (Final July 2012), reference site T10 (SD2), section 7. Accessed on 11/10/17. Available at: <http://www.gct-jcs.org/PublicConsultation/Gloucester,-Cheltenham-and-Tewkesbury-Joint-Core-Strategy-Examination-Document-Library.aspx>

[REF 17] Cotswolds AONB Conservation Board – Position Statement 2010 – Development in the Setting of the Cotswolds AONB.

[REF 18] MIND Ecotherapy – the green agenda for mental health, 2007

[REF 19] Benefits of Green Space – Recent Research April 25, 2011, ENVIRONMENTAL HEALTH RESEARCH FOUNDATION

[REF 20] JOINT CORE STRATEGY CORE REFERENCE DOCUMENTS

- EXAM 121 LHWHP Priorities for the Leckhampton fields green space
- EXAM 121A Community LGS common ground requested by the Inspector
- ENAT 101 Habitats regulations assessment – screenings report (Dec 2011)
- ENAT 106 Ecological Survey Work (Cheltenham 2010, 2011, 2012, Gloucester 2006, 2010: Tewkesbury 2009, 2010, 2011)
- ENAT 107 Joint Core Strategy Historic Environment Assessment (Mar 2014)
- ENAT 108 Green Infrastructure Strategy (2014)
- EXAM 107 Natural England greenspace guidance June 2010

Executive Summary

In 2012, Leckhampton with Warden Hill Parish Council (LWWH PC) and Shurdington Parish Council set up a joint neighbourhood forum (JNF) for the purpose of developing a neighbourhood plan for the area covered by the two parishes. The original submission of July 2013 ^[REF. 7], which has been led by LWWH PC with support from Shurdington Parish Council was the first output from the work of the JNF.

Both parish councils have been greatly concerned by the proposals for large scale development on the Leckhampton Fields. They have strongly and consistently opposed such development for reasons that are brought out in the set of Neighbourhood Planning Documents and references: this includes the amenity value of the land; its great importance to the view from Leckhampton Hill; the history of Leckhampton village, dating back over a 1000 years; the ecology and wildlife in the area; the problems of traffic congestion, flooding and plans over secondary school places. LWWH PC has made detailed submissions with strong evidence to the JCS, although Leckhampton has been removed as a Strategic Site there is still the fear that decisions could be imposed on the area that are very damaging not only to the parishes but to Cheltenham as a whole.

Accordingly, LWWH PC has assembled the expert evidence presented in this submission both of the value of the Leckhampton land and of the dangers facing local people and the Cheltenham area, particularly from the severe traffic congestion and further increased air pollution levels already dangerously high near Leckhampton School that would result from development in Leckhampton ^[REF. 9 and 10]. Expert summaries of the history of the area and of its ecology and wildlife are included in this plan to aid the reader in understanding the thoughts and concerns of residents. Sadly, until the 1960s, scant importance was attached to preserving the UK's historical heritage and many buildings and areas were destroyed. The cultural and economic value of historical areas is now much better understood and rightly protected. The ecological and wildlife survey prepared for the Council by three experts shows the rich diversity of habitats. Part of the aim for the Local Green Space is to enhance its value to Cheltenham as a wildlife area.

The Council has gathered the views of local residents about the future of the Leckhampton land ^[REF.8]. The survey showed overwhelming public opposition to development. Similar findings have come from polls conducted by LEGLAG and the November 2011 Country Park Petition to CBC.

The traffic surveys, model and analysis have involved considerable work by LWWH PC. The findings have been independently verified by traffic consultant Rob Williams, a director of Entran Ltd and well respected by Mark Power of Gloucestershire Highways, from whom the County Council has also received valuable advice. The traffic model allows various scenarios to be examined. It shows that development on the scale currently being proposed would cause the A46 traffic queue to regularly extend to Shurdington and potentially to the A417. The time it would take to commute into Cheltenham would impose a great economic cost, likely to adversely impact on economic growth and would make it hard for people living south of the A417 to work in Cheltenham.

Even tighter constraints are imposed by two other factors discussed in Annex 3: the need, confirmed by County Highways, to prevent any major increase in traffic levels on Church Road during the morning peak period, and secondly the pollution levels on the A46, particularly around the Moorend Park Road intersection, which exceed permitted EU levels. These two factors leave little or no scope for sustainable development on the Leckhampton Fields, particularly when taken in conjunction with the rise in general UK traffic levels from 2015-2025 now predicted by the Department of Transport. LWWH PC has also looked at possible new employment sites around Cheltenham being considered by the JCS to check that these do not materially alter this conclusion.

Under the NPPF a neighbourhood plan cannot be used to prevent sustainable development. Having regard to this, LWWH PC has investigated various options for the size and boundary of the Local Green Space, as described

in Annex 1. After taking planning consultation the Council resolved at its public meeting on 25 July 2013 to include a large part of the Leckhampton Fields in the LGS. This decision has been supported by Shurdington Parish Council in a draft letter of endorsement and which Shurdington Parish Council formally ratified at the September 2013 Council.

This plan seeks to make a positive input into the Cheltenham Local Plan ^[REF.2], the current strategic site allocation and to contribute to the process of updating the Cheltenham Borough Council and Tewkesbury Borough Council local plans to be NPPF-compliant.

This Neighbourhood Planning Concept Plan & Local Green Space application submitted in July 2013 was compliant with the National Planning Policy Framework ^[1] (NPPF) published in March 2012, both in the definition of sustainability and recognition of the importance and protection of the natural environment.

In the Ministerial Foreword to the NPPF, the Rt Hon Greg Clark MP states that in the past communities have been excluded from Planning and that this process must be a creative exercise in finding ways to enhance and improve the places in which we live our lives. The National Planning Policy Framework is a radical change and has introduced neighbourhood planning to positively encouraged Parish Councils & Communities to get involved, *'written simply and clearly, we are allowing people and communities back into planning'*.

[1 - NPPF Ministerial foreword]

- Sustainable means ensuring that better lives for ourselves do not mean worse lives for future generations;*
- Our natural environment is essential to our wellbeing, and it can be better looked after than it has been. Habitats that have been degraded can be restored. Species that have been isolated can be reconnected. Green Belt land that has been depleted of diversity can be refilled by nature – and opened to people to experience it, to the benefit of body and soul;*
- Development that is sustainable should go ahead, without delay – a presumption in favour of sustainable development that is the basis for every plan, and every decision. This framework sets out clearly what could make a proposed plan or development unsustainable.*

These principles, of seeking sustainable development so elegantly defined, together with the protection of the natural environment, have underpinned the development of this Neighbourhood Plan and promoting the Local Green Space Application.

1. LECKHAMPTON VILLAGE AND WARDEN HILL WARDS

The parish of Leckhampton with Warden Hill is situated in the south of Cheltenham. It is partly urban and partly semi-rural. The north part of the Parish includes part of urban Cheltenham between the A46 (Shurdington Road) and the Leckhampton Road. In the west is Warden Hill, a suburb of Cheltenham, much of it built in the 1950s with more recent development on its south side down to Up Hatherley Way. In the south-east and extending up Leckhampton Hill is Leckhampton Village. Sandwiched between Leckhampton Village and Warden Hill is the much-loved semi-rural area of the Leckhampton Fields with its matrix of footpaths and diverse landscape. On its south side the Parish borders and includes areas of the Cotswold AONB and the scarp of Leckhampton Hill and to the southwest it borders the Green Belt land separating Cheltenham and Gloucester. It is one of five parishes in Cheltenham Borough; it adjoins Up Hatherley Parish to the west, Charlton Kings Parish to the east and unparished sections of the town to the north and north-east (including some of Charlton Park, Naunton Park, the Park and Bournside). To the south it borders Shurdington Parish which is part of Tewkesbury Borough and which includes the main scarp of Leckhampton Hill.

Leckhampton Village is surrounded by fields on three sides and also having a long history and a number of medieval buildings including Leckhampton Manor and St Peter's Church. The village has retained much of its rural character and this character is greatly valued by residents in the village and also by people in Cheltenham who use the Leckhampton Fields and Leckhampton Hill.

The Parish has easy access to Cheltenham by foot, bicycle and bus route F every 30 minutes along Leckhampton Road and number 10 on the Shurdington Road every 10 minutes. Crime levels are low and the village has a relatively good, friendly and caring community. There are many public activities in the village. There are two OFSTED highly rated primary schools, Warden Hill and Leckhampton and the area attracts families with young children. The Parish is mainly residential and has little local employment. Residents commute mainly into Cheltenham, and to Gloucester and locations north and south along the M5 and via the rail services from Cheltenham.

In terms of the three NPPF principles cited above:

1. Warden Hill and Leckhampton are sustainable communities, the parish is a desirable area to live, as reflected in relatively high local house prices, and it has good local facilities.
2. The local environment is well looked after, particularly by volunteer groups, notably Friends of Leckhampton Hill and Charlton Kings Common, Warden Hill in Bloom, Leckhampton Green Land Action Group (LEGLAG) and the Cotswold Voluntary Wardens. Cheltenham Borough Council and Leckhampton with Warden Hill Parish Council also help to look after footpaths and to deal with any litter. Local people take a pride in the area, which has special beauty at different times of the year. The Leckhampton Fields serve not only the residents of the parish but also residents from the wider area of Cheltenham.
3. The Parish was originally allocated as a strategic site in the joint Core Strategy to provide 1200 new homes. Much of this would have fallen on the Leckhampton Fields which has been protected for generations. The JCS Inspector recommended ^[REF. 11 & 12] that the Leckhampton development be much reduced mainly on the grounds of valued landscape and the merits of Local Green Space; this is consistent with five other Inspectors in examinations going back three decades. There is still a major concern over traffic congestion affecting the A46 trunk route into Cheltenham with the smaller planned development and a proposal to site a new secondary school on south-west corner of the Leckhampton Fields. The detail and background to this additional transport work is provided in Annex 3.

Land at Leckhampton has been the subject of development pressure for a number of years with numerous enquiries. The Inspector considering objections into the Second Review of the 2006 Cheltenham Borough Local Plan concluded that, *'development of the objection site would materially harm the rural character and*

appearance of the area, and the important contribution that this makes to the landscape within the site and when seen from the AONB’.

In the previous Cheltenham Borough Local Plan, Second Review, Adopted July 2006, para 7.41 the Inspector’s report was discussed, *‘the Council supports the Inspector’s conclusions and considers that the intrinsic value of the land should be protected as a resource for its recreational, landscape, wildlife and archaeological interest. Any proposals for development within this area will be considered against policies CO 1 (landscape character) and CP3 (sustainable environment)’.*

The Joint Core Strategy finalised in December 2017 and the Cheltenham Local Plan (Reg. 19) submitted to the Inspectorate on the 3rd October 2018, both plans support the policies and local green space promoted in this Parish Neighbourhood Plan. Traffic Surveys and Paramics Simulation will inform decisions on the late County proposal to site a new secondary school on the Northern Fields; this is very much work in progress and subject to public examination.

There is one ancient monument under S1 of Ancient Monuments and Archaeological Areas Act 1979, the Leckhampton Moated Site to the west of St Peter’s Church and marked by ordinance survey. There are many listed building in the Parish these are detailed in section 2.

1.1. BACKGROUND TO NEIGHBOURHOOD PLANNING

The Localism Act 2011 gave Parish Councils the power to prepare a statutory Neighbourhood Plan (NP) to protect areas of special value and help guide development in their local areas. Through this NP, local people in Leckhampton with Warden Hill now have the opportunity to shape new development in the areas. This is because planning applications are determined in accordance with this plan, the local plan and guided by the National Planning Policy Framework.

The Leckhampton with Warden Hill Neighbourhood Plan when made will sit alongside the Joint Core Strategy for Gloucester, Cheltenham and Tewkesbury and the Cheltenham Local Plan (the latter is still in the process of preparation with examination in April 2019) and the saved policies of the 2006 Cheltenham Local Plan.

This Neighbourhood Plan is compliant with the planning regulations of Schedule 4B, paragraph 6, of the Town and Country Planning Act 1990 (as amended)^{NOTE 1} and the new consultation-principles-guidance^{NOTE 2 & 3}.

NOTE 1 <http://www.legislation.gov.uk/ukpga/2011/20/schedule/10/enacted>

NOTE 2 <https://www.gov.uk/government/publications/consultation-principles-guidance>

NOTE 3 <https://www.gov.uk/guidance/neighbourhood-planning--2>

1.2. LWWH PARISH NEIGHBOURHOOD PLAN PROCESS, MILESTONES AND PREPARATION

Leckhampton with Warden Hill Parish Council, as a qualifying body, believe neighbourhood planning is an important power for local people to use and decided to prepare a NP for Leckhampton with Warden Hill parish. Leckhampton with Warden Hill Parish Council made the decision to work towards a Neighbourhood Development Plan in 2015 and the parish was designated as a Neighbourhood Area by Cheltenham Borough Council in September 2015; the designated Neighbourhood Area is shown on Map 1. Since this time a NP group has led the process.

The steps and progress in the preparation of the LWWHPC Neighbourhood Plan are set out in Figure 1. A first draft NP has been prepared and we are now seeking your views on this draft before proceeding further.

Leckhampton with Warden Hill Parish Council made the decision to work towards a Neighbourhood Development Plan in 2013 and the parish was designated as a Neighbourhood Area by Cheltenham Borough Council in September 2015. Since 2013 a NP group has led the process. Its membership includes Leckhampton with Warden Hill (LWWH) Parish Council, Shurdington Parish Council, Leckhampton Green Land Action Group (LEGLAG), two Borough Councillors, and various expert members as required. Shurdington Parish Council is a

member because the Leckhampton Fields, although mainly in LWWH Parish, extend into Shurdington west of Farm Lane. Leckhampton Hill and the fields surrounding Leckhampton on the south and east side are also in Shurdington.

LEGLAG has approximately 1100 members actively involved in green space preservation. The NP group also has informal links to other local organisations including the church, Friends of Leckhampton Hill and Charlton Kings Common (footpath and general maintenance group). The group, which at the time also included the Chairman of Gloucestershire CPRE and the then MP for Cheltenham, produced a 'concept statement' in 2013 for the NP, focusing particularly on green spaces and traffic problems. The Concept included an application for a Local Green Space and the NP group then worked with Gloucestershire Rural Community Council (GRCC) in 2015 on the Local Green Space Study, which included the proposal for designation of part of the Leckhampton Fields as a Local Green Space (revised from the original 2013 LGS proposal in 2014 based on recommendations from CBC).

The group has also presented to the Joint Core Strategy Inspector hearings during 2016, and changes have subsequently been made to the JCS with regard to proposals for a strategic site around Leckhampton. This has clarified the potential scope for sustainable development, which was a key objective of the 2013 Concept. The approach to the Cheltenham Engaging Communities Project took this previous activity into account and allowed GRCC to support the parish council in ways which would also inform the progress of the NP as well as enabling them to produce a Chapter for the Engaging Communities Report. It is recognised that proposals in this report will be enhanced and amended throughout the NP process therefore final aspirations and themes in the NP may not be identical to the ones presented in this report. GRCC support centred around the NP and Engaging Communities Project process, providing a framework profile for the community to amend and a basic analysis of data from the 2015 survey.

Leckhampton with Warden Hill Parish Council engagement with the wider community:

2013

The concept statement and Local Green Space application was compiled in 2012/13 and submitted to Cheltenham and Tewkesbury Borough Councils in July 2013, this document was countersigned by Shurdington Parish Council. This concept document[1] had been prepared in-house by the Neighbourhood Forum with the assistance of CPRE who were government funded to provide Neighbourhood Planning Consultancy. Traffic congestion was a major concern at the forum meetings, the Parish Council undertook extensive traffic surveys and traffic modelling of traffic flow on the A46 in order to understand the scale of the existing peak workday periods of congestion.

2014

The Cheltenham Partnership – Connecting Warden Hill survey was conducted in 2014, with the Task and Finish Group delivering to approximately 850 homes of over 50s and receiving responses from 55 in total. The survey aimed to explore people's interests and skills with a view to enabling setting up of more activities for over 50s in the ward and encourage volunteering. Questions also explored extent of loneliness and feelings of personal safety. This was an initiative by CBC, the LWWH Parish Council and the Church in Warden Hill to strengthen community; it was a separate activity to the neighbourhood planning, although contributing useful information.

2015

A survey of residents and other users of the Leckhampton Fields was conducted in early 2015 in order to inform the response to the Local Green Space Study and subsequent presentation to the Joint Core Strategy Inspector. Extracts from the JCS Examiner's Reports relating to Leckhampton with Warden Hill can be found in Annex 2 which has all extracts of the Inspector's Interim and Preliminary (final) JCS Reports and earlier recommendations and comment in reference [7].

In order to gain opinions on wider issues (rather than those focussed on green spaces), the NP group carried out an additional survey in summer 2015. Questions were largely rating questions, with opportunities to add

comments. What people valued about living in Leckhampton was explored through a rating question with 57 areas to consider, including those relating to schools, environment, transport and roads, amenities and health and social care. Other questions centred on concerns, including a list of 9 possible issues to rate. Question 5 explored views on types and strategy relating to housing needs in the area while a follow up question explored opinions on downsizing. Traffic congestion and pollution was the focus of Question 6 and other questions invited opinions on schools, health and social services, strong community and employment and local economy. The full questionnaire can be found in Ref. 8, Appendix 2a). The geographical catchment area for the questionnaire was broader than the parished area; this was to gain perspectives of those residents neighbouring the parish boundary and in recognition of the ongoing parish expansion initiative. Respondents provided information which made it possible to isolate responses from within the parish. Overall 645 households responded to the Public Consultation exercise.

2015 to 2017 – Evidence on Sustainability

Evidence was submitted in 2015 by LWWH Parish Council, Leglag and developers to the appeal by Bovis Homes and Miller Homes against the rejection by CBC of their planning application to build 650 homes on the Leckhampton Fields. This evidence and the subsequent findings of the Appeal Inspector and of the Secretary of State helped in refining the scope for sustainable development on the Leckhampton Fields. In the same way the evidence given by various parties including the Parish Council and Leglag to the Leckhampton sessions of the JCS Examination in Public together with the JCS Inspector's findings have provided further clarification and also assurance that the LGS application in respect of the Cheltenham part of the Leckhampton Fields is consistent with the JCS. The finding by the Secretary of State that the development on the Leckhampton Fields as originally proposed in the JCS would cumulatively cause severe traffic congestion is an important clarification on sustainability and supports the findings on traffic congestion in the 2013 Neighbourhood Plan Concept. The Parish Council has conducted further traffic surveys in February and March 2017 and in September to December 2018 ^[Annex 3], which are still on-going in the context of the proposed expansion of Leckhampton Primary School and the proposed new secondary school on the Leckhampton Fields.

Summer 2015 Neighbourhood Plan Residents Survey

The table below summarised key findings while tables providing a overview analysis of responses to tick box questions is provided in Ref. 8, Appendix 4.

The final Neighbourhood Plan when submitted for examination will contain a full analysis of all responses to the consultations on this current draft plan.

1.3. COMMUNITY ASPIRATIONS

Through consideration of the survey findings summarised and points expressed during the creation of the concept statement, the community has identified 6 themes which will be represented within the Parish Neighbourhood Plan:

- Housing Policy
- Local Green Space
- Roads, Traffic and Transport
- Community Halls and Facilities
- Air & Water Quality
- Protected Views from and into Leckhampton from the Cotswolds Escarpment including Tree Preservation.

Warden Hill representatives isolated the results for the Warden Hill area from the 2015 NP survey and considered these in conjunction with results from the Cheltenham Partnership – Connecting Warden Hill survey in 2014.

This resulted in definition of five planning objectives for the whole parish to promote as a part of the Neighbourhood Plan process. Please see Ref. 8, Appendix 4 for links between survey responses and the suggested policy areas. These objectives will be tested by public consultation and refined by the NP Group prior to submission to Cheltenham Borough Council in January 2019. Refinement will take into consideration full results of the consultations to date, results of further engagement and consideration of aspects appropriate to include in a Neighbourhood Plan.

1.4. NEIGHBOURHOOD PLANNING OBJECTIVES

1. Encourage a thriving and prosperous community that delivers an excellent quality of life for all its residents.
2. Protect green space, the landscape and support nature conservation.
3. Seek ongoing improvements to transport to reduce use of private cars and ensure alternatives are appropriate and safe.
4. Delivery of a housing growth strategy informed by the Joint Core Strategy (Feb. 2018) and the emerging Cheltenham Local Plan (submitted Oct. 2018), with housing type tailored to the needs and context of the Parish.
5. Involve local people in an ongoing basis in the process of plan-making, monitoring and delivery of development.

Next steps and Forward Plan

The NP group will further explore and add detail to this body of work in the coming months in order to inform the Vision and respond to the second informal public consultation. It is expected that a further refinement of the objectives and policies of this Plan will be made before final submission in January 2019. A Forward Plan on Leckhampton & Warden Hill Neighbourhood Plan has been developed which contains actions to address outstanding work including:

1. Housing Requirement both current and future, Affordability and Type, to be informed by the LWWHPC Neighbourhood Planning Questionnaire and JCS Evidence Base.
2. Traffic Assessment to 2030 to be informed by JCS Saturn Modelling and Additional Surveys to GCC Highways Methodology, analysis to include danger areas, junction design and traffic congestion.
3. Air Quality, accurate measurement and mapping of NO₂ and 2.5/10 micron particulates in traffic congested areas, purpose to assess health impact on residents, this work will seek advice from the Gloucestershire NHS Trust, DEFRA UK Air on air quality measurement and health ^[REF.20].
4. Water Quality Assessment, Habitat and Policy, to include Hatterley Brook and Moored Stream.
5. Protected Views into and from the Parish, to be informed by the JCS and Evidence Base, ENAT references below, these to be added to the LWWHPC Local Green Space Application.
6. Tree Preservation Orders, re-assessment required across the parish and applications made to CBC and included in the LWWHPC LGS Application.
7. Assessment of the need for Community Halls and Facilities, this community work to be in concert with CBC Local Planning, consultation Spring 2019 and included in the Neighbourhood Plan.

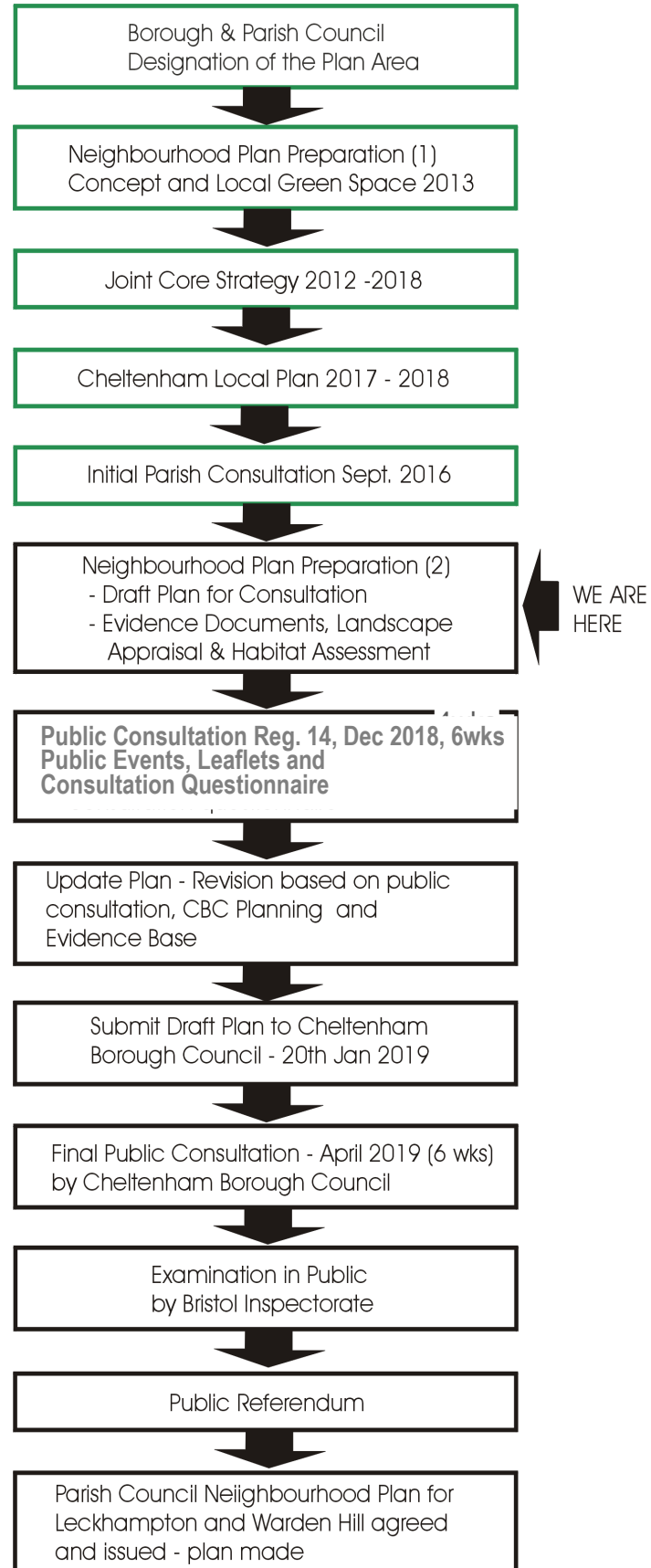
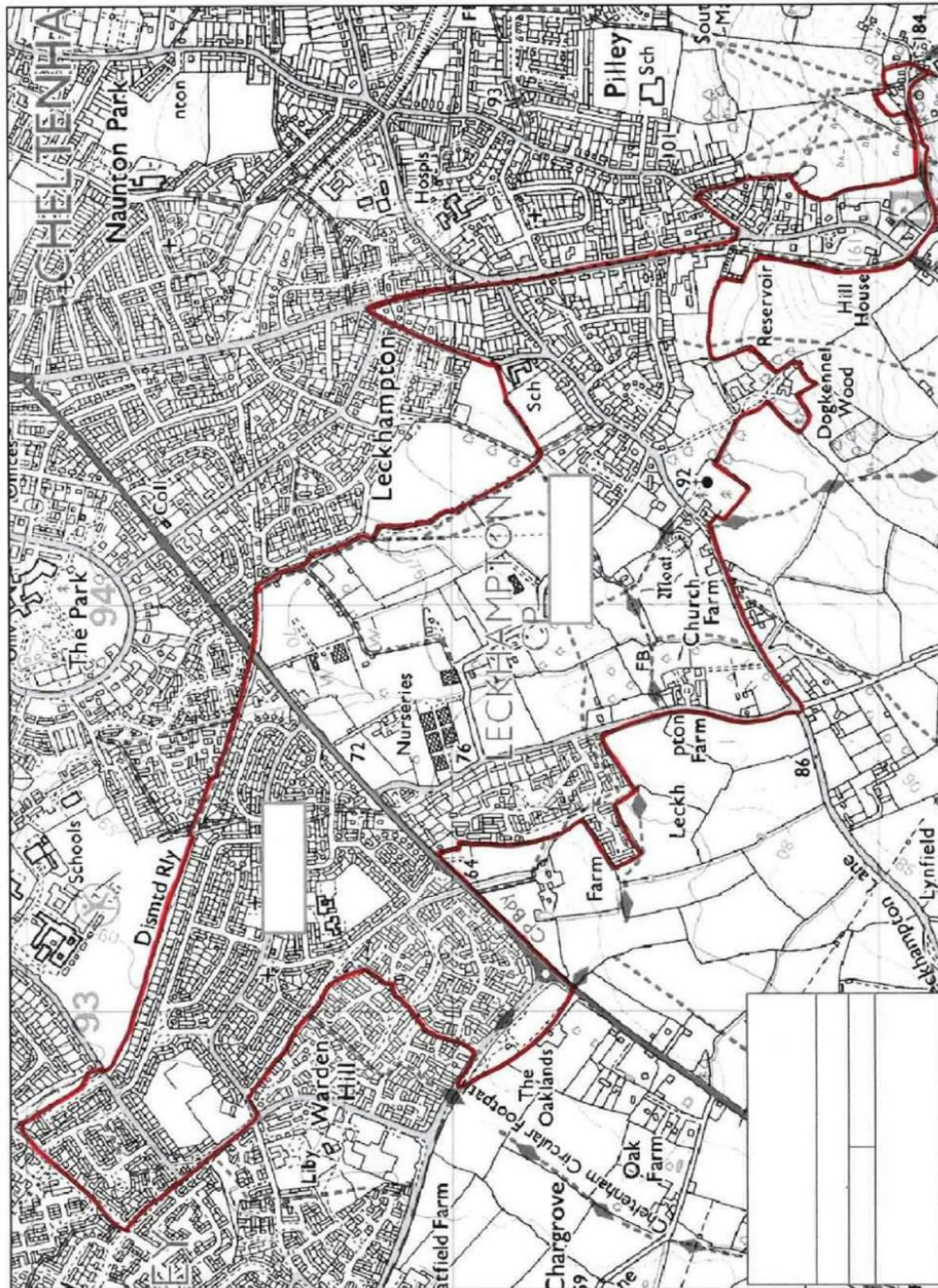


Figure 1 LWWHPC Neighbourhood Plan Process

2. PROFILE OF THE PARISH

The Neighbourhood Area agreed by Cheltenham Borough Council is defined in Map 1 below, for historic reasons the parish is part of Leckhampton and Warden Hill Wards of Cheltenham.



Map 1 The Neighbourhood Area (Source: Cheltenham Borough Council)

In this section we provide some of the parish history, economy, housing, community spaces, transport, physical environment and demographic information. The parish is in two parts: the village of Leckhampton and the suburban area of Warden Hill with the Leckhampton Fields in-between; there is also post-1980 development on land in Leckhampton along Farm Lane. Together they are home to approximately 4,600 people. The parish has a higher than county or national average proportion of under 5s and over 75s, with 30% of households in the parish being pensioner households, compared with 20.7% nationally. Leckhampton with Warden Hill has low levels of deprivation and residents have a relatively high level of qualifications. The parish has access to the Bath Road by foot and bus to Cheltenham and good access to services, cycling is more difficult with the lack of safe routes. Two primary schools and one pre-school, meeting rooms and sports facilities are within the parish boundary. It is a largely residential parish with little local employment but it borders the Cotswolds AONB and Leckhampton Hill scarp which are popular walking destinations for local residents and people from further afield.



Brizen Recreation Field & Youth Centre



Up Hatherley Way looking West



Warden Hill – Salisbury Ave

Warden Hill has been known as such since 1617. Over time, a farm came to be established there, which took the location's name. Some development around existing roads took place from the early 19th century, but much of the area remained as farmland up until the 1950s when the area to the north of Farmfield Road was developed (Map 2). The area to the south and west of Farmfield Road was developed mainly from 1970 to 1990.



Warden Hill Play Area Mugga, Salisbury Ave

Leckhampton once served as the vegetable garden for the Anglo-Saxon manor of Cheltenham. In the early 14th century, Leckhampton Court was built, and with this a village developed over time. At the end of the 18th century, quarries were formed in the area, along with a horse-drawn railway to carry the quarried stone to Cheltenham. Quarrying led to the enclosure of previously common land, enclosure was met with protests from local people. In 1929, Cheltenham Town Council bought the land and made it accessible to the public once again.



Shurdington Road and Woodlands Avenue looking south



Warden Hill Play Area and United Reform Church, Salisbury Ave



Warden Hill Play Area and St Christopher's Church, Salisbury Ave



Thatched Cottages – Church Rd

•

There are no conservation areas in the parish, but there are numerous Grade I and II listings of one or more clusters of buildings and objects.

- The Ancient Moat on the Leckhampton Fields and Moat Cottage nearby (pictured on our front cover)
- St Peter's Church, grade I listed
- Leckhampton Court, grade I listed
- Cottages on Church Road
- Cottages on Kidnappers Lane
- Brizen Farm original thatched farmhouse, Grade II



Thatched Cottages – Church Rd



War Memorial – Church Rd

Photo Gallery of Warden Hill and Leckhampton, Landscape photographs are contained in reference 4 & 5



Leckhampton Village Hall – Church Rd



Morrison's Supermarket



Corner of Leckhampton & Church Rd



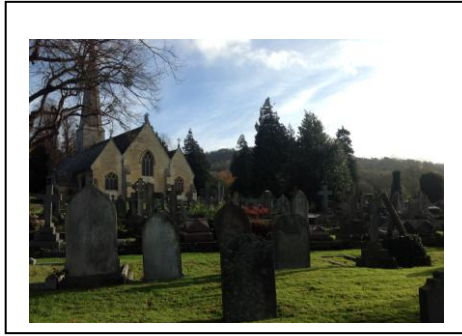
Thatched Cottages – Church Rd



Leckhampton Primary School

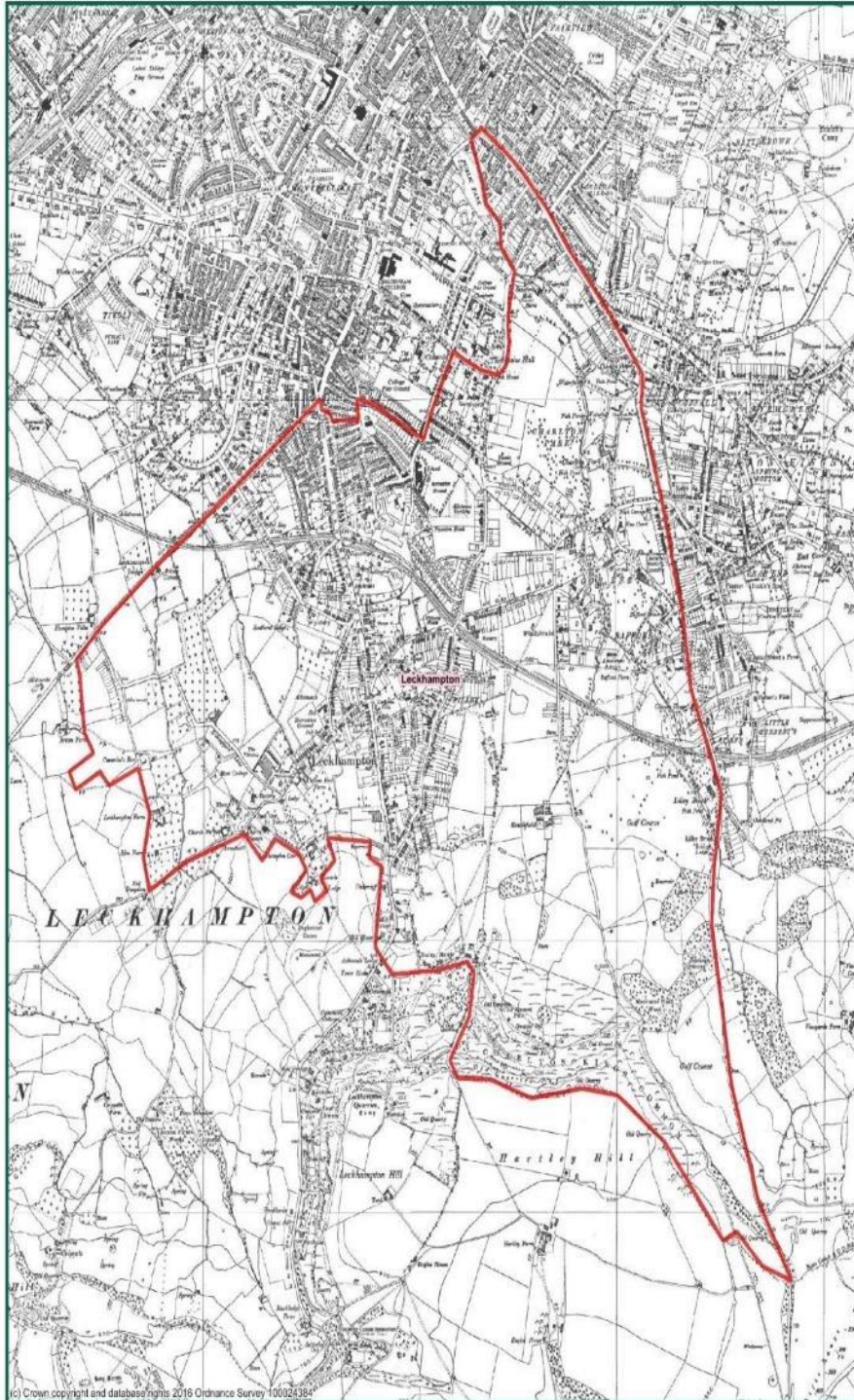






Gloucestershire University – The Park





Map 2 Leckhampton and Warden Hill in 1954 (source: Cheltenham Borough Council)

2.1. THE PARISH TODAY

A neighbourhood plan is primarily about the use and development of land and buildings. It forms part of the planning for shaping the future of the area, alongside a sustainable community strategy. In modern times Leckhampton has retained its rural character whilst being well connected to the urban centre with good schools, health care and work opportunities within the town and local area. This section reviews some of the main issues and public concerns with large scale development and provides inputs to the neighbourhood planning process. Today, Leckhampton with Warden Hill Parish is a mature residential and fairly rural area to the south of Cheltenham town centre. It is one of five parishes in Cheltenham Borough. It is the southernmost part of the Borough, and adjoins Shurdington Parish to the south, Up Hatherley to the west, and unparished sections of the town to the north and east (including some of Charlton Park, Naunton Park, Bournside and Pilley).

2.1.1. PEOPLE, HOUSEHOLDS AND HOUSING

Leckhampton with Warden Hill Parish is home to approximately 4,600 people, 94% identify themselves as white British¹. Census information for the parish indicates a roughly even division between males and females and that there is a higher than county-average number of people under the age of 5 and over the age of 75 living in the parish². 30% of households in Leckhampton with Warden Hill are pensioner households, compared with 20.7% nationally.

Crime levels are low for the area the frequency of some types of crime are in the top third for the county (such as burglary, violence and arson), and the number of crimes against those aged 75 or over is in the top 10% in Gloucestershire.³

Housing in the Leckhampton village area of the parish is partly Victorian and Regency and partly post-1960s, with some older former farm buildings and cottages that contribute to the rural feel and character in the southern parts of the parish. Warden Hill housing is suburban, much of it built in the 1950s with more recent development on Up Hatherley Way. The developments along Farm Lane are also recent. In places, compared to more central and suburban areas of Cheltenham, Leckhampton has a rural appearance and nature, with even the more densely built areas and estates appearing comparatively leafy, with a spacious feel. Although Warden Hill is suburban, its proximity to open countryside and access to open views towards Leckhampton Hill contribute to a feeling of space within the parish.

2.1.2. ROADS, TRANSPORT AND ACCESS

The parish is roughly divided in half by the major route of the A46 Shurdington Road, which joins the east of Cheltenham town centre to Shurdington and beyond towards Stroud and Bath. Up Hatherley Way runs along the southern boundary of the parish and joins the A46 with Up Hatherley and eventually the A40. Along the eastern boundary of the area, Leckhampton Road joins the town centre with Leckhampton Hill, which is within the Cotswolds Area of Outstanding Natural Beauty (AONB). Other highways within the area serve a mostly residential population. Church Road continuing via Leckhampton Lane to the A46 at Shurdington and via Kidnappers Lane to the A46 and Up Hatherley Way provides the only route round the south side of Cheltenham and is heavily congested as a result. Other roads in the parish including Woodlands/Salisbury Avenue mostly serve the residential population.

¹ All figures 2011 Census unless stated otherwise.

² MAIDeN Neighbourhood Profile

³ MAIDeN Neighbourhood Profiles

There are no formally recognised cycle routes in the parish, so cyclists travelling through and around the area currently use the roads. Roads in the parish have been graded by the Cheltenham and Tewkesbury Cycling Campaign as being either quiet, reasonably quiet or medium, apart from the A46 Shurdington Road, which is very busy. A higher rating needs a higher level of skill from the cyclist. Cycling on Church Road is also hazardous in peak traffic periods.

Cheltenham Railway Station is 1.7 miles away, or a 35 minutes' walk⁴. The bus station is also an 1.7 mile, 35 minute walk from the heart of the parish⁵, but some buses do go through the parish, such as the K (Cheltenham-Up Hatherley), F (Rowanfield-Cheltenham-Leckhampton), D (Warden Hill-Cheltenham), 61 (Cheltenham-Painswick-Stroud-Stonehouse-Dursley) and 10 (Cheltenham-Brockworth-Gloucesterc-Tuffley).

The character of much of the housing in Church Road means that on-street parking is used by residents and visitors and this contributes to the traffic congestion. In other areas of the Parish the more modern housing means that there is more off-street parking available. There are no municipal car parks in the parish apart from the car parks at Burrows Recreation Fields (new expanded parish boundary) and Brizen playing field along Up Hatherley Way for people using the recreation facilities and the Brizen Young People's Centre.

2.1.3. COMMUNITY SERVICES AND FACILITIES

The parish has three active churches – St Peter's Church (Church Road), St Christopher's Church (Salisbury Avenue) and United Reform Church (Salisbury Avenue). All three churches offer church-run clubs and groups. Operationally, St Christopher's and the URC are amalgamated as the Church in Warden Hill.

There are several community spaces in the parish, many of them churches. Places of worship also serving as community spaces are: St Peter's Church (Church Road), St Christopher's Church (Salisbury Avenue) and United Reform Church (Salisbury Avenue). Dedicated community spaces are Leckhampton Village Hall and Brizen Young People's Centre.

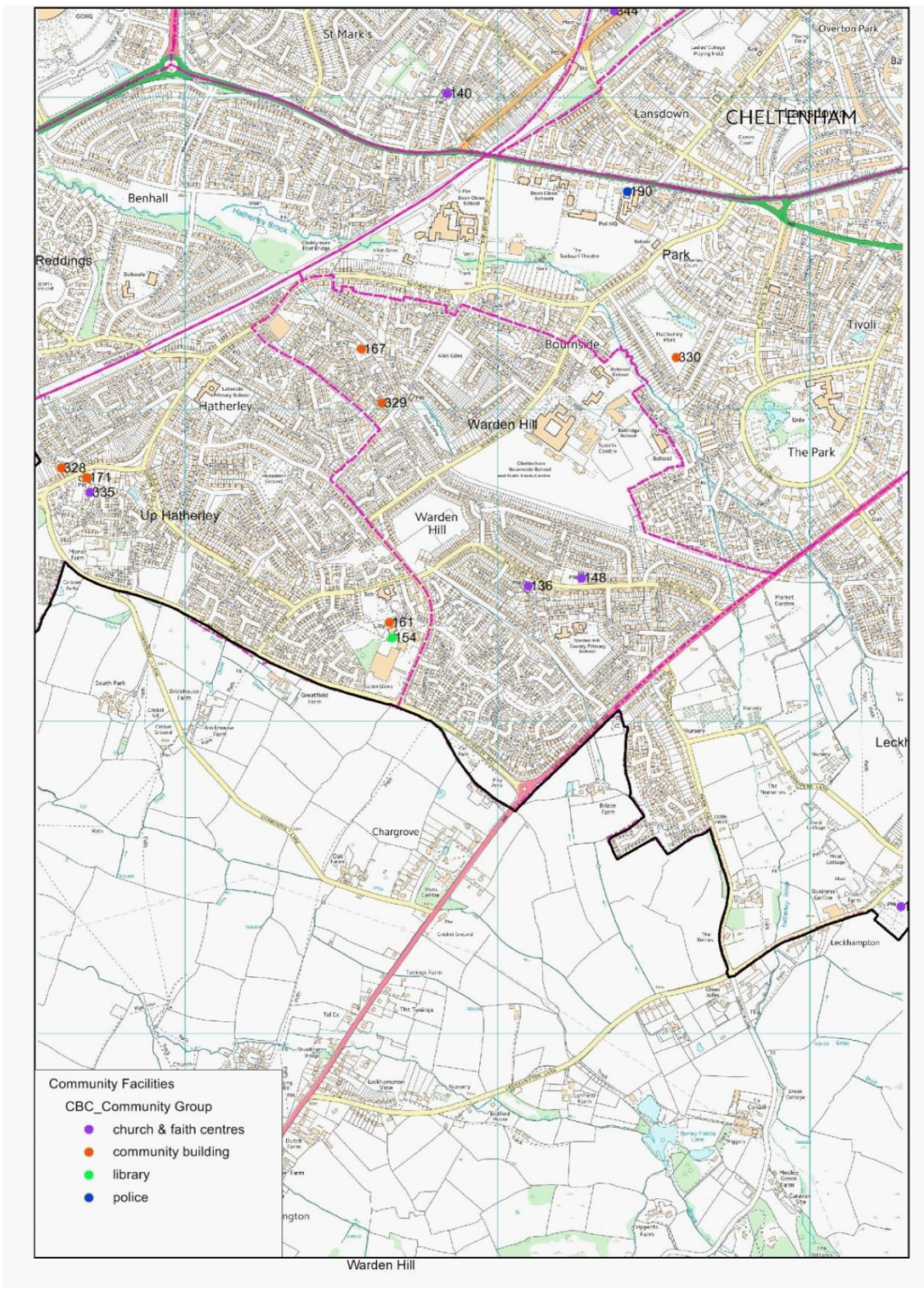
The Sue Ryder hospice now occupies Leckhampton Court and provides care to a wide catchment of patients. There is one GP Surgery, Leckhampton Surgery, within the new enlarged parish boundary, and the Hatherley Surgery is just a few metres from the western edge of the parish. There are one dental surgery, the Dental Oasis in the newly enlarged parish, residents have ready access to dental services in the town centre or in Leckhampton north of the Parish, or on Community Dental Clinic on Charlton Lane, to the east of the parish. There are no pharmacies in the parish, but the nearest pharmacy is at Morrisons in Up Hatherley, which is just to the south of the parish and adjacent to Hatherley Surgery. There are two pharmacies in the Bath Road Shopping Area.

Given the area's location the length of time taken to walk or use public transport from Leckhampton and Warden Hill to reach key services is lower than England and Gloucestershire averages. Job centre, GP and primary and secondary school can be reached in between 6 and 15 minutes from Warden Hill by foot although longer from Leckhampton Village. Further education, hospital and town centre can be reached in between 18 and 28 minutes by foot, 10 minutes by cycle albeit hazardous at busy times on the Shurdington Road and Church Road and public transport (D and F bus services) and in 30 to 40 minutes by foot.

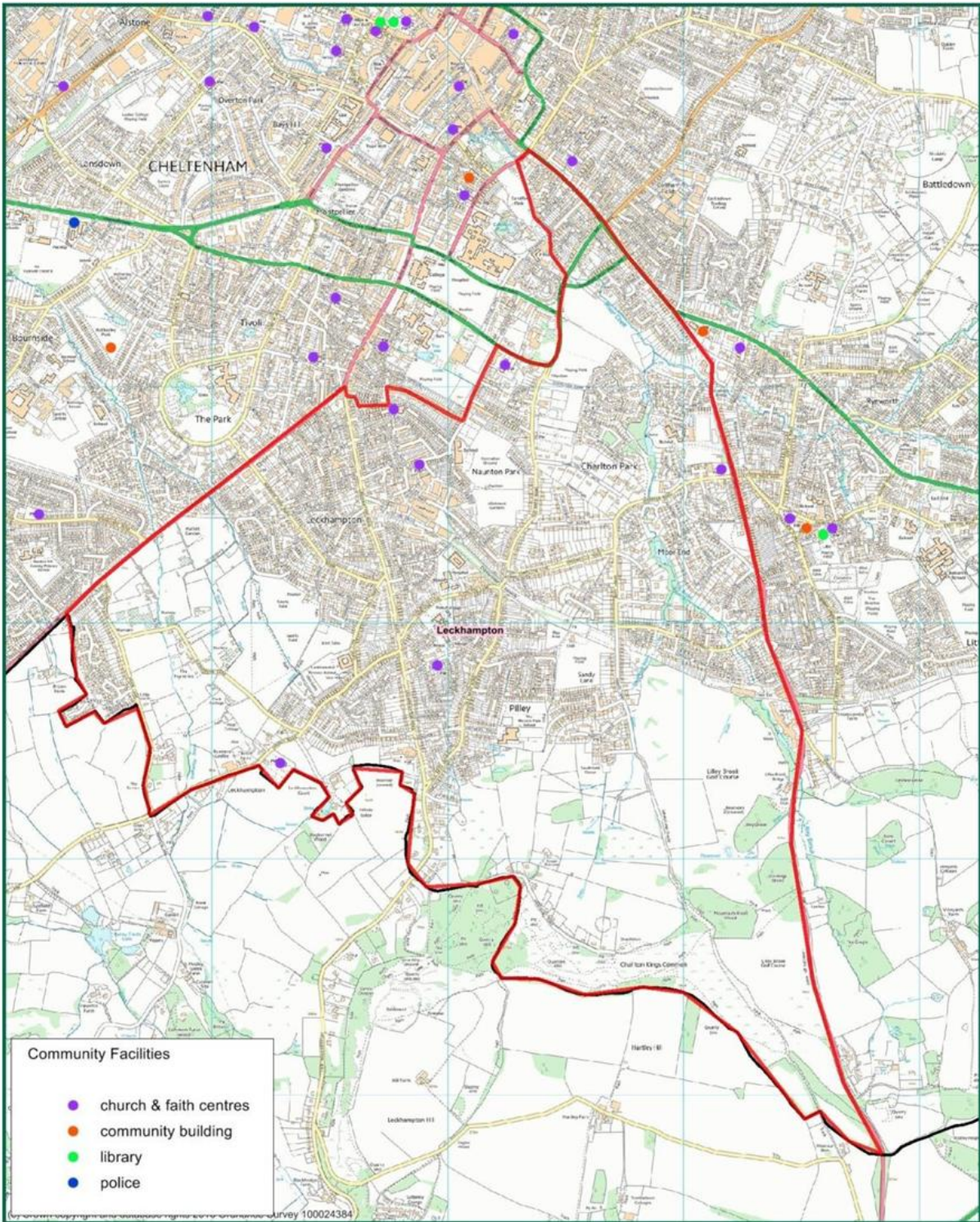
There is no library in parish, however, Up Hatherley Library near Morrisons is just outside the boundary and very accessible to Warden Hill residents especially. The heart of the parish is 1.9 miles (40 minutes by foot) from Cheltenham's central library, which is co-located with the county's children's library.

⁴ Google Maps

⁵ Google Maps



Map 3 Warden Hill Access to Community Facilities and Services
 (Source: Cheltenham Borough Council)



Leckhampton Community Facilities

1:15000

07 June 2016



© Crown copyright and database rights 2016 Ordnance Survey 100024384

Map 4 Leckhampton Access to Community Facilities and Services

(Source: Cheltenham Borough Council. Note that the boundary shown in red should be ignored as it is the boundary of the east part of the historic wider Leckhampton area. It is not the boundary of Leckhampton with Warden Hill Parish. However, the facilities are accessible to and used by residents in the Parish)

2.1.4. DEPRIVATION

A Lower Layer Super Output Area (LSOA) is a geographic area designed to improve the reporting of small area statistics in England and Wales. Each LSOA is graded based on where it falls in its score for multiple deprivation, across five divisions in the full range. All LSOAs in the Leckhampton with Warden Hill parish are in the lowest quintile for deprivation ratings, indicating that deprivation levels are relatively low.

2.1.5. EDUCATIONAL ACHIEVEMENT

The Parish has a higher proportion (36%) of adults with a degree-level qualification than the England average of 27.4%, and a lower-than-average proportion of (16.4%) people with no qualification compared with 22.5% nationally. Instances of levels of qualification are roughly in line with Cheltenham statistics.

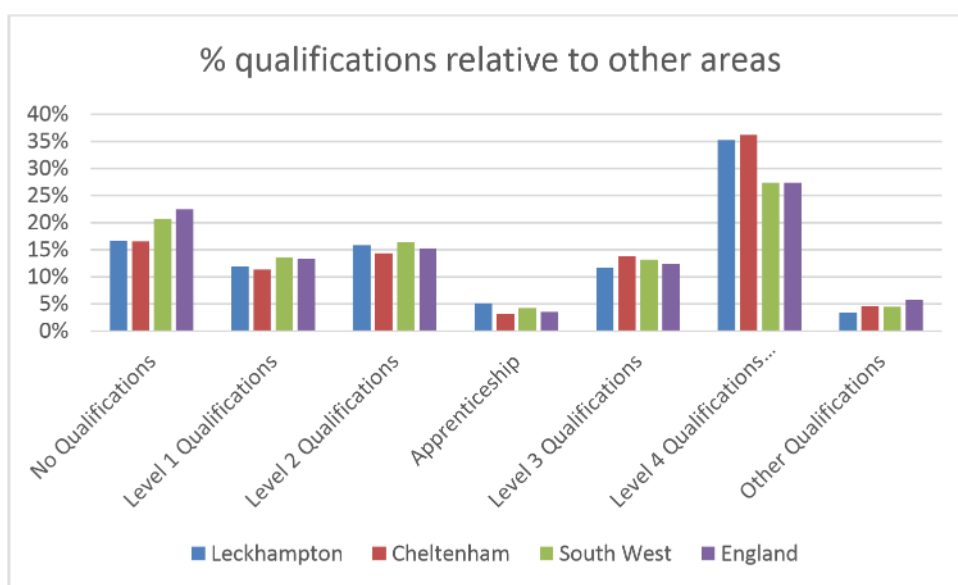


Figure x Qualifications (Source: GRCC)

2.1.6. RECREATION AND LEISURE

The area has a skateboard park and basketball court at Brizen Recreational Field and a BMX Track at Burrows Field (in the enlarged parish) and the Leckhampton Lawn Tennis Club at Moorend Grove. Just outside the parish there is another tennis club in Charlton Park, and a croquet association and Burrows Recreation Field on Moorend Road, swimming at Sandford Park Lido is a 1.7 mile or 34-minute walk from the heart of the parish.

2.1.7. EDUCATIONAL FACILITIES

The parish contains two primary schools: Leckhampton C of E Primary and Warden Hill Primary and a pre-school/day nursery, Nursery Rhymes, at Kidnappers Lane. There is also Richard Pate School, which is independent and teaches 3-11 year olds and is located a short distance east of the parish. The nearest secondary school is Bournside, which is just north of the Warden Hill portion of the parish. The parish also houses several early years settings, including St Peter's toddler group, a toddler group at the village hall, Pip and Jim's pre-school at the Brizen Young People's Centre, St Christopher's Pre-School at Warden Hill Primary School. The Richard Pate School Nursery on Southern Road is a short distance east of the parish and the Broadlands Pre-School is on Burrows Field just north of Leckhampton Village.

2.1.8. ECONOMY AND EMPLOYMENT

The parish is almost exclusively residential and therefore has few employment opportunities within it, there is one industrial estate at Mead Road. Central Cheltenham retail and administrative employment is in easy reach, with the centre being 1.8 miles away. Accessing employment in one of the many retail parks to the north west of

the town centre, e.g. Kingsditch Retail Park, is less easy as these are roughly three miles away so require a car or two bus rides.

In terms of occupation 49.1% of people in the parish are in managerial, professional or associated professional occupations (compared with 41% nationally) and 15.8% in admin/secretarial roles (compared with 13.9% nationally).

Warden Hill falls entirely into Middle Layer Super Output Area (MSOA) area Cheltenham 013, which was used to analyse average household income in England and Wales 2007-8. This area is in the second highest quintile for income, with the average weekly income at £740 at that time. Leckhampton is within Middle Layer Super Output Area (MSOA) area Cheltenham 015, which is in the highest quintile for income, with the average weekly income at £880.

2.1.9. SHOPPING

Within the parish there is a small shopping area in Salisbury Avenue in Warden Hill and a Co-op supermarket at the corner of Church Road and Leckhampton Road. The excellent Bath Road Shopping Area is about a mile north of the parish with good access by bus, a municipal car park and fairly easy street parking. There is a Post Office on Salisbury Avenue in Warden Hill and also a Post Office in the Bath Road Shopping Area.

2.1.10. HOUSING TYPES AND AFFORDABILITY

Leckhampton’s homes are much more likely to be owned outright or owned with a mortgage than many other areas in England. Social rental is low provided by Cheltenham Borough Homes, and private rental is fairly low when compared to England averages, and lower than Cheltenham average figures.

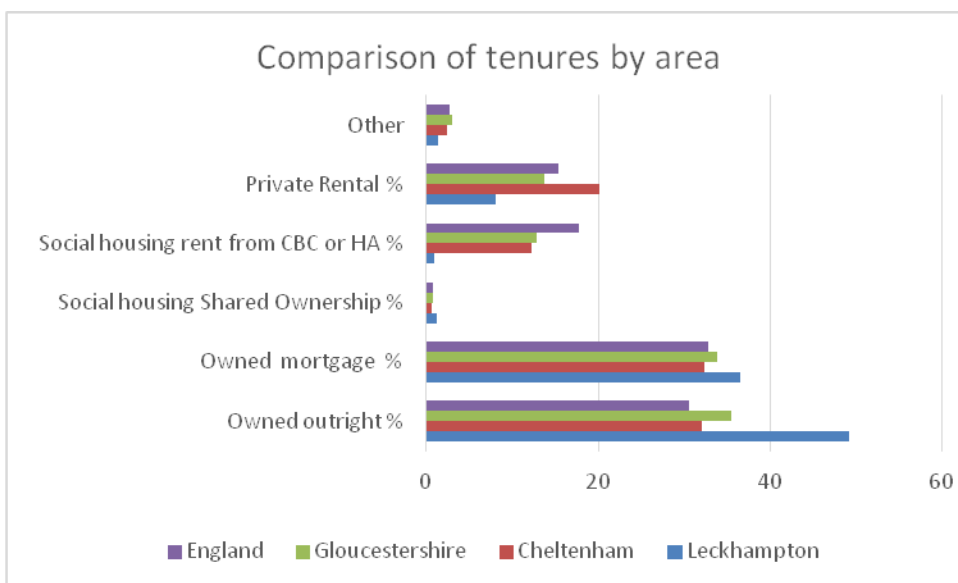


Figure 3 Housing Tenure (Source: GRCC)

The area has a higher proportion of detached and semi-detached housing in Leckhampton with Warden Hill (84.8%) than in Gloucestershire (64.4%) and England (53%).

The average house price is £306,443, slightly higher than the England average of £300,314 and Gloucestershire average of £268,856. There are a higher proportion of homes in Council tax bands C,D,E and F than is the national average and a lower number of the lower banded A and B than is the national average.

84.4% of homes in the parish were built between 1945 and 1999, compared with 3.8% built pre 1900 and 7.7% built between 1900 and 1939.

2.1.11. ROADS AND COMMUTING

Leckhampton and Shurdington suffer from heavy traffic congestion at peak times on Shurdington and Church Roads; the local network is near capacity. As a direct result, in recent years we have seen a deterioration of air quality on Church Road and this is now evident on the Shurdington Road with a new monitoring tube added in March 2013. Both monitoring positions in Leckhampton will break the EU limits of 40µg/m³ of Nitrogen Dioxide (NO₂) in the winter months, this may be linked to a worrying increase in the incidence of respiratory disease at local schools (reference the NHS report and schools nursing organisation). Leckhampton is also the most car dependent ward in Cheltenham as reported by the County Statistics Office.

Both LWWH and Shurdington are mainly residential, with little employment located in the parishes. Residents commute mainly by car. Safer cycling routes would be helpful, but unfortunately the narrow roads, congestion and density of parked cars make this difficult. A pro-active approach to linking up safe cycle routes to the south of Cheltenham would help to promote cycling, for example providing a safe route under or over the A46 at the Up-Hatherley roundabout and also at the junction of Upper Norwood Street and Gratton Road would be excellent road improvements. A more frequent bus service with routes connecting to more parts of the Cheltenham area would be helpful. Unfortunately, however, there is a viability problem in that people will not use buses if there is a long wait for the bus or long delays in changing buses, but providing frequent buses and a rich route network is only feasible financially if the buses are well used. The number 10 bus runs every 10 minutes along the A46 in peak times. Yet it was observed during the traffic surveys along the A46 that very few people seem to be using it to travel to work. The developers proposing to build houses on the Leckhampton Fields have suggested that greater use of the buses could solve the traffic problem. But there seems little hope of inducing significantly more people to use buses. A park-and-ride scheme on the A46 has been considered many times, the width constraints of the A46 make a bus lane impossible. Experience with park-and-ride schemes elsewhere in Cheltenham shows it can be hard to make these really successful even in more favourable locations. Traffic and the link to air quality is a concern on Church Road and along the A46 and this is discussed further in Annex 3.

2.1.12. INCREASED FLOOD RISK

Leckhampton and Warden Hill has seen an increasing flood risk due to changes in rainfall patterns compounded by surface water runoff due to the close proximity of Leckhampton Hill and the clay soil conditions south of Farm Lane. Forty five homes were impacted by the floods of 2007 in Leckhampton & Warden Hill and now struggle to get home insurance, the fields flood most winters and are saturated for long periods. Only a minimal flood protection scheme has been put in place on a small section of the Shurdington Road and all proposed new development is on the other side of this barrier.

2.1.13. HEALTH AND FITNESS

Encouraging people to walk and cycle more would be beneficial for health as well as mitigating traffic congestion. To encourage walking for fitness and leisure LWWHPC and LEGLAG sponsors walks around the Leckhampton Fields and on Leckhampton Hill and Charlton Kings Common, and provides some funding and effort for footpath maintenance. The Council is also developing a website describing local walks to encourage more people to walk in the countryside. The Cotswold Voluntary Wardens and the Ramblers organize regular local walks. The local footpath infrastructure is maintained by the Friends of Leckhampton Hill and Charlton Kings Common (FOLK), by the Cotswold Voluntary Wardens, by the parish councils and by the County Council. The Burrows Sports Field provides facilities for team sports and there are other sports and fitness facilities close by in Cheltenham.

2.1.14. HOUSING, POPULATION BALANCE AND EMPLOYMENT

Shurdington Parish Council sees a need for a steady trickle of new development in Shurdington Village in order to bring in younger residents and to maintain the balance and vitality of the community. Leckhampton and Warden Hill on the other hand are much larger communities where there is a natural cycle with generations move in and out. Leckhampton and Warden Hill have outstanding primary schools, which attracts families with young children. Whilst major new development is not needed in Leckhampton to keep the community balanced, in general Cheltenham has an ageing population. This is due not only to people living longer but also to a net inward migration of people in the over-60 and over-75 age groups and by net outward migration of younger people and loss of local employment. LWWH PC raised this issue strongly in its response to the JCS consultation in February 2012. According to the Cheltenham and Gloucester Connectivity Study Draft Phase 1 Report May 2010, Cheltenham suffered a decline in local employment of around 2% per annum from 2003 to 2008; this requires further study.

2.1.15. SHOPPING AND COMMUNITY FACILITIES

The LWWH area has a thriving shopping centre in the Bath Road as well as supermarkets within easy reach and local shops on Leckhampton Road and in Salisbury Avenue. The village hall in Church Road is very well used and is well supported financially by local people. A large hall is available at Leckhampton Primary School able to take public meetings of 200 people. More use could also be made of St Peter's Church when it is not being used for worship. St Peter's is sometimes used for concerts and the church cottages provide a room and facilities for small events.

2.1.16. YOUTH FACILITIES AND UNEMPLOYMENT

There are sufficient facilities for youth work. The scout hut in Leckhampton needs major renovation, but this may occur as part of the proposed redevelopment of the adjacent brownfield site. The Brizen Young People's Centre near the Up Hatherley Way roundabout is new and is a good facility that is available for general use as well as for the youth work. The local schools also provide activities. What the area needs is not more facilities but more funding for professional youth workers and more volunteers to help with youth work. The youth work at Brizen Young People's Centre is supported by donations, by revenue from lettings and by funding from LWWH PC. Local churches also fund two professional youth workers serving the south Cheltenham area.

The young unemployed remains a problem, commerce & business enterprise would benefit from closer links with the University and Colleges to improve job opportunities, working on vocational training, job creation in spin out companies and applied research. A large proportion of the town's population have higher educational qualifications and local skills are underutilised.

2.1.17. MAINTENANCE OF THE LOCAL AREA

With worsening pressure on available public finance, the maintenance of the local area and local services will be an increasing problem. The pot-holed state of the roads and the uneven pavements are common complaints from local people and present a risk of injury to cyclists and pedestrians. Dog fouling has been a significant local problem; more enforcement is needed. Littering and dumping are minor problems on the Leckhampton Fields. LWWH PC does occasional litter picks. Litter on Leckhampton Hill is a bigger problem, but the FOLK has frequent volunteer working parties that keep the area pristine. CBC and Volunteers maintain the flower bed at the Leckhampton Road and Moorend Road junction, with funding support from LWWHPC. In Warden Hill there is strong volunteer activity through In Bloom for Warden Hill maintaining the attractiveness of the area. As austerity policy takes affect, more volunteer effort like this is going to be very important.

2.1.18. AGRICULTURE

Leckhampton has been farmed for centuries and local food production will become increasingly important in a renewed drive to transition the UK to a low carbon economy. For every calorie of food produced, modern farming requires up to 10 calories of input energy from the fossil fuels used in fertilizers and pesticides and for powering farm machinery and transporting food over long distances. This energy demand makes the system vulnerable as carbon emission and global warming become increasingly serious. The need to increase the land use for food production will become more important in the coming decades as global warming takes greater effect, with large projected rises in global population (9.1 billion by 2050), and the prospect of soaring food prices, food security will come to the top of the international agenda^[7]. In the last decade the UK balance of trade in all foods has seen an increasing deficit to -£18.5 Billion (DEFRA AgriStats^[8]) in combined arable and livestock production, an increased deficit of over 120% in just one decade. However, in Gloucestershire there are real opportunities in local fruit and vegetable production, the Countryside & Communities Research Unit reported on county production^[10], *'demand for local produce is high in the county along the entire food supply chain, listing the local grower's name with the produce does differentiate the product and boost sales, as local provenance is increasingly valued'*.

Gloucestershire Food Vision predict an inability to meet local demand of fruit & vegetables, *'an integrated food policy for the people of Gloucestershire'* (Gloucestershire First, 2005), highlighted that there is *'a distinct lack of good Gloucestershire evidence around food related issues'* and that *'research that is distinct to Gloucestershire needs is essential'*. This finding reinforced an earlier observation of the Gloucestershire Food Procurement Strategy Group (2004) that - *'Despite a vast array of products it is well known that Gloucestershire is very heavily focused on meat and dairy items. We would be in short supply to meet the demand for fruit and vegetables. That said, there is no specific evidence base from which to work... we recommend a detailed audit be carried out of every item produced within Gloucestershire.'* There are real economic growth opportunities in local fruit and vegetable production within the county, the Leckhampton Green Land is a valuable agricultural asset.

There is a high demand in Cheltenham for more allotments and the Cheltenham Borough Council policy, extracts in section 8, of providing allotments to the public is fully supported by the Parish Council. One objective of the Local Green Space application would be to make more allotment land available and possibly to introduce one or more community-supported agriculture (CSA) schemes. CSAs are already popular in the US, Japan and France. There are many different CSA models but essentially they involve local people buying an interest in a small farm, small-holding or market garden and in return getting a share of the produce. Some CSAs start with a producer looking for local supporters and consumers; others are started by communities forming co-operatives that acquire land and/or glasshouses and produce food on it. Sometimes the effort is all voluntary; sometimes the CSA has employed staff as well as volunteers. CSAs are one of the ideas for enabling the Leckhampton Fields to benefit more Cheltenham people and to help residents connect more strongly to the land and food production. A CSA can also help to build more community involvement and volunteering.

The Leckhampton Fields is substantially grade 2 agricultural land. It has been farmed for over a thousand years and until the 1960s it had thriving market gardens, orchards, small holdings and small farms. These declined as a result of modern intensive horticulture but the prospects are reasonably good that the area could thrive again both through conventional, zero carbon hydroponic farming with research links to both Gloucestershire and Bristol Universities and also through CSAs.

3. EXPANSION OF THE PARISH AND INTEGRATION INTO THIS NEIGHBOURHOOD PLAN

A Cheltenham cross party working group – the Community Governance Review Working Group (CGR Working Group) was set up to oversee the community governance in March 2017. Boundary changes to the five Parish Councils (C5) were considered and this resulted in a large public consultation over the summer of 2017, the CGRWG brought forward recommendations to council.

The CGR Working Group supported the growth of parish councils in the borough and the Corporate Strategy theme, *‘People live in strong, safe and healthy communities and that residents are encouraged to get actively involved in their communities’*. With regard to Leckhampton and Warden Hill Parish parish council boundary alterations,

The formal Reorganisation Order will be referred to Council for approval in January 2018.

In terms of parish warding, polling districts and representation, the CGR Working Group’s recommendations were approved in January 2018:

- All areas to be added to the Leckhampton ward of the parish council;
- To increase the number of parish councillors for Leckhampton Parish Ward from 5 to 11;
- Areas to the west of Leckhampton Road to remain in IC (which could be merged with IB to create one polling district) and vote at Leckhampton Primary School;
- Areas to the east of Leckhampton Road to remain in IA and vote at Zion Hall.

3.1. LECKHAMPTON HILL ADDITIONAL BOUNDARY EXTENSION REQUEST

LwWHPC have, post public consultation, returned to the council with a proposal to include an additional piece of land on Leckhampton Hill into the parish.

The officer recommendation on this proposal, having taken legal advice, is that this additional boundary extension request be put out to another public consultation to provide reasonable opportunities for land holders and interested parties to express their views. Therefore, it is intended that the proposal be put out for public consultation and for that consultation to close in early January and that the Chief Executive be requested to consider the responses and make a recommendation to Council so that the recommendation can be notified to consultees as early as possible before the Council meeting scheduled for later in January.

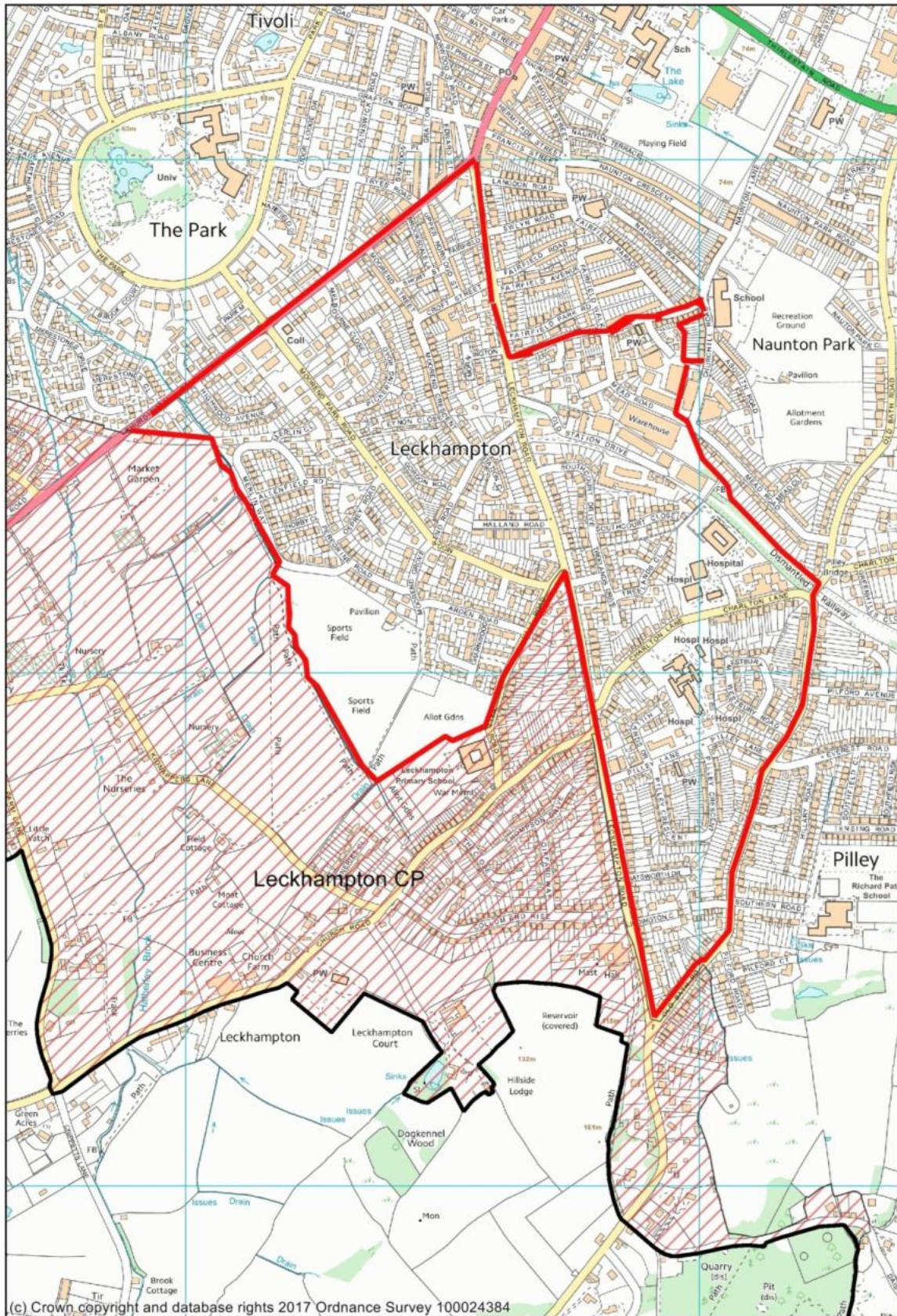
In terms of the consultation, it is proposed that all landowners within the area are written to as well as those electors within the proposed additional area. An initial light touch consultation has been undertaken with ward councillors for Charlton Park, in which the area sits, and with the Friends of Leckhampton Hill and Charlton Kings Common, *“I see no reason why it should not be included in a parish. Charlton Kings Parish Council also does some good maintenance work on footpaths on private land within its parish, for example on Timbercombe Hill, with the various owners’ consent. I hope they are successful...”* Julius Marstrand – Friends of Leckhampton and Charlton Kings Common (FOLK).

Therefore, the recommendation was made, *‘That additional consultation is undertaken regarding the request to further extend the boundary of Leckhampton with Warden Hill Parish Council to include the area as shown in appendix 7* [CBC Dec. 2017 minutes, full council]

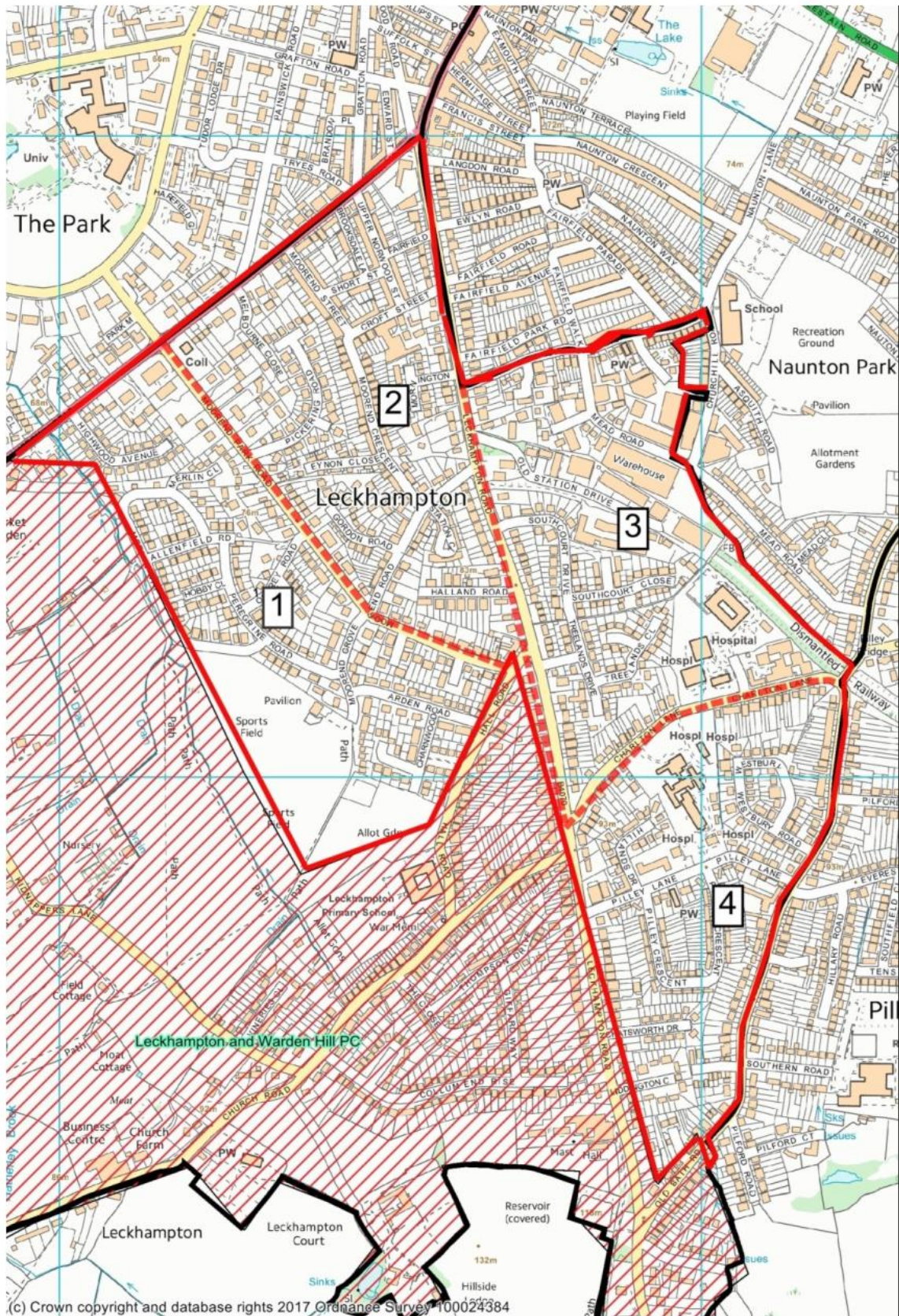
The boundary of Leckhampton with Warden Hill Parish Council to be altered to include the additional area as shown in Map 5 and 6 below.

3.2. IMPACT ON NEIGHBOURHOOD PLAN DUE TO EXPANSION OF THE PARISH

The LWWH Parish Council will consult on this draft Neighbourhood Plan to the enlarged parish, an additional consultation is planned for 2019/20 in a review of this plan and will take careful consideration of the new residents of the enlarged parish.



Map 5 – Expanded Boundary of the Parish outlined in red, recommended by the CGR Working Group and agreed at Full Council, Dec 2017



Map 6 – Four Areas of Leckhampton with Warden Hill Public Consultation – July to September 2017

4. RESIDENTS VIEW ON THE FUTURE OF WARDEN HILL AND LECKHAMPTON

Over the past 50 years there has been a succession of applications from developers to build on the Leckhampton Fields. These applications have been resisted on landscape, amenity and also traffic grounds by the planning authority, initially Tewkesbury Borough Council and more recently by Cheltenham Borough Council following the transfer of Leckhampton with Warden Hill Parish into Cheltenham Borough by the last boundary review in the 1990s. However in 2006 the South West Regional Spatial Strategy proposed that there was scope to locate of the order of 2000 new dwellings on the south side of Cheltenham. Although the Regional Spatial Strategy was set aside in 2010 it was not fully revoked until 2013 and in the meantime it continued to strongly influence the development of the emerging Gloucester-Cheltenham-Tewkesbury Joint Core Strategy. This led to a proposal for a JCS Strategic Allocation of around 1200 dwellings at Leckhampton, around 850 on the Cheltenham part of the Leckhampton Fields and around 350 in the Tewkesbury part (in Shurdington Parish).

There was very strong public opposition to this proposal, as there had also been to the previous proposals under the Regional Spatial Strategy. Over 850 people attended a three day presentation of developers' plans and in exit surveys only 3% positively supported the proposals with 94% (837 people) opposed. This result was broadly repeated at exhibitions in December 2012 and February 2013. Other exit surveys done by LWWH Parish Council showed 79% of respondents were strongly against development, 13% were against, 5% were neutral and only 3% were in favour.

Polls at all three of the public exhibitions and also at two later exhibitions held in 2013 highlighted some specific concerns of residents in the survey: loss of the green fields (74%); effect on the view from Leckhampton Hill (66%); shortage of secondary school places (49%); traffic congestion generally (37%); traffic congestion at specific locations as follows - Church Road (46%), A46 (40%), Farm Lane (35%), Moorend Road (26%); NHS cuts, hospitals and care (33%); flooding (21%); protecting wildlife habitats (10%). Issues that did not provoke as much concern as might have been expected were: need for affordable housing (2%); crime (2%); effect of large scale development on local house prices (2%).

In another public consultation, two thousand local residents signed a petition to Cheltenham Borough Council to protect the Leckhampton Fields from inappropriate development and to make the land into a designated 'Cheltenham Country Park'. This proposal was taken seriously by Cheltenham Borough Council but quite what a 'country park' meant was not certain. The Neighbourhood Forum looked at the country park proposition in developing the 2013 Neighbourhood Plan Concept and decided that a Local Green Space as now permitted through the NPPF was more suitable and more realistic.

Even with a Local Green Space, however, there remained the issue of how to sustain the landscape quality. Many of the hedgerows and trees on the Leckhampton Fields are ageing and need renewal. Legally under the NPPF this is the responsibility of landowners but it would be unreasonable and unrealistic to expect them to do this alone. It needs to be a partnership supported by volunteer effort from local people. A good model for doing this is provided by FOLK (Friends of Leckhampton Hill and Charlton Kings Common) which with help from the Borough and Parish councils maintains the quite extensive area of Leckhampton Hill and Charlton Kings Common with its SSSI grasslands, woods, multitude of footpaths and heavy public use.. A similar model could work for the Leckhampton Fields as a Local Green Space and Leglag with its membership of over 1000 local people could potentially take on this role in co-operation with FOLK and with LWWH Parish Council, which currently provides the voluntary effort to maintain the extensive footpaths on the Leckhampton Fields.

In 2012, the Tewkesbury part of the proposed Leckhampton Strategic Allocation had already long been part of the existing Tewkesbury Local Plan and Tewkesbury Borough Council decided because of its lack of 5 year housing supply to approve the proposed development of 377 new dwellings on this land. There was strong opposition to this proposal, including in 2015 from the JCS Examiner, Inspector Elizabeth Ord, who found that the development should not be allowed because of its proximity to Leckhampton Hill. Tewkesbury Borough

Council's decision to permit the development was taken to the High Court which resolved that because Inspector Ord's findings against allowing development were only preliminary findings at the time that Tewkesbury Borough gave planning permission the TBC planning decision was legal.

In 2015, at the request of the JCS authorities, Inspector Ord considered the Local Green Space application in the 2013 Neighbourhood Plan Concept and whether such a large area of Local Green Space was justified. In her findings in July 2016, after very detailed considerations and many days of hearings, Inspector Ord concluded that the LGS was justified and also recommended on landscape grounds against allowing development on some other areas of the Cheltenham part of the Leckhampton Fields that were not included in the Local Green Space application, namely areas ON, R2 and R3 in the LGS of figure 2. The Bovis-Miller appeal in 2016, which lasted a full two weeks, similarly involved very detailed consideration of the landscape and amenity value, affirming that the land was valued landscape under the terms of the NPPF and also considering in detail the issues of the traffic congestion, which was not covered by Inspector Ord whose judgements were made solely on the basis of landscape. For both Inspectors and as explicitly stated in the findings of the Bovis-Miller Appeal, the valued landscape reflects the combination of the intrinsic landscape quality and amenity value of the Leckhampton Fields and also their critical importance as the foreground of the view from Leckhampton Hill.

The constant and continuing pressure from developers to build on the Leckhampton Fields has been fuelled by the high house prices in Leckhampton. That this pressure has been resisted is due not only to the work and judgement of many planning inspectors over the past 50 years looking but also to the very strong, well-organised and objective opposition from the local residents and other stakeholders, organized particularly since the 1990s by the Leckhampton Green Land Action Group (Leglag). The strength of opposition from residents not just locally but over a wider area was in turn reflected in the resolute and almost unanimous opposition by the members of Cheltenham Borough Council to the proposed development, particularly in rejecting the planning application by Bovis Homes and Miller Homes in 2014, a decision that was validated by the Secretary of State in the 2016 findings on the Bovis-Miller Appeal as noted earlier.

Whilst local residents have very strongly opposed extensive development, many have at the same time cautiously supported limited development where appropriate if it is sufficiently sensitive to the landscape and environment. From the outset in 2012, the Neighbourhood Forum with membership including Leckhampton with Warden Hill Parish Council, Shurdington Parish Council, Leglag and CPRE envisaged a suitably sympathetic development being possible on the part of the Leckhampton Fields adjacent to the A46, known as the Northern Fields, which is furthest from Leckhampton Hill and could be reasonably well screened from view. This was reflected in various development options on the Northern Fields and adjacent land put forward in Annex 2 of the 2013 Neighbourhood Plan concept paper and the same considerations were also reflected in the findings of Inspector Ord in 2016.

There has also been some small scale development in Leckhampton supported by the Parish Council, notably a development of 40 new dwellings on a former industrial site adjacent to the AONB on the Cotswold scarp and a small development of four large houses adjacent in Kidnappers Lane where this could be integrated visually into Leckhampton Village. The Parish Council has also looked at the scope for small developments in other areas not included in the Local Green Space if they could be sufficiently well screened and of a rural character that fits into the landscape. These ideas were supported by many local residents in their response to the January 2015 consultation on the proposed Local Green Space and were discussed with both Inspector Ord and the Developer Teams. They were rejected by the developers essentially on commercial grounds and they were rejected by Inspector Ord for reasons not specified but almost certainly the judgement that it would not be realistic to sufficiently mitigate the landscape damage and impact on the views to and from Leckhampton Hill.

5. LOCAL GREEN SPACE APPLICATION

The Joint Neighbourhood Forum has carefully considered many alternative uses of the Leckhampton open countryside adjacent to the Cotswolds AONB. Leckhampton with Warden Hill Parish Council, as the lead Council for this work, formally submitted an application for a NPPF Local Green Space in July 2013 as part of the joint neighbourhood planning activities to support Cheltenham and Tewkesbury Borough Councils. The area of the proposed Local Green Space is detailed in the maps of Figure 2 and Annex 1. The final boundary of the Leckhampton Local Green Space was modified as an output from the common ground work requested by the JSC Inspector Ord at the JCS examination public sessions. This final LGS form of figure 2 was the subject of joint work with CBC/TBC planning officers and developers with recommendations made by Inspector Ord on the merits of LGS at Leckhampton, see Annex 2 Joint Core Strategy - Leckhampton.

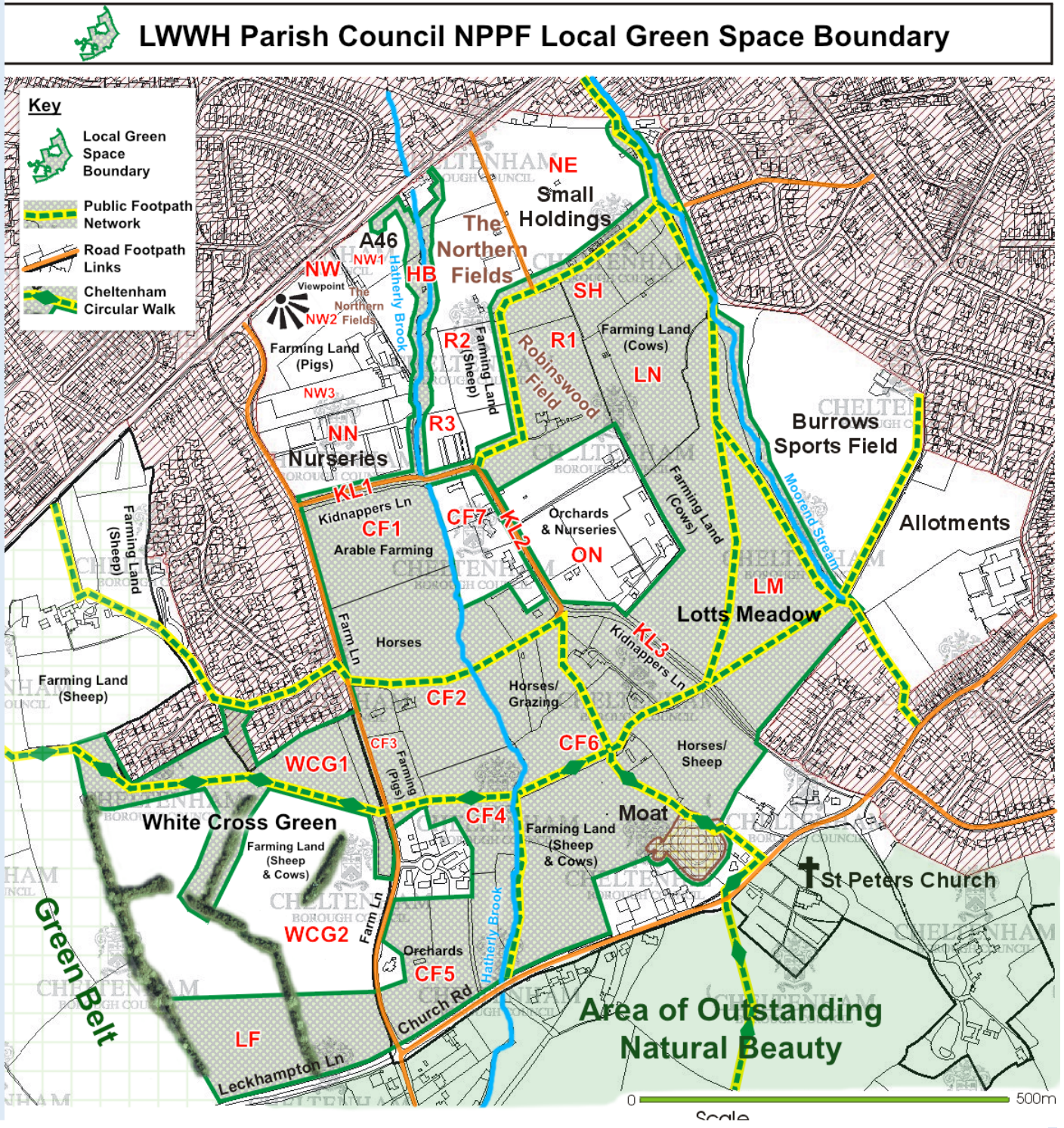


Figure 2 Leckhampton Local Green Space showing the boundary, the area identifiers used in the supplementary notes, the network of footpaths and the public access points, please note part of WCG1 has been given over to housing

One of the core planning principles of the NPPF^[1] is to “take account of the different roles and character of different areas, promoting the vitality of our main urban areas, protecting the Green Belts around them, recognising the intrinsic character and beauty of the countryside and supporting thriving rural communities within it.”

Leckhampton with Warden Hill Parish Council submit this Local Green Space application in accordance with Paragraphs 76-78 of the NPPF^[1] :

76. Local communities through local and neighbourhood plans should be able to identify for special protection green areas of particular importance to them. By designating land as Local Green Space local communities will be able to rule out new development other than in very special circumstances. Identifying land as Local Green Space should therefore be consistent with the local planning of sustainable development and complement investment in sufficient homes, jobs and other essential services. Local Green Spaces should only be designated when a plan is prepared or reviewed, and be capable of enduring beyond the end of the plan period.

77. The Local Green Space designation will not be appropriate for most green areas or open space. The designation should only be used:

- *where the green space is in reasonably close proximity to the community it serves;*
- *where the green area is demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife; and*
- *where the green area concerned is local in character and is not an extensive tract of land.*

The NPPF contains specific policy to protect our Natural Environment and recognises the importance of both accessible green space for our wellbeing and to maintain or restore biodiversity and habitat:

[NPPF Ministerial Forward]

Our natural environment is essential to our wellbeing, and it can be better looked after than it has been. Habitats that have been degraded can be restored. Species that have been isolated can be reconnected. Green Belt land that has been depleted of diversity can be refilled by nature – and opened to people to experience it, to the benefit of body and soul.

On Sustainable Development, again the NPPF is very clear:

[NPPF Achieving sustainable development p2 – KEY OBJECTIVE]

International and national bodies have set out broad principles of sustainable development. Resolution 42/187 of the United Nations General Assembly defined sustainable development as meeting the needs of the present without compromising the ability of future generations to meet their own needs. The UK Sustainable Development Strategy Securing the Future set out five ‘guiding principles’ of sustainable development: living within the planet’s environmental limits; ensuring a strong, healthy and just society; achieving a sustainable economy; promoting good governance; and using sound science responsibly^[1].

And setting out an important environmental role^[1] – *contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.*

The following NPPF core planning principals add the detail lend support to Neighbourhood Planning and to this Local Green Space application^[1] Para 17 bullets 1, 6, 7, 8 & 10

- *be genuinely plan-led, empowering local people to shape their surroundings, with succinct local and neighbourhood plans setting out a positive vision for the future of the area. Plans should be kept up-to-date, and be based on joint working and co-operation to address larger than local issues. They should provide a practical framework within which decisions on planning applications can be made with a high degree of predictability and efficiency;*
- *support the transition to a low carbon future in a changing climate, taking full account of food risk and coastal change, and encourage the reuse of existing resources, including conversion of existing buildings, and encourage the use of renewable resources (for example, by the development of renewable energy);*
- *contribute to conserving and enhancing the natural environment and reducing pollution. Allocations of land for development should prefer land of lesser environmental value, where consistent with other policies in this Framework;*
- *encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value;*
- *conserve heritage assets in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of this and future generations; take account of and support local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs.*

The NPPF on green space used for recreation.

74. Existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:

- an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or
- the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
- the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.

Section 11 of the NPPF on ‘*Conserving and enhancing the Natural Environment*’, has been extracted in full for reference; please see Ref. 7, Appendix 2.

The Department of Communities and Local Government have provided some important guidance on the application of the NPPF and dispelled some of the myths:

Response from the Department of Communities & Local Government (DCLG) on the NPPF ^[1]

There is a myth being promoted that the NPPF is a developer's charter, this is simply not true. From the birth of modern planning in 1947 there was a presumption in favour of development. This was turned into a plan-led approach in 1991. The presumption in favour of sustainable development carries forward this emphasis on positive planning, while reinforcing the primacy of the democratically produced local plans. Where plans are not up-to-date, the strong national policies we have set out provide a robust framework for making decisions, safeguarding the things matter like the Green Belt and areas at risk of flooding.

The presumption is not a green light for development. All proposals will need to demonstrate their sustainability and to be in line with the strict protections in the Framework. Strong environmental safeguards remain as part of the planning system, including protecting communities and the environment from unacceptable proposals. The Presumption is principally about good plan making.

Once a local plan is put in place local decisions should be made in line with that plan.

The Framework puts local people in the driving seat of decision making in the planning system. Communities will have the power to decide the areas they wish to see developed and those to be protected, through their Local Plan. Once a local plan is in place which has the support of the local community that is what will drive decision making.

The Framework puts local people in the driving seat of decision making in the planning system. Communities will have the power to decide the areas they wish to see developed and those to be protected, through their Local Plan. Once a local plan is in place which has the support of the local community that is what will drive decision making.

[NPPF Para 73]

Access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of communities^[1]. Planning policies should be based on robust and up-to-date assessments of the needs for open space, sports and recreation facilities and opportunities for new provision. The assessments should identify specific needs and quantitative or qualitative deficits or surpluses of open space, sports and recreational facilities in the local area. Information gained from the assessments should be used to determine what open space, sports and recreational provision is required.

The green space within Leckhampton is absolutely of local significance for its aesthetic and recreational value, a fairly flat area of rolling grassy fields bounded by hedgerows and with the Hatherley Brook & Moorend Stream traversing the area. This area of natural green space is therefore accessible to a range of people of differing physical abilities (e.g. families, the disabled, children and the very elderly). It has historically given a characteristic rural charm to Leckhampton which was once a homestead which grew into a village. The land with its riverine corridor and numerous hedgerows and lines of trees provides habitat for a variety of bird species typical of rural landscapes, as well as bats, amphibians and numerous small mammals. The open semi-improved fields of tall tussocky grassland provide habitat for reptiles, badgers and birds such as skylarks, which prefer

open habitat. There are numerous mature trees, especially oaks scattered throughout the fields, which provide additional character to the area. The green space also acts as a sponge and soaks up the large amount of water which runs off Leckhampton hill, without which many parts of the area, especially land to the south of Leckhampton (e.g. Warden Hill) could be flooded during periods of high rainfall, which is now becoming increasingly frequent.

6. THE HISTORY OF LECKHAMPTON AND WARDEN HILL

Historically Leckhampton (including Warden Hill which was formerly open fields in Leckhampton) covered a much larger area than just the area in the Parish today. It included not only Leckhampton Hill and Warden Hill but also much of Charlton Park and areas to the north, roughly the current diocesan area of South Cheltenham. Even today, residents in these areas may consider themselves as part of Leckhampton in some contexts. Leckhampton has a very active local history society and the history of the area is important to its sense of place and many local people. The history extends back at least to Neolithic times. Two large and archeologically significant Iron Age round houses were recently excavated on the Leckhampton Fields prior to starting the development of the 377 new dwellings on the site west of Farm Lane. Archeological remains on the Cotswold ridge including burial mounds extend back to Stone Age habitation of the area. Leckhampton Village itself has several medieval buildings, including Leckhampton Manor and St Peter's Church, which has Saxon footings having been rebuilt in around 1315 at the same time as Leckhampton Manor. Close by also is the remains of a Medieval moat that belonged to a second manor house, long since demolished.

The history of the area merits inclusion in the main body of this Neighbourhood Plan. However, a reader more interested in the planning issues rather than the local history could skip this section and continue at section 7.

6.1. WARDEN HILL HISTORY

The area to the west of Shurdington Road is called Warden Hill. As Warden's Hill, it was known thus by 1617. An old field name later became the name of a farm which stood approximately where Warden Hill Close runs today. The hill itself is still partly public open space, known as Weavers Field which received Queen Elizabeth II Field status in 2012 given as part of the Queen's Diamond Jubilee celebrations.

In the mid-1950s, Warden Hill was a rich agricultural area. Of the road network that we know today, only Farmfield Road existed, and only as a country lane. When Warden Hill was built in the late 1950's the area represented high density housing of a middle market nature, gardens were small and houses relatively close together. There were few public open spaces, few green verges for trees and plants. Building began with the Woodlands estate comprising Woodlands Road, Hawkswood Road, St Michael's Road and Abbots and Friars Close. This was followed by the adjacent Warden Hill estate with the roads taking the names of our cathedral cities, eg Salisbury Avenue and Canturbury Walk. Messrs J A Pye built Warden Hill estate, and their stores and equipment for the whole project were on the St Christopher's church site. When they moved their equipment to 'Pye's yard' (now Hampton Close, off Chelmsford Avenue) they gave the site for the building of St Christopher's.

Warden Hill centres around Salisbury Avenue where local amenities can be found, as well as the Warden Hill United Reformed Church. St. Christopher's Church, a modern structure, is also nearby. Most of the housing in Warden Hill was developed in the 1950s/60s and today it has the population of almost 6,000.

6.1.1. CHURCHES IN WARDEN HILL

Highbury Congregational Church conducted a survey that revealed sufficient demand for a Free Church to be built in the area. Steps were taken to obtain the necessary finance (£4000), one source being the eventual sale of Providence Chapel in the Reddings (the building still stands today as a creche). Other sources included offerings from church members, some of whom took out deeds of covenant (for example, one member gave 5 shillings a week, equivalent to £250 a year in today's money).

Meanwhile, in 1959, the Reverend Ettrick Eynon (later Canon), the new Vicar of St Philip's and St James', Leckhampton, was given a mandate from the Bishop of Gloucester to create a Church of England church in the newly built estate of Warden Hill. With enthusiasm and drive, he set up a committee of local people to steer the plans, create publicity and raise funds. A leading light in the Reverend Eynon's committee was Margaret (Peggy)

Oliver, the local chemist who worked from her front room dispensary at 80 Salisbury Avenue, on the corner of Oxford Way, and acted as Treasurer and leaflet distributor. Sadly, she died prematurely at the age of 38 years and did not live to see the Church completed. The sanctuary window was given in her memory and designed with the main building, vestments and altar frontals by Comper and Son.



The foundation stone of the Warden Hill Congregational Church was laid on Friday 10th September 1960 by the late Mr Walter Ansell using a trowel that is on view in the church vestibule. The architect was one of the members, Mr Gordon Hipkiss. Construction was rapid: the opening following three months later at Christmas. The first name in the visitors' book was that of the Reverend Elsie Chamberlain, a member of the BBC Religious Broadcast Services. It celebrated its 50th Anniversary in September 2010.

The photograph shows the site of St Christopher's Church in August 1959 taken from the Church of Warden Hill website.

The Reverend Eynon's committee had not been idle. From the first meeting in St Philip's and St James' side chapel, to the completion of the first phase of St Christopher's took less than three years. At that time the population of the area was more mobile and less settled than it is perhaps now, and as it was seen as a travelling, moving Parish, St Christopher (as the patron saint of travellers) was therefore a very natural choice. It celebrated its 50th Anniversary in July 2011.

6.1.2. WARDEN HILL SCHOOLS

Warden Hill Primary School was built in 1960s and opened in 1965. It will celebrate its 50th Anniversary in 2015. Warden Hill's local secondary school is Cheltenham Bournside School and Sixth Form Centre. The school moved to its present site in Warden Hill Road in the early 1970s.

6.2. LECKHAMPTON VILLAGE HISTORY

It is important to understand some of the history of Leckhampton Village in order to assess the merits of any Local Green Space application; an understanding of what shaped Leckhampton will hopefully guide future decisions. So what is it about Leckhampton that makes it more than just an extension of Cheltenham?

The Anglo-Saxon name and its listing in the Domesday Book establish the settlement's identity. Today the following are visible characteristics of a village which for most of its existence has been not only physically separate from Cheltenham but also independent in outlook:

St Peter's Church	St Philip & St James's church
Leckhampton Court	The ancient remains of the Moat
Six thatched cottages, on Church Road, Kidnappers Lane (the well known Moat Cottage on front cover)	Brizen Farm and some stone-built farm houses
Leckhampton Hill	the Devil's Chimney and quarry workings
the Village Hall	the war memorial
the Parish Reading Room	the Delancey Hospital (frontage has been retained)
the 'Horse's Grave'	Tower Lodge
the rural character	the protected glebe & county land, subject of many Planning Enquiries

The name Leckhampton was first recorded in the 9th century, when the settlement was the home farm for the royal manor of Cheltenham. The word is now generally considered to mean, '*homestead where leeks (meaning any kind of vegetable) are grown*'. Indeed, market gardening still thrives on the fine alluvial soil of the valley,

while traces of earlier ploughing can still be made out in the ridge and furrow patterns on the lower slopes of the hill, now used for grazing.

The medieval village was close to both court and church. That earlier layout is indicated by a row of 17th-century thatched cottages - 'Moat Cottage,' 'Field Cottage' and 'Sheeps Head Row'. These probably follow the line of an old track and lie at right angles to Collum Street (now Church Road), where there are or were a few other timber-framed cottages, including the so-called 'Cromwell Cottage', demolished in 1962.

The historic parish, both civil and ecclesiastical, was comparatively large and extended from the prehistoric camp on the hill top down as far as Warden Hill - not the same as today's electoral division or the postal district. It was sparsely inhabited until early in the 19th century and its land was largely devoted to agricultural use. Such industry as existed occurred on the periphery, and some artisan dwellings near the top of Old Bath Road and in Pilley housed quarrymen and brickmakers. In general it was not until the mid- to late 19th century that new housing began to spread up the hill from the Norwood Arms, in addition to a few scattered villas occupied by the gentry.

In the Domesday Survey of 1086 two manorial estates (at least) were listed under the heading of Leckhampton. One was probably centred on an island surrounded by a moat. Some of the latter is still recognisable, though much overgrown with trees, beside the old rectory; older inhabitants recall being able to skate on its frozen surface! When the moat was excavated in 1933, traces of a stone building were uncovered, with access by a bridge and a fortified gateway dating from probably the 14th century. Some 16th-century floor tiles were also found. Later the building evidently fell into disuse, and an 18th-century map shows trees growing on the site. A new manor house was built behind the old rectory, serving as a farmhouse until early in the 19th century. This was eventually demolished, some clumps of nettles betraying its former location until these were ploughed over in the 1980s. The moat itself may have much older origins and is comparable to numerous other sites to be found at the foot of the Cotswold escarpment.

The other manor, whose administrative centre will have been on the site of Leckhampton Court, was more powerful, and in due course absorbed the first-mentioned estate. The Court itself, one of the oldest non-religious buildings in the county, was saved from dereliction 20 years ago and very sympathetically restored by the Sue Ryder Foundation. The oldest part, the 14th-century banqueting hall on the east side, has now been converted into a chapel. The south wing, with its half-timbering, is Tudor - the date '1582' is carved over a doorway - as is the section at the end of the north wing, with its twisted brick chimneys. In 1732 a fire destroyed the central part of north wing, which at first was partly filled in by a 3-storey Georgian house. This was demolished at the end of the 19th century and replaced by the north wing, whose 'Tudorbethan' facade is what passers-by now see from Church Road.

From the early 14th century onwards the title to the manor of Leckhampton was held for nearly 600 years by a succession of three interrelated families: the Giffards, Norwoods, and Tryes. All produced men and women of distinction as well as benefactors to the local community. Sir John Giffard, d. 1330, was the first builder of the Court - and of the church, where he and his wife are commemorated by carved effigies. When Eleanor Giffard married John Norwood in 1486 the tenure passed to the Norwoods. The 16th-century William Norwood (whose portrait hangs in Cheltenham Art Gallery) was probably the most distinguished. He was MP for Gloucester, and Lord of the Manor of Cheltenham through his marriage to Elizabeth Lygon, to whom he dedicated a fine memorial brass in the church.

The Trye family's fortunes relied heavily on income from the quarries. The demand for stone declined in the 1880s, and in 1894 it was decided to sell off the estate by auction. This was effectively the end of the old order

for Leckhampton, whose status was in any case being eroded; in the previous year a large area in the north-east of the parish had been incorporated into Cheltenham Borough.

The fortunes of St Peter's church and its incumbents are closely linked to the Court. The lords of the manor were patrons until 1903; later that rôle was assumed by the Bishop of Gloucester. No religious house is mentioned in the Domesday Survey, but in 1133 Henry I endowed the Canons of Cirencester Abbey with the church at Cheltenham and its attached chapels. One of these must have been at Leckhampton, for in 1162 its priest, Henry by name, was summoned before Archbishop Thomas-à-Beckett in a dispute over payment of dues to the Canons of Cirencester. Henry was found liable and fined two shillings.

In the churchyard the earliest identified burial dates from 1670, and the oldest person to be interred was Richard Purser, who died in 1868, aged 111. There are also graves of numerous Victorian generals and men who had influential careers in India, in the army, civil service or as planters. Three holders of the Victoria Cross have memorials, as does Dr Edward Wilson, who died on Scott's Antarctic expedition. Baron de Ferrières, a great benefactor to Cheltenham, is buried there, and two stained-glass windows are dedicated in his memory.

Several of the parish priests were members of the Norwood or Trye families. Notable among these was Charles Brandon Trye, son of the surgeon of the same name, who held the post for 58 years, from 1830 to 1888. He was responsible for a number of improvements for the public good: not only the moves to enlarge the church in 1834 and 1866, but also the building of the National School in about 1840 (now used as the canteen) and of the old rectory. He was a moving force behind the creation of a daughter church to cater for worshippers in the Park and Naunton areas. The church (originally just 'St Philip's') was dedicated on St Philip and St James's day in 1840; it became a parish church in its own right in 1869 and the present larger building, designed by Middleton, replaced it in 1882.

Over the period 1894 - 1906 Leckhampton Hill was the focus of a significant episode with wider implications in the history of Cheltenham. This was the struggle to protect traditional rights of way across the hill, which its new owner H J Dale proposed to close to the public. He built a house ('Tramway Cottage') for his quarry foreman in an old gravel pit beside Daisybank Road, which had been a favourite spot to set up side-shows and stalls on bank holidays. The building also blocked the main footpath up the hill, and later the area above it was also fenced off. There was much local opposition, not least from R C Barnard and other gentry, whose homes backed on to the hill. In 1902 Miss Beale, Headmistress of the Ladies' College, whose pupils were wont to visit the hill for recreational walks, retaliated by sending 100 of her girls to walk over the rights-of-way and by ordering Dale to remove all of his pianos from her establishment!

On several occasions crowds destroyed fences which Dale had had erected. In 1902 four working men, who came to be known as 'the Leckhampton stalwarts', were charged with obstructing the police, they were acquitted, with Ballinger's remaining as a test case. This encouraged as many as 2000 people to gather and walk in procession to Leckhampton. They stopped at the Malvern Inn to hear a rousing speech. They then made for Tramway Cottage, which they dismantled until hardly a stone was left standing. The long awaited trial, 'The Leckhampton Quarries Co. v Ballinger & Cheltenham Rural District Council' began in London before Mr. Justice Eady on 29th April 1904. The trial lasted till 12th May and was daily reported verbatim in the press such was the public interest. The judge found in favour of Dale's enclosure and only three paths were granted as public rights of way, court costs totalled £6,000. However, Cheltonians put on a brave face and big victory demonstrations took place on the 25th May 1904. The Chronicle & Graphic issued six halfpenny postcards of the scenes, one showed Clarence Parade solid with people end to end.



The Leckhampton Stalwarts on the ruins of Tramway Cottage, the picture was taken in the summer of 1904 by Miss N. Moorman in the early morning before work at 6am, Left to Right: Lane, Townsend, Barrett ,____, Luce, Tom Field, Ballinger, Heaven, Price (seated), Sparrow, Burford, Mourton & George Richings, determined men, what would they say 100 years on ...

Dale rebuilt the cottage exactly where it had been. On Good Friday 1906 another crowd assembled at the site and the Riot Act had to be read. Arrests followed and eight men were tried at Gloucester Assizes. Sentences of up to six months' hard labour were imposed, though these were substantially reduced on appeal. Leckhamptoners licked their wounds, and Dale imposed many conditions for access to the hill.

The story had a happy ending, however. By 1929, the Quarry Company had gone out of business and Cheltenham Town Council was in a position to purchase the 400-acre estate, the price was £6,500 thus securing the freedom to walk on the land. The dream had come true at last, and there was never a doubt that the decision to buy was right. Councillors enthusiastically marched over the hill and were amazed at the extent of the property, the whole escarpment from Salterley to the far end of Charlton Common, with 300 acres of agricultural land above and below; one of those Councillors was Walter Ballinger.

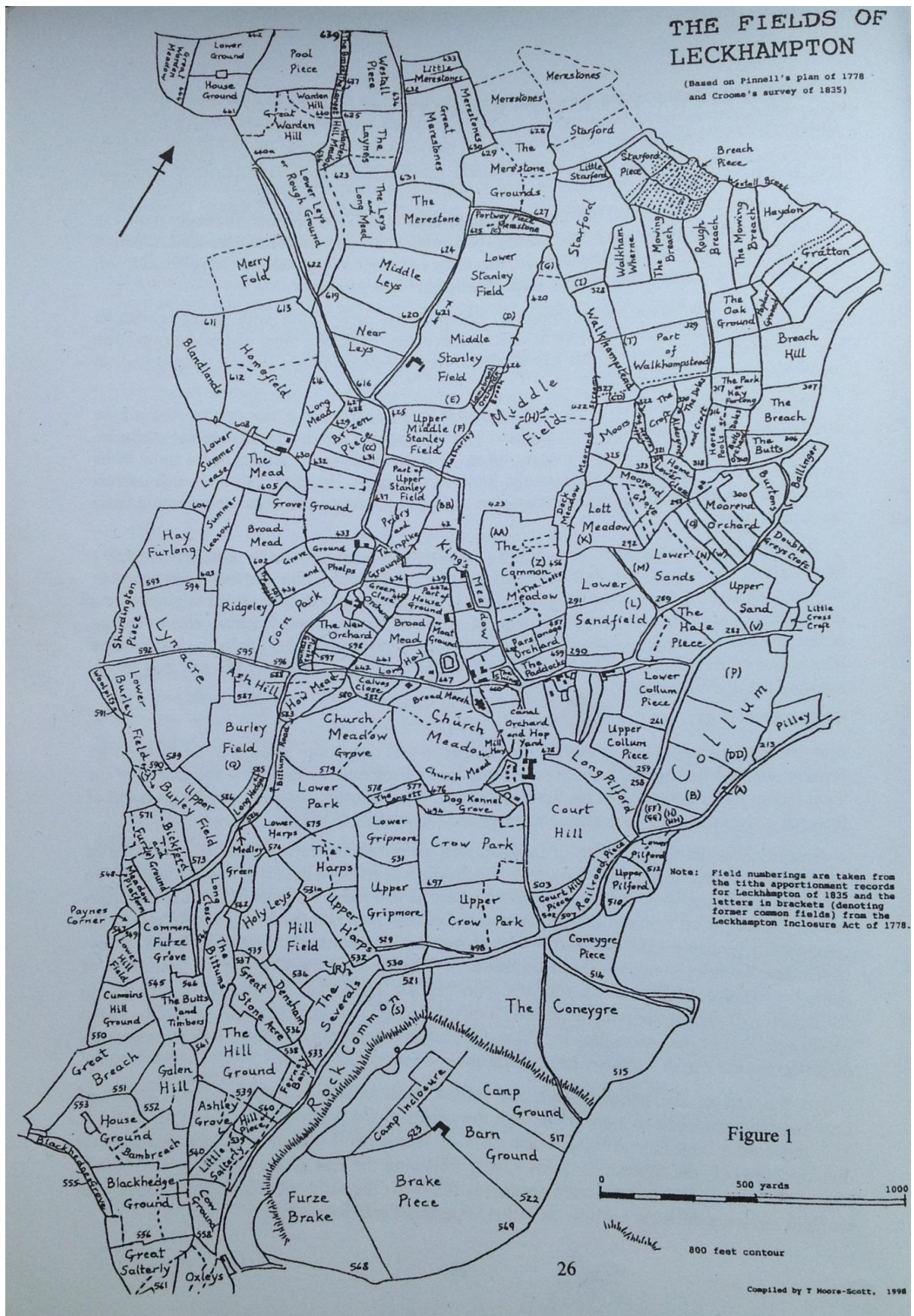
In a sense, today's successor to the 'Stalwarts' is the Leckhampton Green Land Action Group (LEGLAG), which acts, in a strictly law-abiding way, to conserve and protect local rights. That is a reminder that Leckhampton's history is still in the making. In recent years, for example, we have witnessed the closure of the Malvern Inn, pressure to build more houses, and moves to plant trees on part of the hill. It is for a later generation to assess these developments in truer perspective.

6.3. THE FIELDS BENEATH

The history of Leckhampton, like that of so many other once rural parishes, is deeply rooted in the land and in the field systems on which, for centuries, its very existence depended. Changes were slow to evolve and, for the most part, life in the fields and village went on largely unaltered, reflecting only the ebb and flow inherent in the rhythm of the seasons.

Change of a different nature, however, began in the early 1800s with major residential developments in the Park and Gratton estates. Since then more and more of Leckhampton has become urbanised and where this has happened the ancient landscape lies submerged and, in many places, totally obliterated.

It may come as a surprise to many that at one time virtually every piece of land under cultivation in Leckhampton had a name of its own, given to it by those who lived by the land itself and used by them in their everyday language. In all, and discounting alternative spellings, well over 200 fieldnames are known for Leckhampton and recorded in a variety of documentary sources. The majority are provided to us by land surveys and estate plans of the 18th and early 19th centuries, but some date back much further to between the 12th and 15th centuries [6]. Some of these earlier names are clearly of ancient origin and may derive from even Saxon times.



The map above shows the layout of named fields and field boundaries much as they would have been around about the end of the 18th century; it also shows the parcel number(s) for each piece of land as allocated systematically by Croome in 1835.

The first great open fields in Britain are generally believed to have been laid out during the 8th and 9th centuries in response to various demands at the time, not the least of these being population increase and growing demands for royal and ecclesiastical taxation. Development of the more efficient heavy plough would also have

been a factor especially in areas of heavy clay soils. At that time, every manorial estate was in two parts: the lord's demesne, or the manorial home farm (which could be a separate part of the manor or intermingled with the lands of tenants in the open fields) and the land let out to tenants (villeins and bordars).

The open or 'common' fields were broad unenclosed areas of land divided into smaller areas known as 'furlongs' or 'shots' which in turn were subdivided into around a dozen parallel strips, each one running the full length of the furlong and held by diverse individual tenants. These strips were known as acres, ridges or lands ^[10].

It is clear from written records of land ownership in Leckhampton that even in the mid to late 17th century, within any one open field, varying amounts of land could be held by a number of different owners or tenants, including both manors in the parish as well as the rectory (glebe land). For example, one open field known as Burley is recorded about that time as containing two acres of arable land belonging to the second manor (then held by the Partridges of Wishanger) and also one 'small arable land or butt' of about a quarter of an acre belonging to the rectory ^[11].

As consolidation of holdings in these open fields took place and landowners began to seek greater independence to cultivate as they wished, the fields gradually became enclosed but this process did not start until around the 14th century. The fact that the Merestones and Starford fields lay on both the Leckhampton and Cheltenham sides of the parish boundary points to at least these open fields existing prior to the setting of the boundary and its related 'mere' stones around the 9th or 10th century. From this, one may reasonably conclude that the lands under cultivation in Leckhampton at the time of Domesday consisted primarily of such open fields.

For evidence of the actual extent of the original open fields in Leckhampton, one has to rely on later sources.

Prominent among these is the schedule accompanying the 1778 Act of Inclosure for Leckhampton in which formerly common fields were designated by letters as distinct from numbers which were used for those fields already enclosed. Crow's plan of 1746 is also useful since it indicates where land was still being cultivated in unenclosed narrow strips. Individual fieldnames can provide a clue ^[12] and occasionally a record will go so far as to refer to a field as 'common' or 'formerly common' land.

From such detail, it can be deduced that Leckhampton once contained at least eight, possibly nine, open fields.

Beginning in the north of the parish, these were; Merestones, Starford, Stanleyfield, Walkhampstead, Middle Field, Sandfield, Collum Field, Burleyfield and Hillfield. Many, if not all, of these open fields would have existed in the 11th century when Domesday was compiled; those like Middlefield, Starford, Walkhampstead and the aptly named Sandfield may have been the first to be exploited because they lay on the more easily farmed sandy soil, although by medieval times and the advent of the heavier plough to England, the more fertile clay soil would have been preferred ^[21].

While some conversion of the open fields in Gloucestershire may have been underway from as early as the 14th century, it has been suggested that, compared to other parts of England, enclosure of fields in this county began relatively late ^[25]. Leland, travelling through the county in the early 16th century, was able to say that conditions in Gloucestershire were still very largely 'in champion', that is in open field. By the end of the 18th century substantial areas of land in Leckhampton were already enclosed since, according to the 1778 Inclosure Act, the area of common fields remaining in the parish was little more than 343 acres, barely a fifth of the total available ^[30].

The 1778 Act of Inclosure for Leckhampton [31] states its purpose as '*an Act for dividing and inclosing the Open Common Fields, Common Meadows and Pasture Waste Grounds and other Common Lands in the Parish of Leckhampton, in the County of Gloster; and several small parcels of the said fields which extend into the Parish of*

Cheltenham' [32]. All these acts had the same basic purposes: to implement and legally register the change from ancient methods of land usage by once and for all extinguishing common rights over a piece of land; to appoint commissioners to survey the relevant land and allocate parcels or blocks to different owners in compensation for the loss of scattered strips and rights of common pasture they had previously held in the open fields; and finally to require the new owners to plant and maintain adequate hedges and roads.

The Act was apparently promoted by the Earl of Essex, who at the time held the impropriation (and was thereby entitled to the tithes) of the rectory of Cheltenham. In addition to the Earl (whose holding of common land was only 8 acres), other persons then holding significant common rights in Leckhampton were:

- Henry Norwood Esq (lord of the principal manor of Leckhampton), 82 acres.
- Edward Draper (rector of the parish church and as such entitled to certain glebe lands and tithes), 160 acres - with some tithes in kind (i.e. wheat or barley) continuing to be paid on certain properties.
- Richard Critchett Esq (who had become lord of Leckhampton's other manor in 1766), 28 acres.
- Abraham Wallbank (who had acquired the so called Iles (or Berry) estate and farm (today's Leckhampton Farm), 26 acres.

The Act further provided for:

- the rector's power to lease out land
- the setting out of roads
- the laying together of small allotments
- the removal of trees, hedges etc.
- the leaving of convenient gaps in fences and inclosures, for a period of twelve months, for the passage of cattle, carts and carriages (specific mention being made of 'the new road to be used in place of the road or way to Birdlip and Cirencester')

Thus came to an end in Leckhampton a system which had existed in some form since Norman times. The theory behind such changes was that the way would become open for leading landowners of the parish to modernise their land husbandry and increase productivity to meet the growing demands of an increasing population. The lord of the manor and the incumbent of the parish church would receive sufficient compensation for the loss of common land rights and tithes while the more lowly copyholders (the 'deserving poor') would find their new plots easier to work than the scattered strips in the open fields. The 'undeserving poor', in their tumbledown homes, would be better off being compelled to work more regularly for an employer^[33], this was an extremely important social change about land ownership and rights happening all across England.

7. LECKHAMPTON ECOLOGY, WILDLIFE & HABITAT

The open countryside at Leckhampton is no longer under threat of the very large scale development in prospect in 2013 when the Neighbourhood Plan Concept was produced. But as noted earlier it is very important not only to establish the Local Green Space but also to maintain and enhance the landscape and ecology. This section of the plan describes the significance of the wildlife and biodiversity and some of the issues in maintaining the area. A professional assessment of the landscape and amenity of the area has also been carried out by Lepus Consulting to support this Neighbourhood Plan and future work on improving the landscape and ecology [REF. 5 and 20].

The green fields around Leckhampton comprise a collection of semi-improved grassland meadows, several traditional orchards and small holdings bordered by numerous species-rich hedgerows and trees composed of native species (many of which are mature), with two streams traversing the area. Many of the hedgerows are ancient and date back before Enclosure, in the doomsday book of 1086 the settlement was divided among three landowners and recorded as Lechameton, meaning 'homestead where garlic or leeks were grown'. These rich habitats provide a refuge for a variety of wildlife as frequently recorded by local residents; and were validated these have been catalogued and added to the county database.

A data search from the Gloucestershire Environmental Records Centre revealed numerous wildlife records, including many protected species or those of conservation concern, within the site and close proximity: Willow warblers, Blue tits, Great tits, Cuckoos, Goldfinches, Yellow hammers, Starlings, Song thrushes, Siskins, Redwings, Mistle Thrushes, Kingfishers, Kestrels, Greenfinches, Adders, Grass snakes, Hedgehogs and Badgers.

In the JCS Sustainability Appraisal - C6 Land to the South of Cheltenham, the area was described as, '*intimate rolling landscape, predominantly pastoral with improved and semi-improved pasture. Good hedgerow condition, and good proportion of orchard many displaying old over mature Peary pears. Good number of parkland trees and many veteran oaks along with other species. Small pockets of woodland dotted around the site. Area around Leckhampton displays unusual land use pattern with many small holdings, orchards and allotment/market gardens. Good brookline and associated tree cover. Overall this area displays a good mosaic of habitat types which could make mitigation difficult. The dominant land use is grazing, which has potentially higher ecological value in comparison to more intensively managed agricultural land. The impact of development would be negative*'.

Hedgerows and traditional orchards are listed as Priority Habitats under the UK Biodiversity Action Plan (BAP) and the preservation of these habitats within the site is therefore promoted. The current large scale development proposals would result in the loss of the old orchards and the associated species assemblage of plants and wildlife that has developed over the years. It is therefore recommended that the orchards be preserved and enhanced rather than destroyed and new ones planted elsewhere with the resulting loss of associated ecological features. The site contains numerous species-rich hedgerows and many of the hedgerows are important under the Hedgerow Regulations 1997. The development will result in the loss of several species-rich hedgerows and hedgerows designated as important under the Hedgerow Regulations 1997. The hedgerows contain a mixture of native species of trees and shrubs and provide habitat for foraging and shelter for a variety of species including bats, dormice, woodmice and other small mammals, slow-worms, grass snakes and a variety of bird species, some of which are of conservation concern.

During a LEGLAG bat walk in the summer of 2016, several soprano and common pipistrelle bats were recorded flying along the hedgerows bordering Lott Meadow and Kidnapper's Lane, a bat roost was found in a mature oak

in Lott Meadow. More comprehensive bat activity transects have been undertaken by Hankinson Duckett Associates in 2010 and 2011, which recorded the following species:

- Common pipistrelle
- Soprano pipistrelle
- Noctule
- Natterer's
- Whiskered/ Brandt's bats

Most activity was recorded along linear features (hedgerows and tree lines etc.) especially those associated with tree lines/streams running north-south. Noctule and soprano pipistrelle bats are listed as a Priority Species under the UK Biodiversity Action Plan (UK BAP). The hedgerows not only provide valuable commuting routes for all bat species, but two hedgerows at the western end of the site support non-maternity summer roosts for pipistrelle and Natterer's bats (Hankinson Duckett Associates 2011). As all bat species are protected from deliberate killing, injury and disturbance and their roosts are protected from damage or destruction under Conservation of Habitats and Species Regulations 2010 and Wildlife and Countryside Act 1981(as amended) it is vital that these hedgerows be retained and strong artificial lighting along bat commuting routes be avoided.

The fields contain a number of mature trees, many of which have Tree Preservation Orders, and provide suitable features for roosting bats and therefore the area should be protected from development. For example, during an organised bat walk this summer, a common pipistrelle bat was recorded using one of the mature oak trees in Lott's Meadow as a roosting site. The bat surveys undertaken during 2010 and 2011 by Hankinson Duckett Associates recorded the majority of roosting sites for various bat species in the northern and southern ends of the site. These included:

- A small summer non-maternity roost for Natterer's and pipistrelle bats within ash trees on the north-west and north-east boundaries respectively;
- A small non-maternity summer roost for common pipistrelle bats in the old water tower on the southern edge of Berry's Nursery land adjacent to Lott's Meadow;
- And an unconfirmed noctule roost within trees associated with the Hatherley Brook.
- The badger survey recorded low levels of badger activity within the site and two active badger setts within the western part along Hatherley Brook (Hankinson Duckett Associates 2011). Over half the areas of highly suitable habitat for badgers (i.e. land to the east and west of Farm Lane) are targeted for development in the proposals. Badgers and their setts are protected under the Protection of Badgers Act 1992 and again the area should be protected from development, with longterm protection given to the setts and areas of good foraging habitat in the development proposals.

The reptile survey undertaken by Hankinson Duckett Associates in 2011 reports a maximum count of eight slow-worms on any one occasion within the Leckhampton site, which constitutes a medium population of slow-worms. Local residents have reported one or two slow-worms in the field by the footpath on the east side of Kidnapper's Lane. The highest numbers of slow-worms were located in the north-eastern part of the site where the largest area of highly suitable slow-worm habitat is situated (Hankinson Duckett Associates 2011). However, this area is proposed for development as are other areas of good slow-worm habitat. Considering the limited degree of success of reptile translocations and the length of time needed for other less suitable areas of retained habitat to develop into really good slow-worm habitat, it would be advisable to retain the area of good habitat where the majority of slow-worms were found. All reptile species are protected from deliberate killing or injury under the Wildlife and Countryside Act 1981 (as amended) and slow-worms are a UK BAP Priority Species. It is also possible that the slow-worm population size may have been underestimated as only six instead of the recommended seven surveys were carried out and a proportion of the reptile refugia were constantly disturbed

by people, dogs and cattle thereby reducing the likelihood of reptiles using them and hence the number of reptiles recorded.

The wetland areas provided by the two streams and associated vegetation traversing the site provides suitable habitat for grass snakes and amphibians. Grass snake and common toad are Priority Species under the UK BAP, the grass snake is protected under the Wildlife and Countryside Act 1981. These wetland areas also provide some habitat, albeit sub-optimal for water voles, which are fully protected from intentional killing, injury or capture and their places of shelter are protected from intentional or reckless damage, obstruction or destruction under the Wildlife and Countryside Act 1981 (as amended) and they are listed as a Priority Species under the UK BAP.

Several species of birds of conservation concern listed under the RSPB Red List were recorded on the site during the breeding bird surveys undertaken by Hankinson Duckett Associates in 2011, including skylark, song thrush, house sparrow and linnet, as well as 11 species listed under the RSPB Amber List. The loss of the orchards and hedgerows will reduce the available habitat for song thrush, house sparrow and linnet; while the loss of the semi-improved fields will result in a loss of habitat for skylark which require large areas of open space to nest thereby preventing further use of the fields by breeding skylark. While two breeding pairs were recorded within the site (Hankinson Duckett Associates 2011), as progressively more grassland fields are built on across the county and the UK, the available habitat for this declining species is diminishing with negative consequences for their long-term survival. Hence the pressing need to preserve areas of natural green open space such as the fields south of Leckhampton in order for the long-term survival of this species.

In previous annual dawn chorus walks over the Leckhampton fields with local ornithologists Tony & Frances Meridith on the 11th May 2013, the group were amazed to witness four buzzards circling overhead at Kings & Lott Meadow, they have nested in some big oaks by the small holdings or the old Middle Field; this demonstrates the health of the ecology of the area more than any words. Other birds recorded that morning, some of these species are of Conservation Concern, being Red/Amber listed (ref JNCC, BTO, RSPB.2009 - Birds of Conservation Concern 2009, RSPB: Gold Finch, White Throat, Linnet, Black Cap, Jackdaw, Starling, Wren, House Sparrow, Wood Pigeons, Blackbird, House Martin, Swallow, Chiffchaff, Song Thrush, Robin, Grey Herron, Dunnock, Sky Larks, Bull Finch & the ubiquitous Crows & Magpies. Unfortunately it was reported on that walk that Sky Lark nesting sites have been destroyed on White Cross Green, first the grass near the hedgerows had been raked followed by heavy roller; this was not the work of the local farmer, Mr Kincart who uses that field for grazing.

In the DEFRA Biodiversity 2020, a Strategy for England's Wildlife and Ecosystem Services, Caroline Spelman, Secretary of State for Environment, Food and Rural Affairs describes the importance of preserving the environment, the important role of the public and speaks from the heart. *Biodiversity is key to the survival of life on Earth. Its loss deprives future generations of irreplaceable genetic information and compromises sustainability. Government will play an important role but can't deliver this strategy alone. Our conservation charities, supported by millions of members of the public and volunteers, already make a vital contribution in protecting biodiversity. Equally, farmers and landowners have a central role to play as the stewards of England's countryside. We fully recognise the importance of people in helping to arrest the loss of species. We must ensure that the value of nature's services is better understood and enhance people's personal connection with wildlife and nature. Ultimately, conservation efforts can only truly succeed with society's support;* exactly the goals we have set ourselves here in Leckhampton.

One of the actions in the DEFRA Biodiversity 2020 challenge is to setup a completion to support the creation of Nature Improvement Areas ^[1], this would be an excellent way of Cheltenham getting involved in the programme. Other actions include:

- *Working with key stakeholders to consider how the nature conservation sector can engage the public even more effectively in future and how government might support this.*
- *Getting more children learning outdoors, removing barriers and increasing schools' abilities to teach outdoors.*
- *Establishing a new green areas designation, empowering communities to protect local environments that are important to them.*
- *Helping people 'do the right thing', at home, when shopping, or as volunteers. For example, we will provide funding to support the Big Wildlife Garden scheme and launch a new phase of the MuckIn4Life campaign, offering volunteering opportunities to improve the quality of life in towns, cities and the countryside.*

[DEFRA Biodiversity 2020 para 18]

We also need to take better account of how much nature does for us. Biodiversity provides a range of benefits to people, but these are often not taken into account in decision-making. This is often because biodiversity benefits are outside the market economy, meaning that they are unpriced and therefore too easily ignored in financial decisions. This strategy therefore draws on the Natural Environment White Paper, and aims to ensure that the value of biodiversity is reflected in decision-making in the public and private sector. Developing new and innovative financing mechanisms to direct more funding towards the achievement of biodiversity outcomes will be a key part of this.

The key messages from the National Ecosystem Assessment (NEA) are clear; the UK is the first country to have completed the assessment of the benefits of Nature. *'Actions taken and decisions made now will have consequences far into the future for ecosystems, ecosystem services and human wellbeing. It is important that these are understood, so that we can make the best possible choices for present and future generations'*. The comprehensive strategy set out in the DEFRA Biodiversity 2020 report will guide the Local Green Space project and set the objectives.

The Local Green Space can provide long-term protection of the wildlife, the rich Leckhampton habitat, all the vital biodiversity and maintain the wildlife corridor to the wider vale. As noted earlier, Leckhampton has access to hundreds of volunteers. Also, the close proximity to the Gloucestershire University Park Campus gives research opportunities to really make this conservation project work for the town..

8. CHELTENHAM LOCAL PLAN - INTRODUCTION, PLAN EXAMINATION AND SPECIFIC LECKHAMPTON AND WARDEN HILL BOROUGH POLICY

The Cheltenham Borough Council Local Plan 2011-2031 was sent for submission to the Secretary of State for independent examination by a Planning Inspector on 3rd October 2018. Following formal acceptance on 15 October 2018 of the submitted Plan, the Secretary of State has appointed Wendy Burden BA(Hons) DipTP MRTPI to conduct the independent examination to assess the soundness of the Plan. Following completion of the examination, the Inspector will issue a report for the council giving recommendations for action, which may include modifications to the Plan necessary to make it sound, as requested by the council.

There was one amendment made to the Cheltenham Plan by the full council of 11th December 2017. This was over concerns about the impact of proposed development on the A46 trunk road into Cheltenham. The amendment relates directly to policy MD5 and the transport work in relation to the proposed new housing and proposed new secondary school on the Northern Fields area of the Leckhampton Fields.

Extract from CBC minutes, full Council, December 2017

The traffic impacts of the new school should continue to be assessed as the Masterplan for its implementation is developed. This should further assess the impacts on existing or planned nearby junctions, especially on the A46 and in the wider area, and a comprehensive mitigation package developed which meets the objectives above. CBC officers are directed to continue to work with both County Education and Highways departments to develop their masterplan for the school and ensure that further high quality transport work using a Paramics model is produced alongside the Examination of the Cheltenham Plan and in support of any forthcoming application.

The Parish Plan needs to be aligned to both the Joint Core Strategy and the Cheltenham Local Plan. For reference purposes the borough policy covering Leckhampton and Warden Hill wards are provided below. Importantly it has been established in consultation with CBC Planners that there is no conflict between the boundary of the Local Green Space to the north and west of the public footpath through the Smallholdings and the boundary that was roughly drawn in the Cheltenham Plan of the Northern Fields area north of this path where development could be permitted under the Cheltenham Local Plan. It was also established that although the development area shown in the Cheltenham Plan includes areas R2 and R3 south of the Northern Field, areas where Inspector Ord did not recommend allowing development, this does not mean that Cheltenham Borough Council is proposing development in these area but is just identifying them as areas outside the proposed Local Green Space where development might be possible if the impact on the view from Leckhampton Hill and on the Local Green Space can be sufficiently mitigated to make development acceptable. This accords with the policy that has been pursued by LWWH Parish Council as described in section 4.

The JCS was adopted in December 2017. It identifies the objectively assessed housing need (OAHN) for the three local authorities and sets out the distribution and the provision to be made for housing and employment land throughout the JCS area in Policy SP2. It identifies the strategic sites for development and also contains a suite of strategic development management policies on issues which include design, heritage and the provision of infrastructure.

1.1 The Cheltenham Plan, together with the Gloucester, Cheltenham and Tewkesbury Joint Core Strategy (JCS), the Gloucestershire Minerals and Waste Local Plans and any neighbourhood plans made in the future will, when adopted, comprise the statutory development plan for Cheltenham up to 2031. Whilst the development plan is primarily concerned with land-use planning, it is a shared project that will support delivery of many of the Council's outcomes set out in its Corporate Strategy.

Warden Hill Local Green Space Designation and Borough Policy on Allotments

Warden Hill has one Local Green Space designation in Table 8, number 54, this is Weavers Field of 3.29ha which is an existing Public Green Space from the 2006 Local Plan.

The Public Allotments in Warden Hill and Hall Road, Leckhampton, are covered by policy in 17.30 to 17.32, the designation of new sites is covered by Policy C13 and guides the Leckhampton Northern Fields Development in section 6, extracts provided below for reference.

17.30. Demand for allotments has been variable over time, but in recent years, with increasing amounts of leisure time, an appreciation of the benefits of home-grown produce and the trend towards smaller gardens in new housing development, demand has remained consistently strong and is likely to do so over the Plan period. However, demand and supply of allotments are not always perfectly matched and it is recognised there may be areas of under- and over-supply.

17.31. The Council considers that genuinely redundant allotment land should not be automatically disposed of for development. The first preference is for that land to be made available for an alternative community or recreational activity especially where it has considerable townscape value as a green space. Redundant allotment plots are often appropriate for use as “leisure gardens” which can be rented for private use.

17.32. The designation of new and alternative or compensatory sites requires the satisfaction of a number of criteria as set out in Policy C13. Amongst these are accessibility for pedestrians, cyclists and vehicles, and appropriate physical conditions (including soil quality).

Leckhampton Local Green Space Designation and Policy MD5

Leckhampton has one Local Green Space designation in Table 8, number 1, this is the Leckhampton Fields of 39.31ha, this policy was developed under the JCS following the Parish Council 2013 LGS application [REF. 3] with a Cheltenham Country Park Concept which has received both council and public support [ref. x, y].

Extract from Table 8

<i>Leckhampton Fields</i>	<i>39.31</i>	<i>The JCS Inspector discussed LGS at Leckhampton in her Preliminary Findings: “In my judgement, the evidence suggests that the NPPF criteria are met and LGS designation is justified.”</i>	<i>1</i>
---------------------------	--------------	--	----------

Policy MD5, set out in Table 4, id for Land Allocated for Mixed-Use Development

<p><i>Policy MD5</i></p> <p>Ref. Table 10. Trajectory of Cheltenham Plan allocations, development starting in 2019, over five years to 2021/23, the late insertion of a secondary school by the County Planners has necessitated additional transport work, this is ongoing.</p>	<p><i>Leckhampton</i></p>	<p><i>Approximately 250 dwellings and a secondary school</i></p>
--	---------------------------	--

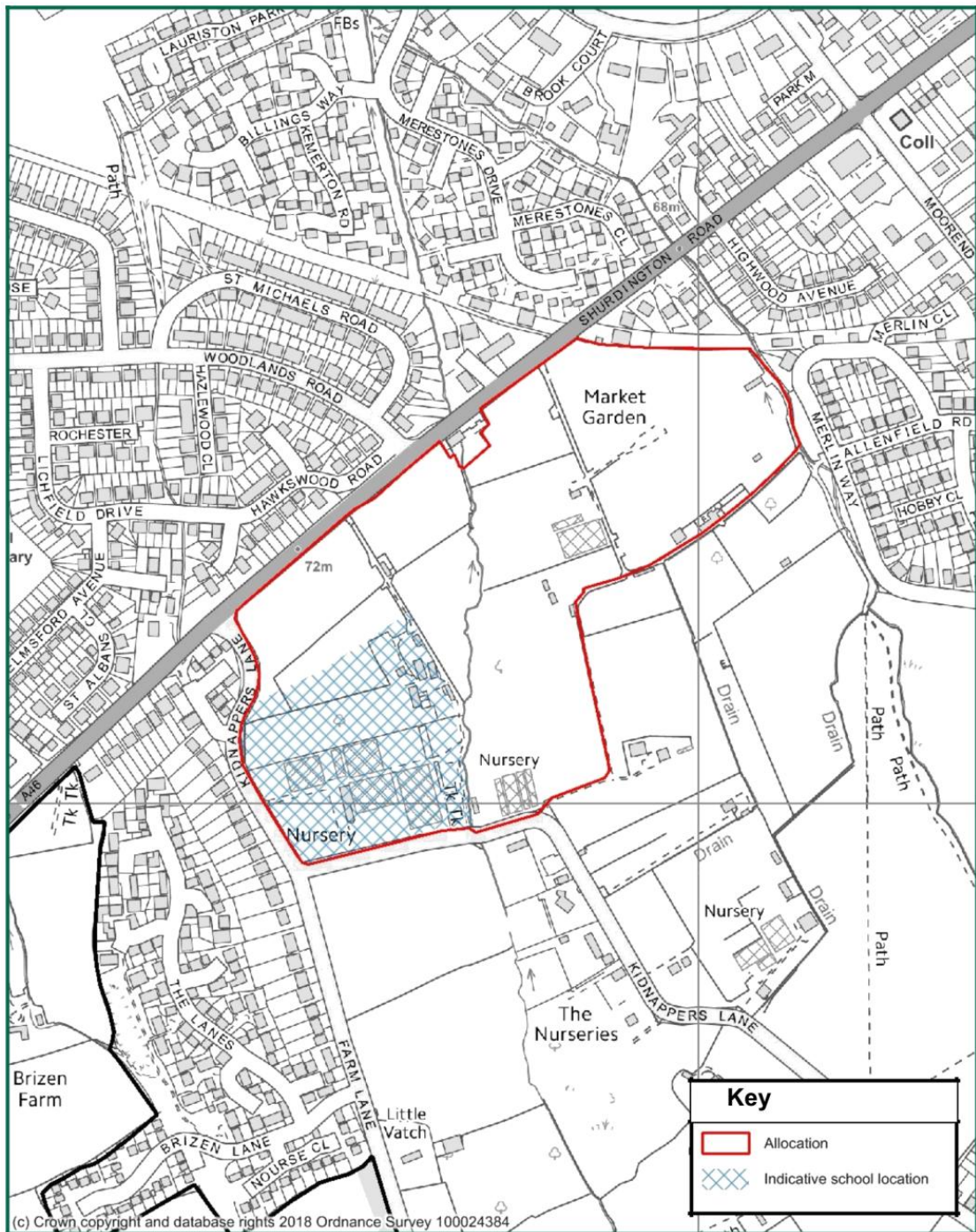
<p>POLICY MD5: LECKHAMPTON</p>	
<p>Site description</p>	<p>Originally a JCS site, development at this location will need to take into account landscape impacts, highways issues and green space. Site boundaries are based on the JCS Inspector’s comments in her Note of Recommendations from 21 July 2016. Development at this location will need to ensure that the JCS examination’s consideration and findings related to this site are fully taken into account. Along with this, the site has an extensive planning history related to the earlier, larger proposal (13/01605/OUT); the Inspector’s and Secretary of State’s findings in this appeal should also be reflected in any future scheme.</p>
<p>Site area</p>	<p>15ha</p>
<p>Constraints</p>	<ul style="list-style-type: none"> • Local Green Space • Impact on AONB • Flood Risk mitigation • Highways • Heritage assets
<p>Site specific requirements</p>	<ul style="list-style-type: none"> • Approximately 250 dwellings • Provision of a secondary of school with six forms of entry • Provision of playing fields for the school on land within the designated LGS • Safe, easy and convenient pedestrian and cycle links within the site and to key centres • A layout and form that respects the existing urban and rural characteristics of the vicinity • A layout and form of development that respects the character, significance and setting of heritage assets that may be affected by the development • A layout and form of development that respects the visual sensitivity and landscape character of the site as part of the setting for the AONB

Concerns and Amendment Request made to Cheltenham Borough Council on Pre-Submission Cheltenham Plan 2011 - 2031 - Policy MD5 as part of our Neighbourhood Planning

Policy MD5 covers the Leckhampton Northern Fields, an allocation of 250 dwellings and a new Cheltenham

Secondary School. We certainly can see the merits of a new Secondary School in Leckhampton, this was discussed in detail at the LwWHPC Neighbourhood Planning Meeting last Friday along with the county report looking at the six possible locations for a new school. The GCC report has not considered the highways impact of mixing the large volume of commuter traffic with schools traffic in the morning rush hour on the Shurdington Road, this is our major concern with the existing preferred location of the school. In the Parish Neighbourhood Planning Team's opinion it would be to the Council's benefit and to the Public Interest to look at the business case together with the landscape aspects and more importantly the highway issues as stated in the current MD5 policy before a final school location is decided. Alternative locations are not being promoted but we ask for the time to consider the evidence, the current perception is that this GCC decision has been rushed through to meet the Cheltenham Plan timetable. The Parish NP team seek solutions whereby we can achieve good separation of school and commuter traffic to the benefit of parents and children, an improved link to the cycle network, reduce the impact of air pollution at the school and on the transport to/from the school (ref. MP Report on Air Pollution, Dec 2014, <http://www.parliament.uk/report-air-quality>) and from an aesthetic point of view attempt to set the school in the landscape rather than crammed into a housing development.

- The Council notes that the preferred location of the new Cheltenham Secondary School is on Kidnappers Lane, the Leckhampton Northern Fields Site, and that no highways work has been completed in the initial assessment of potential school sites.
- The Council resolves to complete the necessary detailed traffic modelling as part of the local plan preparation to the formal Examination in Public on the impact of the preferred new school location and reduced housing allocation. This work would look at impact on the A46 trunk road, the junction loading, the traffic or congestion delay to commuters and parents and the impact on air pollution in the Leckhampton and Warden Hill area.



Policy H2: Leckhampton (MD5)

1:5000



© Crown copyright and database rights 2017 Ordnance Survey 100024384

POLICY GI1: LOCAL GREEN SPACE

Development will not be permitted within a Local Green Space, designated either within the Cheltenham Plan or an approved Neighbourhood Plan, unless there are very special circumstances which outweigh the harm to the Local Green Space. Particular attention will be paid to the views of the local community in assessing any development proposals that affect a designated Local Green Space.

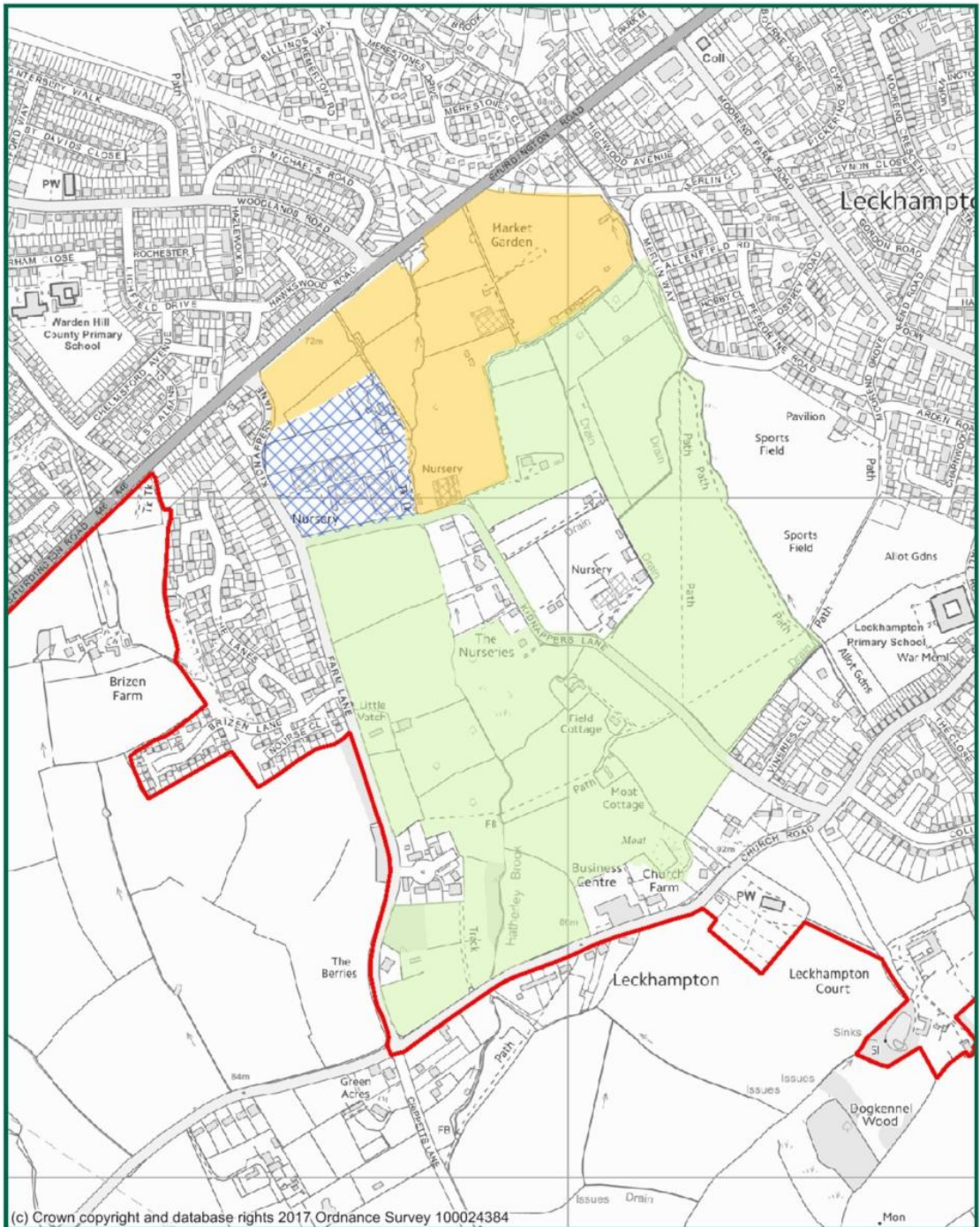
The sites listed in Table 8 are designated as Local Green Spaces within the Cheltenham Plan.

In accordance with Policy TN1, development proposals which would prejudice the future use of the Honeybourne Line as a continuous sustainable transport corridor will not be permitted. Development within the Honeybourne Line Local Green Space, which will facilitate its use as a sustainable transport corridor, may constitute very special circumstances which outweigh harm.

In accordance with Policy MD5, playing fields for the proposed secondary school in Leckhampton will be considered an appropriate use of Local Green Space subject to all other design and landscape policies.

This policy contributes towards achieving the Cheltenham Plan Vision: Theme C – objectives a, b, e and f.

16.17. The local green space area and indicative layout for Leckhampton is also shown, as this is a large site which was considered by the JCS, even though it is not a JCS allocation. The LGS for Leckhampton, the housing and school allocation is made by the Cheltenham Plan.



1:7500



21 November 2017

© Crown copyright and database rights 2017 Ordnance Survey 100024384

The Leckhampton LGS allocation submitted for examination is shown above in green, the Borough boundary in red, the housing allocation in yellow, and the indicative location for the school in hatched blue. Kidnappers Lane (the road itself) will not be designated as part of the LGS.

9. LECKHAMPTON WITH WARDEN HILL NEIGHBOURHOOD DEVELOPMENT PLAN KEY ISSUES

A Neighbourhood Plan is primarily about the use and development of land and buildings, that said the plan also deals with the protection of the area and dealing with the issues raised by residents. It forms a third tier of the overall planning policy for shaping the future of the area and works alongside a sustainable community strategy in the Cheltenham Plan and the overall Joint Core Strategy for Gloucester, Cheltenham and Tewkesbury.

In modern times Leckhampton has retained its rural character whilst being well connected to the urban centre with good schools, health care and work opportunities within the town and local area. The area of Warden Hill is more of an urban extension to Cheltenham which has a much valued character which will benefit from neighbourhood polices. This section reviews some of the main issues and public concerns with large scale development and provides inputs to the neighbourhood planning process.

Climate Change, Global Warming and changes to weather patterns in the UK. Climate change will likely bring extreme summer temperature to the UK, increased flooding and severe weather events. UK homes are not suited to high summer temperatures being built mainly of brick and concrete which retain heat readily. Clearly, we are limited in what can be done to protect vulnerable people and families living in older properties. Warden Hill and the newer parts of Leckhampton have few trees but not the same coverage of the older parts of Leckhampton. There is space for a number of large trees near the Warden Hill shops to provide shade and cut pollution levels for residents, and policy will be considered to promote new planting. The Cheltenham Local Plan^[REF. 3 (16.8)] supports the use of trees to combat climate change and reduce pollution. The Parish Council could play a role in offering advice on which types of trees are best for the garden, trees requiring low maintenance of the right size and with a low risk of causing subsidence.

Increased Flood Risk Leckhampton and Warden Hill has seen an increasing flood risk due to changes in rainfall patterns compounded by surface water runoff due to the close proximity of Leckhampton Hill and the clay soil conditions south of Farm Lane. Forty five homes were impacted by the floods of 2007 in Leckhampton & Warden Hill and now struggle to get home insurance, the fields flood most winters and are saturated for long periods. Only a minimal flood protection scheme has been put in place on a small section of the Shurdington Road and all proposed new development is on the other side of this barrier.

Warden Hill was severely flooded in July 2007 and the new Leckhampton View development above the top of Collum End Rise was severely flooded in June 2016 (subject to a statutory enquiry). There has also been substantial flooding of the Leckhampton Fields along Hatherley Brook, washing out of Church Road in 2007, and lesser flooding but more frequently along Moorend Stream. One key lesson from the flooding is that the rainfall on Leckhampton Hill because of the hill's height and location directly on the path of storms coming up the Severn Valley can be very intense: 30 mm in 45 minutes in the case of the June 2016, 2.5 times higher than the rainfall in Cheltenham itself. The flash flooding that such torrential rainfall can produce has to be taken fully into account in any housing development. This may require very large water storage tanks (now retrospectively installed at Leckhampton View) and large balancing ponds, notably along Hatherley Brook in any development on the Northern Fields. Secondly, flood defences, watercourses and balancing ponds must be maintained and kept at full capacity. The flood defences for Warden Hill, which were installed after the 2007 flooding, need monitoring to ensure they are not blocked with debris. Any balancing ponds on the Northern Field will need to be kept free of silting or becoming filled by ground water. In Leckhampton Village, Leckhampton Road and Old Bath Road where very heavy runoff occurs, drains need clearing regularly and particularly at times that intense storms tend to occur. Historically intense storms have occurred on Leckhampton Hill about seven times in the past 50 years (three times since 2000) and in the months June to September.

Warden Hill is vulnerable to both flash flooding, as in the June 2007 storm when 50mm of rain fell in 75 minutes and cumulative deep flooding as in July 2007 when 130mm of rain fell in 24 hours. This caused flooding of the sewer system washing out raw sewage into the flood waters and contaminating flooded properties. There are two sewer systems in Warden Hill, one for brown water and the other for rain water. It is unclear whether the

sewer system complies with modern build standards as the sewers run between gardens and under extensions connecting the properties together into the main system. Only in the last 10 or so years has the system been adopted by Severn Trent. Warden Hill slopes down from the Leckhampton Fields and gardens appear to be affected by water flowing under the A46 from the Fields. The west of Warden Hill is partly in a shallow hollow where flood water can pond to a substantial depth as in 2007.

There are two sewer systems in Warden Hill one for brown water and the other for rain water. It is doubtful if the sewer system complies with modern build standards as they run between gardens and under extensions connecting the properties together into the main system. Only in the last 10 or so years has the system been adopted by Severn Trent. Warden Hill is built on the slope of a hill although a gradient gradual in nature and the Leckhampton fields lie above it and some limited development is expected on the Northern Fields which could increase flood risk at the lower parts of Warden Hill from the main rain water sewer if interconnected. Warden Hill has a legacy problem of flooding (2007 for example) and is prone to flash flooding due all the above, plus the paving over of gardens and driveways has made the problem worse.

The JCS evidence base has provided valuable information on the increasing flood risk to the Leckhampton area and is in agreement with surface flooding experienced by residents in recent decades. The Gloucester, Cheltenham & Tewkesbury Joint Core Strategy Level 2 Strategic Flood Risk Assessment, HALCROW Summer 2011, report extract covering the Leckhampton area:

- *Significant surface water runoff is generated from the area to the south*
- *Areas of historic flooding identified outside the modelled flood risk areas*
- *Two key risk areas identified along Hatherley Brook (upstream Church Road & rural land adjacent to eastern branch), a number of existing roads affected by flooding*

Hatherley & Ham Brook in Leckhampton identified as higher flood risk, maps are provided in the LGS Checklist of Annex 1, a hydraulic model of Ham Brook is required, significant surface water runoff and an area of historic flooding, highways are also affected. The Halcrow report again, *'where historical records show incidents of flooding and surface water, then these areas should be treated as Flood Zone 3a; at risk and not suitable for development. Areas of existing open space acting as informal flood storage areas should be safeguarded from development'*, the open fields at Leckhampton provide important protection of areas to the west of the Shurdington Rd from flood risk due to surface water. In general Halcrow state that, *'areas of existing open space acting as informal flood storage areas should be safeguarded from development'*..

This is the case in Leckhampton where open land is protecting Warden Hill where flooding has been a serious problem, a minimal flood protection scheme has been put in place on a small section of the Shurdington Road, it is worth noting that all proposed new development is on the other side of this barrier. The area of open countryside adjacent to the flooded area provides important protection to the wider area of Leckhampton Lanes & Warden Hill.

Any development on the Northern Fields will require substantial balancing ponds and there is also the issue that because the fields are a mix of lias clay and alluvial soil there is underground water flow that could be significant but has not been mapped. There is also a possible risk that balancing ponds could perforate even if lined with clay and have permanent standing water that would reduce their capacity to absorb flood water. The Permanent maintenance of the balancing ponds will be essential to ensure they do not deteriorate.

Local Green and Open Spaces. Weavers Field and the Leckhampton Fields have been designated as NPPF Local Green Space by the Cheltenham Local Plan, details and discussion are provided in section 8 and the checklist of Annex 1, and will not be repeated here.

Allotments: LWWH Parish does not have an abundance of allotments and it makes sense to have scope to provide additional allotments if possible. From discussion between the Parish Council and a number of potential developers, there is scope to do this and to provide other community facilities including community orchards in

the context of development on the Northern Fields. The Parish Council has also explored the possibility of community-supported agriculture (CSA) schemes. CSAs are already popular in the US, Japan and France. There are many different CSA models but essentially they involve local people buying an interest in a small farm, small-holding or market garden and in return getting a share of the produce. Some CSAs start with a producer looking for local supporters and consumers; others are started by communities forming co-operatives that acquire land and/or glasshouses and produce food on it. This is of interest for providing a way to sustain the smallholding /market garden use of the LGS south of the Northern Fields.

Land closer to the urban edge is less sensitive due to association with the neighbouring urban area. The LVA recommends that any proposals for development in this area, i.e. on the northern fields, should consider *'density, green infrastructure provision and visual connectivity with the AONB as well as the urban edge'*.

Traffic Congestion and Air Quality: This issue is of equal importance to residents as the longterm protection of the Leckhampton Fields, town planners and inspectors agree that for sustainable development in the Leckhampton area transport solutions must be found for the A46 and Church Road. According to the Gloucestershire Local Transport Plan 2011-2026 (LTP3), workday traffic flows on the A46 are 15,000-20,000 vehicles a day. In the maps on pages 24 and 25 of GCC Local Transport Plan 3, the A46 south of Shurdington is marked as being the worst congestion hot-spot in the Cheltenham-Gloucester area in 2003 and is shown as remaining a severe congestion hot-spot in 2026.

The traffic flow on the A46 is quite high throughout the day, but the major congestion occurs in the workday morning traffic peak between 07:30 and 09:15, when a traffic queue builds back from the junction with Moorend Park Road. This queue extends about 1.2 km, varying between 1.0 km and 1.4 km under normal conditions depending on the level of traffic. There is also traffic congestion in Shurdington caused particularly by vehicles queuing to turn right into Leckhampton Lane at the Bell Inn junction.

As a direct result, in recent years there has been a deterioration of air quality on Church Road and now evident on the Shurdington Road with a new monitoring tube added in July 2018. Both monitoring positions in Leckhampton break the EU limits of $40\mu\text{g}/\text{m}^3$ of Nitrogen Dioxide (NO_2) in some months. This problem may be linked to a worrying increase in the incidence of respiratory disease at local schools (NHS report and schools nursing organisation).

The neighbourhood area is mainly residential, with little employment located in the parishes. Residents commute mainly by car. Safer cycling routes would be helpful, but unfortunately the narrow roads, congestion and density of parked cars make this difficult. A more frequent bus service with routes connecting to more parts of the Cheltenham area would also help improve matters.

Health and fitness: Encouraging people to walk and cycle more would be beneficial for health as well as traffic congestion. To encourage walking for fitness and leisure, LWWH PC sponsors four walks around the Leckhampton Fields and on Leckhampton Hill and Charlton Kings Common, providing some funding and effort for footpath maintenance. The Council is also developing a website describing local walks to encourage more people to walk in the countryside. The Cotswold Voluntary Wardens and the Ramblers organize regular local walks. The local footpath infrastructure is maintained by the Friends of Leckhampton Hill and Charlton Kings Common (FOLK), by the Cotswold Voluntary Wardens, by the parish councils and by the County Council. The Burrows Sports Field provides facilities for team sports and there are other sports and fitness facilities close by in Cheltenham.

Housing. Leckhampton and Warden Hill are well-established residential communities where there is a natural cycle of households moving into and out of the area. Like many areas there is an issue of an ageing population. This is due not only to people living longer but also to a net inward migration of people in the over-60 and over-75 age groups and by net outward migration of younger people and loss of local employment. LWWH PC raised this issue strongly in its response to the JCS consultation in February 2012.

Shopping and Community Facilities: The LWWH area has a thriving shopping centre in the Bath Road as well as supermarkets within easy reach and local shops on Leckhampton Road and in Salisbury Avenue. The village hall in Church Road is very well used and is well supported financially by local people. A large hall is available at Leckhampton Primary School able to take public meetings of over 300 people. More use could also be made of St Peter's Church when it is not being used for worship. St Peter's is sometimes used for concerts and the church cottages provide a room and facilities for small events.

Youth facilities and Unemployment: There are sufficient facilities for youth work but County cuts in funding have necessitated the loss of youth leaders. The scout hut in Leckhampton needs major renovation, but this may occur as part of the proposed redevelopment of the adjacent brownfield site. The Brizen Young People's Centre near the Up Hatherley Way roundabout is relatively new and is a good facility that is available for general use as well as for the youth work. The local schools also provide activities. What the area needs is not more facilities but more funding for professional youth workers and more volunteers to help with youth work. The youth work at Brizen Young People's Centre is supported by donations, by revenue from lettings and by funding from LWWH PC. Local churches also fund two professional youth workers serving the south Cheltenham area. The young unemployed remains a problem, commerce & business enterprise would benefit from closer links with the University and Colleges to improve job opportunities, working on vocational training, job creation in spin out companies and applied research. A large proportion of the town's population have higher educational qualifications and local skills are underutilised.

Maintenance of the Local Area: With pressure on budgets the maintenance of the local area and local services will be an increasing problem. The pot-holed state of the roads and the uneven pavements are common complaints from local people and present a risk of injury to cyclists and pedestrians. Dog fouling is a significant local problem; more enforcement is needed. Littering and dumping are minor problems on the Leckhampton Fields. LWWH PC does occasional litter picks. Litter on Leckhampton Hill is a bigger problem, but the FOLK has frequent volunteer working parties that keep the area pristine. CBC and Volunteers also maintain the flower bed at the Leckhampton Road and Moorend Road junction, with funding support from LWWH. In Warden Hill there is strong volunteer activity through In Bloom for Warden Hill maintaining the attractiveness of the area. With the further austerity cuts in the pipeline, more volunteer effort like this is going to be very important.

Agriculture: Leckhampton has been farmed for centuries and local food production will become increasingly important in a renewed drive to transition the UK to a low carbon economy. For every calorie of food produced, modern farming requires up to 10 calories of input energy from the fossil fuels used in fertilizers and pesticides and for powering farm machinery and transporting food over long distances.

Landscape. Leckhampton includes an area of valued landscape of some 60 hectares that is bounded to the south by the Cotswold Area of Outstanding Natural Beauty (AONB). National planning policy seeks to protect such landscapes and the value of the area of Leckhampton Fields has been supported by previous planning inspectors [ref. 7, 10, 11 & 12]. The Landscape and Visual Appraisal (LVA) that accompanies this plan (Lepus Consulting, September 2017) ^{REF. 4, 5, 6 (original LVA)} concludes that there is a subtle gradient of increasing sensitivity towards the AONB, this is also evidenced in the JCS documents ^[REF. 14, 15 & 16]. The majority of the area has strong intact landscape character. Land closer to the urban edge is less sensitive due to association with the neighbouring urban area. The LVA recommends that any proposals for development in this area, i.e. on the northern fields, should consider *'density, green infrastructure provision and visual connectivity with the AONB as well as the urban edge'*.

10. PARISH VISION AND OBJECTIVES

The Vision underlying this Plan, which has guided the development of the Plan since 2012, is:

- 1 To achieve balanced development that provides additional high quality housing including a good measure of affordable housing and at the same time to preserve and enhance the landscape and amenity of the Leckhampton Fields and of the adjacent Cotswold AONB and the outstanding and nationally significant view from Leckhampton Hill to which the Leckhampton Fields make a critical contribution.
- 2 To preserve and enhance Warden Hill, Leckhampton and Cheltenham as an outstanding place to live and work and in this context to ensure that development is compatible with sustaining a viable traffic network in south Cheltenham and enabling people from areas south of Cheltenham to continue to commute into Cheltenham to work.

Following the expansion of the Parish the Vision is also to enhance the amenities, community and quality of life in the whole area of Leckhampton and Warden Hill, but this will form part of any revision of this Plan as discussed earlier.

2031 Vision for Leckhampton with Warden Hill

The Parish Council through this Neighbourhood Planning work and the involvement with the Joint Core Strategy and Cheltenham Plan has developed a clear vision for Warden Hill and Leckhampton areas. Our aim is for the parish to thrive as a vibrant community and maintain the distinctive rural character on the outskirts of Cheltenham, the green belt and local green space designations are important elements to this protection. Development will be required but must be sustainable, and sympathetic to the valued landscape protected by successive local plan inspectors. The quality of life in this part of Cheltenham is strongly linked to access to excellent health services, outstanding OFSTED rated education and the much valued countryside. Increasing traffic congestion is a major problem with the risk of the traffic system collapsing in the peak morning traffic period to the detriment of all parish residents and the town, these now impacts on peoples' lives with worsening air quality and reduced productivity. During the past eight years great effort has been devoted to trying to find viable ways to mitigate the traffic problem and have been successively abandoned as unworkable.

The Neighbourhood Plan will aim to sustain and promote local businesses and a range of community activities and facilities. It will build upon the strong sense of community, quality of life and flourishing natural environment of the area that currently exists. The plan area is a special place and local residents show a quiet determination to protect and enhance the area by working with Cheltenham Borough Council and the Parish Councils. This Neighbourhood Plan is a strong localism focus.

The Parish Council has eighteen members including all of the borough and county councillors for the two wards and has members with very good expertise and experience. It works as an energetic and close knit team and is well able to carry this plan and objectives forward, enhancing the area and its amenities.

In the 2015 consultations, people recognised the need for new housing but almost universally they put first the need to protect the landscape and amenity of the Leckhampton Fields and also the view from Leckhampton Hill, for the benefit of people today and for those in the future who are drawn to live and work in Cheltenham and the surrounding area. It is a matter of achieving the right balance on development and the Parish Council and local residents are extremely grateful to the planning inspectors and the planning officers who have over many decades helped in achieving this balance.

To be considered acceptable all new development must protect the rural character of the plan area, to maintain and retain the important public green spaces and open vistas consistent with the NPPF ^[para 52] in *'following the principles of Garden Cities and working with the support of their communities'*. Preservation of existing trees, new tree planting

particularly in Warden Hill, hedgerows , sandstone banks and not encroaching into the Local Green Space, Greenbelt or Open Countryside.

Any additional new housing should meet the needs of people who already live or wish to move into the area. Affordability will be important, primarily low cost market housing especially for young people. It is also important to meet the needs of the older residents in the plan area who wish to downsize without leaving the area.

10.1. NEIGHBOURHOOD PLAN OBJECTIVES

To achieve this Vision the following objectives have been set for the Leckhampton with Warden Hill NP. The objectives are not ranked in order of importance, seeking to achieve all of them is integral to delivering the 2031 Vision for Leckhampton with Warden Hill.

- LWH OBJECTIVE 1 To encourage a thriving and prosperous community that delivers an excellent quality of life for all its residents.**
- LWH OBJECTIVE 2 To provide longterm protection of local green space, the landscape and support nature conservation through improvements to habitats.**
- LWH OBJECTIVE 3 To seek ongoing improvements to transport to reduce traffic congestion and promote alternatives to the use of private cars by providing safe walking and cycle routes.**
- LWH OBJECTIVE 4 To deliver a housing growth strategy informed by the Joint core Strategy and the Cheltenham Local Plan, with housing type tailored to the needs and context of the Parish.**
- LWH OBJECTIVE 5 To involve local people in an ongoing basis in the process of place-making, monitoring and delivery of development.**

10.2. PLANNING POLICY CONTEXT

Neighbourhood Development Plans must have regard to national policies and advice and be in general conformity with the strategic policies of the development plan for the area. It is therefore important that as the Plan is prepared, the emerging draft policies reflect this higher-level planning framework.

National planning policy is set out in the National Planning Policy Framework (NPPF)⁶ published in 2012. This sets out in paragraphs 6 and 7 that the purpose of the planning system is to contribute to the achievement of sustainable development, and that the planning system performs an economic role, a social role and an environmental role.

Neighbourhood planning is addressed in paragraphs 183-185:

183. Neighbourhood planning gives communities direct power to develop a shared vision for their neighbourhood and deliver the sustainable development they need. Parishes and neighbourhood forums can use neighbourhood planning to:

- *set planning policies through neighbourhood plans to determine decisions on planning applications; and*
- *grant planning permission through Neighbourhood Development Orders and Community Right to Build Orders for specific development which complies with the order.*

184. Neighbourhood planning provides a powerful set of tools for local people to ensure that they get the right types of development for their community. The ambition of the neighbourhood should be aligned with the strategic needs and priorities of the wider local area. Neighbourhood plans must be in general conformity with the strategic policies of the Local Plan. To facilitate this, local planning authorities should set out clearly their strategic policies for the area and ensure that an up-to-date Local Plan is in place as quickly as possible. Neighbourhood plans should reflect these policies and neighbourhoods should plan positively to support them. Neighbourhood plans and orders should not promote less development than set out in the Local Plan or undermine its strategic policies.

185. Outside these strategic elements, neighbourhood plans will be able to shape and direct sustainable development in their area. Once a neighbourhood plan has demonstrated its general conformity with the strategic policies of the Local Plan and is brought into force, the policies it contains take precedence over existing non-strategic policies in the Local Plan for that neighbourhood, where they are in conflict. Local planning authorities should avoid duplicating planning processes for non-strategic policies where a neighbourhood plan is in preparation.

The development plan for the area is the Cheltenham Borough Local Plan Adopted 2006 (saved policies). This is the plan that the neighbourhood plan must be in general conformity with.

The Joint Core Strategy for Gloucester, Cheltenham and Tewkesbury (JCS) has now been adopted and a new Cheltenham Plan submitted for examination. Government guidance for neighbourhood plans is that we have regard to these emerging plans and their evidence base.

Strategic Planning Policy Relevant to the LWWH NP

The Gloucester, Cheltenham and Tewkesbury Joint Core Strategy (JCS) (December 2017) and the Cheltenham Plan (submitted in October 2018), when adopted, comprise the statutory development plan for Cheltenham up to 2031.

This Parish Neighbourhood Plan is a third tier planning document that provides more detailed local policy and supporting evidence focused on the stated themes and objectives.

In developing policies for the objectives set out in 10.1 it emerged that those for Objective 5 were generally not policies that belong in a planning document but more in the Parish Councils priorities. Some were incorporated under policy LWH1.

⁶ https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf

11. NEIGHBOURHOOD PLAN POLICIES

This section of the NP sets out the draft planning policies to guide development in the Parish of Leckhampton with Warden Hill up to 2031. The policies are defined below each NP objective. Whilst the policies are divided between the objectives the policies of the plan should and will be read as a whole.

LWH OBJECTIVE 1 - To encourage a thriving and prosperous community that delivers an excellent quality of life for all its residents

From the Key Issues a number of issues that affect the quality of life of local residents have been identified, not all of which can be addressed through a land use based NP.

The issues are:

- Protection of Local Green Space
- Consideration of Traffic Congestion in any new development proposals
- Quality of design sympathetic to the area
- Access to and availability of community facilities
- Access to and availability of shops and services
- Local Infrastructure, e.g. Schools and Flood Protection
- Health and Well-Being

Each of these areas is addressed by a separate neighbourhood plan policy, where appropriate. During the development of the Plan, many objectives such as community action and volunteering were identified that will be very valuable in guiding the priorities and expenditure of the Parish Council but which were not suited as development planning policies. Some that are overarching and encompass land use have been incorporated in Draft Policy LWH1.

Draft Policy LWH1 – Localism and Maintaining Public Involvement

Parish Council commitment to Warden Hill and Leckhampton residents in attaining LWH OBJECTIVE 1:

The Parish Council makes a commitment to residents

- a) to keep the public informed on important consultations;**
- b) to provide unbiased evidence to better inform the public and to employ expert consultants when appropriate;**
- c) endeavour to disseminate best practice in home design to combat and mitigate from the effects of climate change, this would include renewable energy for homes, planting, garden drainage and reduction of flood risk; and**
- d) to distribute information by leaflet, website news, notices, email and twitter/other social media as appropriate.**

Draft Policy LWH2 – Protection of Existing Shops and Community Facilities

There will be a presumption in favour of the protection of existing facilities. Where permission is required, the change of use of local community facilities, as listed below, will only be permitted for other health, education or community type uses (such as village halls, local clubhouses, health centres, schools and children’s day nurseries), unless one of the following can be demonstrated:

- 1. The proposal includes alternative provision, on a site within the locality, of equivalent or enhanced facilities. Such sites should be accessible by public transport, walking and cycling and have adequate car parking; or**
- 2. Satisfactory evidence is produced (including active marketing locally and in the wider area) that, over a minimum period of 12 months, it has been demonstrated that there is no longer a demand for the facility.**

The facilities are listed as follows and shown on the Policies Maps 3 and 4

- Bath Road Shopping Area**
- Salisbury Avenue Shopping Area**
- Co-Op at the corner of Church Road/Leckhampton Road**
- St Peter’s Church**
- St Christopher’s Church**
- United Reform Church**
- Leckhampton Village Hall**
- Brizen Young People’s Centre**

Proposals that would enhance the appearance, improve access and accessibility to these facilities will be supported when they are in accordance with other development plan policies and the policies of the LWWH NP.

Draft Policy LWH3 – Sport and Recreation Facilities

The following recreation facilities will be protected:

- Burrows Recreation Field**
- Brizen Recreation Field**
- Warden Hill Play Area**

Development proposals for the improvement of the existing recreation facilities on these sites will be supported when they would not have a significant adverse impact on residential amenity or landscape, this is in recognition that these areas are shared public spaces for recreation.

Development proposals that would result in the loss of these facilities will only be supported when the applicant can demonstrate that the facility is no longer needed for recreational use or suitable alternative provision can be provided elsewhere within the neighbourhood area to an equivalent or better standard and in a location that is in close proximity to the community it serves.

LWH OBJECTIVE 2 To provide longterm protection of local green space, the landscape and support nature conservation through improvements to habitats

Paragraph 76 of the National Planning Policy Framework (NPPF) advises that *“local communities through local and Neighbourhood Development Plans should be able to identify for special protection green areas of particular importance to them. By designating land as Local Green Space communities will be able to rule out new development other than in very special circumstances”*.

Paragraph 77 of the NPPF goes on to advise that *“the Local Green Space designation will not be appropriate for most green areas or open space. The designation should only be used:*

- *where the green space is in reasonably close proximity to the community it serves;*
- *where the green area is demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife; and*
- *where the green area concerned is local in character and is not an extensive tract of land.”*

Draft Policy LWH4 Protecting Local Green Space

The following local green spaces are designated in accordance with paragraphs 76 and 77 of the NPPF in the Cheltenham Local Plan, the Leckhampton Fields LGS designation is also supported in the Joint Core Strategy examination has the Inspector’s recommendation :

- a) The Leckhampton Fields, the boundary is detailed in Section 5, of Figure 2**
- b) Weavers Field in Warden Hill**

Development will only be permitted in very special circumstances, when potential harm to the local green space by way of inappropriateness, and any other harm, is clearly outweighed by other considerations.

Draft policy LWH5 Maintenance and Improvement of Local Green Space and Open Spaces

- a) Work with local farmers and landowners in maintaining and improving the beauty and amenity of the land and ensuring responsible public use**
- b) Maintain the footpaths and hedges including removing any litter**
- c) Identify trees appropriate for preservation orders.**
- d) Build on the Lepus Report ^[REF. 5] to develop an action plan for the local ecosystem**
- e) In conjunction with Leglag and FOLK, organise and encourage volunteer work to maintain and improve the landscape and amenity of the LGS and in other ways to improve the environment**

As well as these key green space(s) that are suggested for the highest level of protection as designated local green spaces, Leckhampton with Warden Hill also has several other important open spaces that perform a variety of useful functions. These smaller, often quite incidental open spaces help to make Leckhampton with Warden Hill a greener place and all add to the quality of life enjoyed by residents and visitors. It is proposed that these spaces are also protected but not with the high degree of protection offered to designated local green spaces that precludes most built development. These spaces, being less important, could be developed in certain circumstances that are set out in Draft Policy LWH6.

Draft Policy LWH6 Protecting Other Open Spaces and Amenities

Development that would result in the loss of small open spaces within the Leckhampton with Warden Hill Parish would only be supported when:

- a) The green space is not part of the original housing development design which is supporting and encouraging children's recreation and sports;**
- b) Equivalent or better provision is provided elsewhere within a suitable location in Leckhampton with Warden Hill Parish, access to young children needs to be considered carefully;**
- c) It can be clearly demonstrated by the applicant that the open space no longer performs a useful open space function in terms of the local environment, amenity, or active public recreation use;**

Allotments should be protected from development in accordance with the Cheltenham Local Plan [REF. 3 17.3 – 17.4 see section 8]

Leckhampton includes an area of valued landscape of some 60 hectares that is bounded to the south by the Cotswold Area of Outstanding Natural Beauty (AONB). National planning policy seeks to protect such landscapes and the value of the area of Leckhampton Fields has been supported by successive planning inspectors. The Landscape and Visual Appraisal (LVA) that accompanies this plan (Lepus Consulting, September 2017 ^[REF 4]) agrees with the previous 2006 study and supports the JCS Inspectors recommendations.

The majority of the area has strong intact landscape character. Land closer to the urban edge is less sensitive due to association with the neighbouring urban area and particularly because it is sufficiently far from Leckhampton Hill that the impact of development on the view from Leckhampton Hill can be adequately screened. The LVA recommends that any proposals for development in this area should consider, *“density, green infrastructure provision and visual connectivity with the AONB as well as the urban edge”*. This area is shown in Figure 2. Development proposals in this area and those affecting this area will be assessed against Policy LWH7.

Draft Policy LWH7 Conserving and Leckhampton’s Valued Landscape

New development should conserve and enhance the valued landscape detailed in reference 4 by:

- (a) Conserving and enhancing the landscape setting, landscape features and settlement pattern of Leckhampton village;**
- (b) Conserving and enhancing the Cotswold AONB and its setting;**
- (c) Conserving and enhancing the area’s woodland and orchards;**
- (d) Conserving and enhancing mature trees and hedgerows, or where removal is proposed as a last resort, offsetting by way of replacement planting of native species is provided elsewhere on- the site or within the neighbourhood plan area;**
- (e) Retention and enhancement of open watercourses, in particular Hatherley Brook and Moorend Stream;**
- (f) Where new planting and landscaping is proposed it should use native species and be designed in such a way so as to ensure that it is suitable when considered in the wider local landscape, and where appropriate, links to existing woodland and hedgerows;**
- (g) Taking account of the impact of the development on significant views detailed in reference 4;**
- (h) Where opportunities arise creation of new views and vistas;**
- (i) Seek to minimise the encroachment of development into visually exposed landscapes and where development is proposed on the edge of settlements, it enhances views of the settlement edge from the surrounding countryside and does not lead to inappropriate incursion into the surrounding countryside by reason of its siting, design, materials or use of landscaping; and by**
- (j) Seeking to conserve and enhance the integrity and fabric of historic buildings and their settings, particularly where new uses are proposed through the use of appropriate styles and sustainable locally distinctive materials.**
- (k) Leckhampton Hill and Cotswold Scarp and across the Leckhampton Fields**

Draft Policy LWH8 – Development affecting non-designated heritage assets

Development affecting non-designated heritage assets, these should be protected:

- a) Medieval land features on the Leckhampton Fields**
- b) Old tramway stone sleepers and other relics of the past quarrying of Leckhampton Hill**

LWH OBJECTIVE 3 To seek ongoing improvements to transport to reduce traffic congestion and promote alternatives to the use of private cars by providing safe walking and cycle routes.

Draft Policy LWH9 - Traffic Management and Transport Improvements

Proposals to improve road safety and traffic management throughout the Parish will be fully supported, examples include:

- The Parish Council makes a commitment to provide traffic modelling, Paramics Simulation or better combined with suitably scheduled traffic surveys in the consideration of major planning proposals;**
- Improved provision for walking and cycling routes within Leckhampton with Warden Hill and its environs, particularly through development of the Public Rights of Way network;**
- A commitment to the safety of cycle and walking routes by improving signage, maintenance and lighting;**
- Improvements to and monitoring Air Quality, NO₂, Particulates and noise in housing areas adjacent to key transport routes such as the A46, Church Road, Leckhampton Road and Moorend Park Road;**
- Management of traffic to avoid rat-running; and**
- Partnership working with local schools, children and parents to promote walking, cycling and other non-car modes to schools so as to reduce traffic congestion at the schools.**

LWH OBJECTIVE 4 - To deliver a housing growth strategy informed by the Joint Core Strategy and the Cheltenham Local Plan, with housing type tailored to the needs and context of the Parish.

Development is supported on the Northern Field area of the Leckhampton Fields if it meets the design principles in draft policy LWH10.

Draft Policy LWH10 – Northern Fields Design Principles

All new development will be expected to respond positively to the key attributes of the neighbourhood area and the key local design features of Leckhampton village. Development will not be supported where it is of poor design that has an adverse impact on the character of the area.

Housing Development should take account of Cheltenham Borough Council objectives^[REF3 2.99d0] on, *'addressing the challenge of climate change ensuring that development meets high design and sustainability standards and is built to be adaptable over the long term'*.

A key issue for any housing development on the Northern Fields is the proposal by GCC to locate a new secondary school for 900+ pupils on the Northern Fields south of Hatherley Brook on land that was intended for housing in the JCS. The GCC proposal was taken into the draft Cheltenham Plan very late in December 2017 but subject to demonstrating that it is acceptable in terms of traffic congestion on the A46, especially in the peak morning traffic period. It was noted that this new school is within 1km (straight line distance) of Bournside Secondary School and Sixth Form Centre, the largest secondary in Cheltenham. Even without the school proposal, it was already uncertain whether the proposed new housing on the Northern Fields would be acceptable in traffic terms when taken together with other developments already in train and new development proposed on the A46 at Shurdington. The new secondary school injects great uncertainty particularly because the traffic impact would depend very much on the school's catchment area. The proposed expansion of both Leckhampton and Warden Hill Primary schools to three form entry is also a major concern of parents, residents and the council with traffic congestion and air quality, these proposals need consideration in the masterplanning.

To ensure good design is achieved development should be designed to take account of and will be assessed against the following criteria, where relevant:

- (a) Development of the Northern Fields to be consistent with the NPPF^[para 52] Garden City Principles, with distinctive areas of green space, a wide area along the line of the Hatherley Brook to provide access to the LGS from Warden Hill to the Leckhampton LGS and to encompass all the mature trees in that area, north and east of area NE, and a third area to be agreed;
- (b) Development of up to 250 dwellings as stated in the Cheltenham Local Plan but strictly dependent on practical transport solutions being found and tested by appropriate simulation and taking full account of the potentially high level of traffic coming to the proposed new secondary school, if permitted ;
- (c) Transport and Access to be informed by paramics simulation and suitably scheduled traffic surveys working closely with the parish council, a three point access should be considered with Kidnappers Lane junction to be retained and converted from a T junction to a roundabout and two additional traffic light junctions as required and directed from the traffic simulation studies and junction loadings;
- (d) Careful consideration of the views to Leckhampton Hill and the Cotswold Escarpment from the area of NW2, an important viewing point recognised by both the JCS Inspector and CBC full council;
- (e) Provide natural screening (hedge or trees) that hides development from view from the footpath along Moorend Stream and the footpath through the smallholdings;
- (f) Preserve the smallholdings or other agricultural use in the strip of LGS along the north

- side of the existing smallholding footpath;
- (g) Provide screening with trees to protect views from Leckhampton Hill and the Cotswold Escarpment;**
 - (h) Provide cycle and walking routes separate from the roads to promote walking and cycling and access to public transport and local schools;**
 - (i) Encourage sensitive development which protects and enriches the landscape, rural character and built setting of the village;**
 - (j) Provide a mix of size, design and type of dwellings including social, low cost market housing and starter homes and give careful consideration to housing that generates little traffic in the peak morning period, such as retirement village or other retirement properties, which can also support the ageing population and encourage down-sizing;**
 - (k) Promote or reinforce local distinctiveness by demonstrating that appropriate account has been taken of existing good quality examples of street layouts, blocks and plots, building forms, materials and detailing, building style and Leckhampton vernacular;**
 - (l) Development designed in such a way so as to make a positive use of local landform, trees, hedgerows and other vegetation and for larger proposals has had suitable regard to landscape setting and settlement pattern;**
 - (m) Development that conserves and/or creates new wildlife habitats and that uses space well and creates new public open spaces that are enclosed, integrated and overlooked by buildings and are in prominent useable locations;**
 - (n) The development includes sufficient amenity space to serve the needs of the development and its users whilst making good use of existing amenities including the Salisbury Avenue shopping area which it can help to sustain by providing extra business.**
 - (o) It includes appropriate boundary treatments that reflect local context for example by matching those of adjoining properties;**
 - (p) It does not have a detrimental effect on the amenity of existing or future occupiers in neighbouring property;**
 - (q) It does not have a severe cumulative adverse effect on the safe and efficient operation of the existing transport and road infrastructure;**
 - (r) It includes measures that seek to improve pedestrian facilities and linkages in the Parish and beyond to encourage walking and cycling, wherever possible;**
 - (s) (s) It makes a contribution to local identity, and sense of place. Proposals should not feature generic designs and should display how they take account of the locally distinctive character of the area in which they are to be located within the Design & Access Statement;**
 - (t) Respecting the building heights in the immediate surrounding area, buildings should generally be 2 storey or less particularly near the boundaries and not anywhere more than 2.5 storey, providing also that such height does not adversely affect the LGS and the view from Leckhampton Hill.**
 - (u) It uses, and where appropriate, re-uses, local and traditional materials appropriate to the context of the site, or suitable artificial alternatives;**
 - (v) It contributes to reducing carbon emissions, where possible, and where such features are included they are a sympathetic enhancement to the building and surrounding area;**
 - (w) It is designed to be as water efficient as possible; and**
 - (x) It has appropriate car parking in accordance with Gloucestershire County Council's adopted standards and, where possible, this is sited so that it is unobtrusive, screened**

with planting, and does not dominate the street scene. The visual impact of car parking should be minimized.

Poor design when assessed against the above criteria will not be supported.

With respect to (f) above, the LGS map of figure 2 very deliberately has a margin of LGS along the north side of the footpath through the smallholdings. The purpose is to retain the rural character of the footpath on both sides. The footpath is very heavily used. Currently on the north sides there is a strip of allotments some of which have become disused in the past two years as tenants' leases have lapsed in expectation of development. There is also a chicken house and small enclosures. The aim is to retain agricultural and horticultural use, which could be by using the land for allotments if it transpires that keeping it as smallholdings is no longer sensible. The orchards on the south side of the path could be community orchards and potential developers have also proposed some allotments in part of that area. The Parish Council has agreed with the planners that at an appropriate stage that all will consult current and recent users of the land, users of the footpath and local residents concerning possible future use of the land to make best use of it and to conserve its rural character in the best way possible. The trees play an important part in screening any development from view from Leckhampton Hill and they will require some renewal.

There is an apparent disparity between the boundary of LGS boundary in the map of figure 2 and the boundary in the Cheltenham Plan of the area proposed for development. It has been agreed between Cheltenham Borough Council and the Parish Council that the boundary shown in the Cheltenham Plan is not precise and is not intended to remove the buffer of LGS along the north side of the smallholdings footpath. The boundary of the LGS runs along the fence that separates the smallholdings along the north side of the footpath from the larger fields and other smallholdings beyond.

The following are two other important policies that have been agreed in consultation with planners and potential developers:

- a) **LWH10A.** Any development on the Northern Fields must conserve and where appropriate enhance the line of trees along Hatherley Brook and shall use the area planned for landscaped ponds which also give flood protection along Hatherley Brook to conserve the view of Leckhampton Hill from the A46 in the area of the Woodlands Road junction.
- b) **LWH10B.** For any development on the Northern Fields, the existing high hedgerow along Kidnappers Lane round the south and west side of the Northern Fields must be retained and enhanced in order to screen the development from Kidnappers Lane in order as far as possible to retain the semi-rural character of the lane and to help screen the development from view from Leckhampton Hill. This also applies if the land is used for a secondary school.

Areas R2 and R3

Areas R2 and R3 west of Robinswood Field are not included in the LGS but are areas that Inspector Ord did not recommend as suitable for development. The Parish Council is strongly opposed to development on this area. Confining development to the Northern Fields preserves a good urban edge of screening trees along the smallholdings, Hatherley Brook and Kidnappers Lane west of Hatherley Brook. If any development were allowed on R2/R3 it would break through this urban edge. Given however that R2/R3 has been included by CBC in the Cheltenham Plan as an area where development is potentially possible, the Neighbourhood Plan puts forward the following two policies.

- a) **LWH10C** If any future development is to be considered on the land south of the Northern Fields between Hatherley Brook and the boundary of the Local Green Space (in areas R2 and R3) it must be well screened by means of sustainable hedgerows and trees from the smallholding footpath and the footpath through Robinswood Field.
- b) **LWH10D** If any future development is to be considered on the land south of the Northern Fields between Hatherley Brook and the boundary of the Local Green Space (in areas R2 and R3), sufficient tall trees need to have been planted well in advance to provide good screening of any development from view from Leckhampton Hill. These trees must be appropriate to the landscape and have been allowed enough years to grow to sufficient height to provide good screening.

Area ON

The land in area ON is not included in the Local Green Space and is not in the area identified in the Cheltenham Plan as having scope for development in the period up to 2031. The following policy applies to this land and accords with the Inspector's findings in April 2018 in respect of the developers appeal to build a development of 45 houses on part of area ON:

- a) **LWH10E** The area ON between Kidnappers Lane and Lotts Meadow is too close to Leckhampton Hill, too visible from the Hill and too poorly screened from view for any estate type of development to be allowed. If any development is to be considered on this land at a future date, such development must be of a rural character and must be well and sustainably screened from view from Leckhampton Hill and the surrounding valued landscape of the Leckhampton Fields by having well in advance planted suitable sustainable trees and thickened hedgerows and having allowed enough years for both to mature sufficiently.

This policy is inline with the advice that the Parish Council gave in discussions with planners in 2016 and 2017.

Glossary

The Glossary is neither a statement of law nor an interpretation of the law, and its status is only an introductory guide to planning terminology and should not be used as a source for statutory definitions.

Accessibility: The extent to which employment, goods and services are made easily available to people, either through close proximity, or through providing the required physical links to enable people to go to locations where they are available.

Affordable Housing: Housing that is provided to eligible households at a price/ rent below the market rate, whose housing needs are not met by the market. It includes socially rented, affordable rented and intermediate housing.

Ancient Woodlands: These are defined as areas where there is believed to have been continuous woodland cover since at least 1600 AD. It can include both ancient semi natural and ancient replanted woodlands. They are irreplaceable habitats.

Appropriate Assessment (AA): Under the Habitat Regulations Assessment, stakeholders such as developers/ Local Authorities are required to undertake this assessment when a plan or project is likely to have an impact on any European Environmental conservation designations (i.e. Natura 2000 sites consisting of Special Protected Areas of Conservation, Special Protected Areas, etc.). The overall aim of this assessment is to demonstrate that the plan/ project will not have an adverse impact on the integrity of the environmental designation. Alternatively, the AA will need to demonstrate why the proposed project/ plan is in the overriding public interest and the compensatory measures that will be taken to ensure the overall coherence of the Natura 2000 sites is protected.

Biodiversity: The variety of plants, animals and other living things in a particular area or region. It encompasses habitat diversity, species diversity and genetic diversity.

Brownfield Land: See definition for Previously Developed Land.

Carbon Footprint: The amount of greenhouse gas produced in daily life through the burning of fossil fuels.

Community Infrastructure Levy (CIL): This allows Local Authorities to raise funds from developers undertaking new building projects in their area. This is used to fund a wide range of infrastructure (i.e. transport schemes, schools, etc.) that are needed to support the development of their area.

Community Governance Review (CGR)

Community Supported Agriculture (CSA)

Connectivity: The linkages that exist between key locations.

Developer Contributions: Contributions made by a developer to remedy the impact of development, either by paying money for work to be carried out or by directly providing facilities or works either on or off-site.

Development Plan Document (DPD): These are planning documents forming part of the Local Development Framework (LDF) and which have a status of being part of the development plan. In order to acquire this status, they will be subject to independent scrutiny through a public examination. Certain documents within the LDF must be DPDs, for example a Core Strategy, Site Specific Allocations of land and Area Action Plan where produced. There must also be an adopted Policies Map which may be varied as successive DPDs are adopted. Current Local Planning Regulations no longer use the term DPD and refer to Local Plans instead.

Dwelling: A self-contained building or part of a building used as a residential accommodation, and usually housing a single household. A dwelling may be a house, bungalow, flat, maisonette or residentially converted farm building.

Economic Development: Development, including those within the B Use Classes, public and community uses and main town centre uses (but excluding housing development).

Environment Agency: This is a Public Body that is responsible for protecting and improving the environment of England and Wales, and for protecting communities from the risk of flooding and managing water resources. They are consulted throughout the plan making and decision making process in order to promote sustainable development.

Evidence Base: The information and data gathered to justify the policy approach set out in the Neighbourhood Plan including physical, economic, and social characteristics of an area. It consists of consultation responses and the finding of technical studies.

Flood Risk Attenuation: Measures such as tanks and surface ponds that are designed to reduce or prevent water entering an area, sewers and rivers during periods of heavy rainfall with the potential to prevent flooding.

Flood Zone 1: An area with low risk of flooding. This zone comprises land assessed as having a less than 1 in 1000 annual probability of river or sea flooding. **Flood Zone 2:** An area with a low to medium risk of flooding. This zone comprises land assessed as having between a 1 in 100 and 1 in 1000 annual probability of river flooding or between a 1 in 200 and 1 in 1000 annual probability of sea flooding.

Flood Zone 3a: An area with a high probability of flooding. This zone comprises land assessed as having a 1 in 100 or greater annual probability of river flooding or a 1 in 200 or greater annual probability of flooding from the sea.

Flood Zone 3b: This is an area within a functional floodplain. This zone comprises land where water should flow or be stored in times of flood.

Greenfield Land: Land which has not previously been developed, including land in agriculture or forestry and land in built up areas used for outdoor sport and recreation (including public and private open space and allotments).

Green Infrastructure: A strategically planned and delivered network of high quality green spaces and other environmental features. It is designed and managed as a multifunctional resource capable of delivering a wide range of environmental and quality of life benefits for local communities. Green Infrastructure includes parks, open spaces, playing fields, woodlands, allotments and private gardens.

Lifetime Homes: The Lifetime Homes standard is a set of 16 design criteria that provide a model for building accessible and adaptable homes. This standard is widely used in planning policies and forms part of the Code for Sustainable Homes.

Local Centre: A centre that includes a range of small shops and services of a local convenience nature, serving a small catchment. They might typically include a small supermarket, a newsagent, a sub-post office, a pharmacy and take-away.

Local Development Documents (LDDs): Any document prepared by a local planning authority individually or with other local planning authorities which deals with one or more of the following:

- the development and use of land;
- the allocation of sites for a particular form of development or use;
- environmental, social, design and economic objectives relevant to the development and use of land; and
- development management and site allocations policies which guide the determination of planning applications.

LDDs are referred to in the Regulations as Local Plans and this is the term commonly used in the Joint Core Strategy.

Local Development Framework (LDF): The name for the portfolio of Local Development Documents. It consists of Development Plan Documents, Supplementary Planning Documents, a Statement of Community Involvement, the Local Development Scheme and Annual Monitoring Reports. Together these documents provide the framework for delivering the spatial planning strategy for a local authority area and may also include local development orders and simplified planning zones. The National Planning Policy Framework no longer refers to LDFs and uses the term 'Local Plan' instead.

Local Plan: The plan for the future development of the local area, drawn up by the local planning authority in consultation with the community. In law this is described as the development plan documents adopted under the Planning and Compulsory Purchase Act 2004. Current Core Strategies and other planning policies which under the Regulations would be considered to be development plan documents, form part of the Local Plan. The term includes old policies which have been saved under the 2004 Act.

Local Strategic Partnership: This is a partnership that brings together organisations from public, private, community and voluntary sector in a local authority area, so that different initiatives and services support each other and work together. The partnership is responsible for producing a Sustainable Community Strategy/ Vision, setting out their local priorities and the key actions that may need to be taken to achieve these, in order to enhance the social, economic and environmental well-being of their area.

Localism Act: This is an Act of Parliament that changes the powers of local government in England. The Act includes provisions for local government finance, town and country planning, the Community Infrastructure Levy and the authorisation of nationally significant infrastructure projects.

Mixed Use (or Mixed Use Development): Provision of a mix of complementary uses, such as residential, community and leisure uses, on a site or within a particular area.

Mode: The type of transport being used for a journey.

Neighbourhood Plan: Are prepared by Parish Councils and other local community groups in accordance with the NPPF and set out a vision and planning policy for their local area and can be used to inform the development of planning policy at the local level.

National Planning Policy Framework (NPPF): This document sets out the Government's planning policies for England and how these are expected to be applied. It provides a framework within which local people and their accountable councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities.

Objectively Assessed Housing Need (OAHN) or (OAN)

Parish Plans: Similar to a Neighbourhood Plan prepared by Parish Councils and set out a vision for their local area and usually include an action plan of how to achieve the vision. Parish Plans can be used to inform the development of planning policy at the local level.

Physical Infrastructure: Includes existing and future development required to support utilities, transport and waste management.

Previously Developed Land (PDL): Land which is or was occupied by a permanent structure (excluding agricultural and forestry buildings) and associated fixed surface infrastructure, including the curtilage of (land attached to) buildings. It includes defence buildings and land used for mineral or waste extraction when there is no requirement for subsequent restoration. Land in built up areas such as private residential gardens, parks, recreation grounds and allotments are not considered as PDL. PDL is still commonly referred to as brownfield land.

Public Realm: Areas available for everyone to use, including streets, squares and parks.

Safeguarding: This is a technical term for an established part of the planning system that protects large-scale infrastructure projects, such as roads or railways, from conflicting developments. It provides a statutory mechanism by which Local Planning Authorities (LPAs) must consult HS2 Ltd on new and undecided planning applications which fall within the safeguarded area and it provides HS2 Ltd with a statutory remit to comment on such applications. The safeguarding direction also puts in place statutory blight provisions whereby owners of land or property within the safeguarded area can serve a blight or purchase notice on the Secretary of State for Transport or Local Planning Authority respectively.

Section 106 Agreement/ Contribution: Refers to Section 106 of the Town and Country Planning Act 1990 and is a legally-binding agreement or planning obligation with a landowner in association with the granting of planning permission. These agreements are a way of delivering or addressing matters that are necessary to make a development acceptable in planning terms. They are increasingly used to support the provision of services and infrastructure, such as highways, recreational facilities, education, health and affordable housing.

Site of Specific Scientific Interest (SSSI): A site or area designated as being important due to its wildlife plants or flowers and/ or unusual or typical geological features. SSSIs are identified by Natural England and have protected status under Wildlife and Countryside Act 1981.

Social Infrastructure: Includes education, healthcare, sports facilities, cultural and community facilities.

Special Protection Area (SPA): An SPA is a designation under the European Union Directive on the Conservation of Wild Birds. Under the Directive, Member States of the European Union (EU) have a duty to safeguard the habitats of migratory birds and certain threatened birds.

Strategic Environment Assessment: A generic term used to describe environmental assessment as applied to policies, plans and programmes. The European 'SEA Directive' (2001/42/EC) requires a formal 'environmental assessment of certain plans and programmes, including those in the field of planning and land use.

Strategic Flood Risk Assessment (SFRA): Assessment of all forms of flood risk from groundwater, surface water, impounded water bodies, sewer, river and tidal sources, taking into account future climate change predictions. This allows Councils to use this information to locate future development primarily in low flood risk areas (Level 1 SFRA). For areas that have a higher risk of flooding, the SFRA examines the capacity of the existing flood prevention infrastructure (i.e. drainage) and identifies all the measures that any potential development may need to take to ensure that it will be safe and will not increase flood risk to third parties (Level 2 SFRA).

Strategic Housing Land Availability Assessment (SHLAA): A technical document which assesses the amount and nature of land which could be made available for housing development. It is part of the evidence base that will inform the plan making process.

Strategic Housing Market Assessment (SHMA): A technical study which assesses housing need and demand across a defined market area and which is used to inform housing and planning policies.

Supplementary Planning Document (SPD): Provides additional guidance on matters covered by a DPD/ Local Plan. They will be an important consideration in determining planning applications.

Sustainable Development: Development which meets the needs of the present, without compromising the ability of future generations to meet their own needs.

Sustainable Urban Extensions: These are defined as a planned expansion of a city or town that can contribute to creating more sustainable patterns of development when located in the right place, with well-planned infrastructure including access to a range of facilities and when developed at appropriate densities.









Topography: The gradient and variations in height within a landscape.

Viability Appraisal: An assessment of a proposed development to ensure all elements for the development, including required infrastructure and any required financial contributions can be successfully delivered in an economic context.

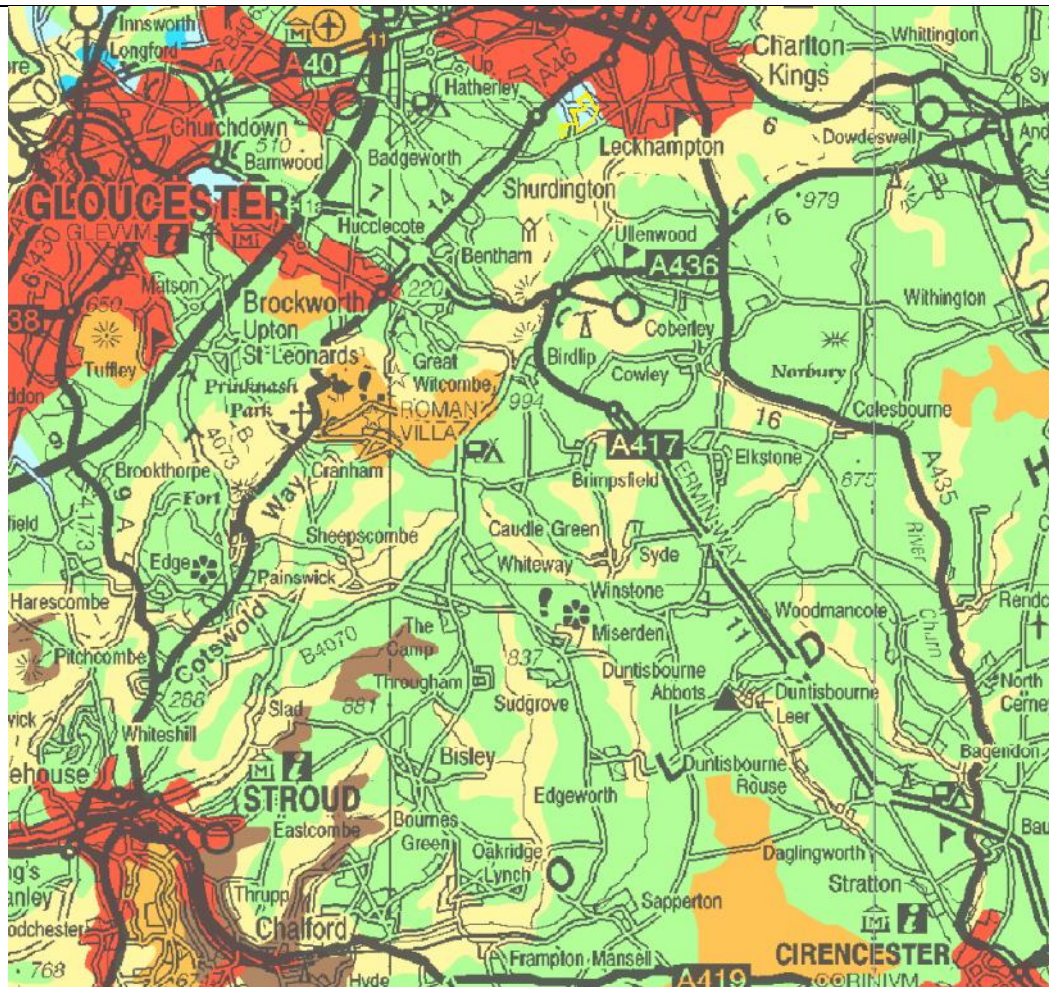
12. ANNEX 1 LECKHAMPTON WITH WARDEN HILL PARISH COUNCIL LOCAL GREEN SPACE CHECKLIST FOR CHELTENHAM BOROUGH COUNCIL

Cheltenham Borough Local Green Space Designation – Checklist and Criteria

1	General Information	Tick if relevant evidence provided
1.1	<p>Name and address of site <i>Some sites have several names and all known names should be given</i></p>	
	<p>Leckhampton Fields The site is located in Leckhampton between the A46 (Shurdington Road) in the northwest and Church Road / Leckhampton Lane in the southeast. The field area bounded on the northwest side by the A46 (Shurdington Road), on the north by the course of the old railway line, on the east side by Moorend Stream and the south-east boundary of Lotts Meadow. On the south side by the boundaries of properties along the north side of Church Road and Leckhampton Lane. On the west side by the west boundary of White Cross Green fields, the southern boundary of the Lanes Estate and along Farm Lane and Kidnappers Lane to the A46. Some areas have well know names, for example Lotts Meadow, Robinswood, White Cross, the Leckhampton fields is a generic name for the area with the high density of footpaths shown on figure 1 of the Initial Assessment Checklist Sheet.</p>	✓
1.2	<p>Site location plan <i>The plan can be at any scale, but must show the location and boundaries of the site. Please indicate the scale.</i></p>	
	<p>This is provided in figure 1 of the Initial Assessment Checklist Sheet (IACS), this can be provided in A3 form, the actual map is high resolution as provided in the IACS and can be viewed at high magnification.</p>	✓
1.3	<p>Organisation or individual proposing site for designation <i>This will normally be a Town or Parish Council or a recognised community group</i></p>	
	<p>Leckhampton with Warden Hill Parish Council and supported by Shurdington Parish Council.</p>	
1.4	<p>Ownership of site if known <i>Information on land ownership can be obtained from the <u>Land Registry</u>. Some land parcels are not registered however local people may know the owner.</i></p>	
	<p>This Map which was prepared for the White Cross Town & Village Green application and provides the majority of the ownership details, zoom in to view the map detail.</p>	✓

	<p style="text-align: center;">Map A White Cross Green</p> <p>KEY</p> <ul style="list-style-type: none">  Leckhampton Country Park  Scheduled Ancient Monument  Green Belt  Conservation Areas (CA)  Public Green Space  Cotswold Area of Outstanding Natural Beauty <p style="margin-left: 20px;">A GR265609, Gloucester Diocesan</p> <p style="margin-left: 20px;">B GR82227, Gloucestershire County Council</p> <p style="margin-left: 20px;">C GR67416, Edwina Wiggins, The Nurseries</p> <p style="margin-left: 20px;">D GR105271, Ian Ansell, Field House</p> <p style="margin-left: 20px;">E GR306544, M. A. Holdings Ltd (Incorporated in British Virgin Islands)</p> <p style="margin-left: 20px;"> Boundary of the Village Green, including ancient hedgerows and Neighbourhoods of The Lanes Estate, Farm Lane, Kidnappers Lane, Leckhampton Farm Court, The Crippetts area, Church Road and Leckhampton Lane</p> 	
1.5	Is the owner of the site aware of the potential designation? Do they support the designation? (Sites may be designated as Local Green Spaces, even if there are objections from the site owners)	
	Some of the owners will be aware, we will try to contact the owners, provide evidence and request support for our LGS application.	
1.6	Photographs of site	
	These are all provided separately in our application, Appendices 5 to 9.	✓
1.7	Community served by the potential Local Green Space <i>i.e. does the site serve the whole village/town or a particular geographic area or group of people?</i>	
	This area of Leckhampton serves the whole town, the concept is a Cheltenham Country Park which was well supported in our petition detailed in appendix 2 ^[7] . The LGS map of Figure 1 of the IACS shows the footpath access points to all the main urban areas, please note the new proposed footpath/link to Woodlands Road.	✓
2	Planning History	
2.1	Is there currently a planning application for this site? If permitted, could part of the overall site still be used as a Green Open Space? for further information please contact Cheltenham Borough Council Planning Applications team	
	A planning application from REDROW, reference 14/00838/FUL, with TBC was approved against the recommendation of the JCS Inspector and Cheltenham Borough Council Planners. An application from Bovis and Miller Homes was refused by CBC in July 2014. The CBC full council, on the 28 th July, voting unanimously to remove Leckhampton from the Joint Core Strategy, reference appendix 2.	✓
2.2	Is the site allocated for development in the existing Development Plan, emerging Joint Core Strategy, Cheltenham Plan or a Neighbourhood Plan? If allocated, could part of the overall site still be used as a Green Open Space? For further information please contact Cheltenham Borough Council Planning Policy team	
	Some of the area has been marked as a strategic site in the JCS, the site sustainability has been questioned by Cheltenham Borough Planning Committee in their assessment of the Bovis and Miller Homes application which was refused in July 2014. It is possible that the Inspector at EIP will call for changes in the plan, the housing numbers and sites for Cheltenham have been challenged by the C5 Parish Councils and other organisations. It is hoped that the NPPF LGS application for Leckhampton will be	✓

	considered on merit and the evidence presented, the original LGS application of August 2013 predates the JCS submission.	
3	Size, scale and “local nature” of proposed Local Green Space	
3.1	Area of proposed site	
	The area of the LGS is defined on the Map given in Figure 1 of the IACS.	✓
3.2	Is the site an “extensive tract of land”? <i>(Extensive tracts of land cannot be designated as Local Green Space)</i> <i>e.g. how large is it in comparison to other fields; groups of fields; areas of land in the vicinity etc.? Does the site “feel” extensive or more local in scale?</i>	
	<p>Cheltenham’s ex MP, Martin Horwood, has provided some important guidance to the council on what the NPPF defines as an ‘<i>extensive tract of land</i>’ (para 77), the ministerial view is that the LGS fall into the same category as those designated as Sites of Special Scientific Interest, the example being given of Charlton Kings Common.</p> <p>There are 143 SSSIs in Gloucestershire and that two of the nearest are (1) Leckhampton Hill & Charlton Kings Common and (2) Crickley Hill & Barrow Wake which cover 63ha and 55ha respectively.</p> <p>This area of land is local to the village of Leckhampton, the first settlement in this area of Gloucestershire and has been protected for many generations. Importantly this area is very accessible and close to the urban areas that it serves. The LGS is local to Leckhampton but enjoyed by residents of other wards in the town, there is no other area in Cheltenham that provided the same density of footpaths with such an attractive rural character⁽¹⁾ and tranquillity.</p> <p>The site serves the Cheltenham community on all four sides, please see the map of figure 1 of the IACS. To the northwest it serves residents in Warden Hill, with the existing footpath and the new proposed link to Woodlands Road and along the Shurdington Road. They mainly use the access track from the A46 to the Leckhampton Fields Circular Path and thence to Robinswood Field or to Lotts Meadow, or round the Circular Walk.</p> <p>To the north and north-east it serves residents in Leckhampton who access the land either by the footpath from the A46 along Moorend Stream, or from several roads adjacent to Moorend Stream, or from Burrows Field, which has the car park that is used by people coming from further afield.</p> <p>From the east it serves residents in Leckhampton Village and to the east of that along Leckhampton Road, Pillely and Old Bath Road, who access the site via the footpath from Church Road along Moorend Stream, via Kidnappers Lane, via th footpath (Cheltenham Circular Path) from St Peters Church carpark past the Medieval moat,</p> <p>To the south, it serves residents along Church Road and Leckhampton Lane and to the west it serves residents along Farm Lane and the north end of Kidnappers Lane and residents in the Lanes Estate. The network of footpaths on the land also connects to footpaths up Leckhampton Hill.</p>	✓



The LGS boundary is outlined above in yellow on the DEFRA South West Region 1:250000 Series Agricultural Land Classification map, the LGS is local the village of Leckhampton but serves the whole town being so well connected to the urban area. This map also shows the rarity of high quality agricultural land in Gloucestershire, perhaps this explains why this area has been protected for over 30 generations, **please consider the synergy between this LGS application, future food production and the proximity to the UoG Park Campus for agricultural research.**

3.3	<p>Is the proposed site “local in character”? <i>e.g. does the site feel as though it is part of the local area? And why? How does it connect physically, visually and socially to the local area? What is your evidence?</i></p>	
	<p>It is part of Leckhampton Village with a rich history, please see reference 1 and 2 for detailed evidence.</p> <p>The fields have great charm and beauty with many fine views, reference 2 provides a detailed landscape and visual appraisal by Landscape Design Associates commissioned by Cheltenham Borough Council. They are integral to the character of Leckhampton and to what makes South Cheltenham an asset to the town and a wonderful location for a country park. Question 4 in the public consultation questionnaire at appendix 2 list many of the noteworthy features.</p> <p>Please access reference 1, Leckhampton with Warden Hill (LWWH) and Shurdington Parish Council Neighbourhood Concept Plan and Local Green Space application, August 2013 for information on: Foreword^[1], Executive Summary^[1] and section 2^[1]. Some of the important background on Leckhampton, planning and the LGS application.</p> <p>Please access reference 1 for the following information on the LGS application:</p>	✓

	<p>3 LOCAL GREEN SPACE APPLICATION..... 14</p> <p>3.1 The History of Leckhampton..... 17</p> <p>3.1.1 The Fields Beneath 20</p> <p>3.2 Leckhampton Ecology, Wildlife & Habitat 24</p> <p>3.3 The Natural Environment White Paper & the State of Nature 27</p> <p>3.4 Material Reasons for Avoiding Large Scale Development in Leckhampton 30</p> <p>3.4.1 Traffic Congestion & Poor Air Quality on the Shurdington & Church Roads..... 31</p> <p>3.4.2 Flood Risk to Warden Hill & the Leckhampton Lanes 33</p> <p>3.4.3 Landscape and Visual Impact of Large Scale Development in Leckhampton & Shurdington 34</p> <p>3.4.4 Previous Inspectors Reports & Enquiries 36</p> <p>3.5 What a Leckhampton Local Green Space means to the Community and Town..... 38</p> <p>3.5.1 Leckhampton is so well connected to the Urban Area 40</p> <p>3.5.2 The Natural Choice 41</p> <p>Photographs of various parts of the site and from the Leckhampton Circular Walks are attached at appendix 3, the landscape appraisal ^[2] and photographic links to the area ^[1] Map of Appendix 1, yellow boxes]</p> <p>The fields also have great landscape importance to the nationally famous views from Leckhampton Hill and also from Charlton King Common. Leckhampton Hill is one of the great assets of Cheltenham, which along with the architecture and the many trees adds much to Cheltenham’s reputation and quality of life.</p> <p>The area has been inhabited since Roman times and probably earlier, Crickley Hill to the south being inhabited as far back as 5000 BC. Leckhampton Court and St Peter’s Church are early 14th century although part of the Church is much older. The Moat belonged to a second Medieval manor, now lost. On the fields northwest of the Moat there are three cottages that were part of old Leckhampton. Further information on the history is contained in the August 2013 LGS application, please find attached. This also contains details about the ecology, wildlife and habitats in the fields.</p>	
4	Need for Local Green Space	
4.1	<p>Is there a need for a local green space in this location? <i>e.g. is there a shortage of accessible greenspace in the area? Is there a village needs survey or parish plan that provides evidence of that need.</i> <i>Further information – Natural England (Accessible Natural Greenspace Standard)</i></p>	
	<p>There is a shortage of public open space, amenity, and children’s play space serving Farm Lane, the Lanes, Nourse Close and Brizen Lane. The existing development fails the 6 acres per thousand residents planning guidelines, the area of White Cross is requested as open public space, see LGS map, it also serves the main Leckhampton and Cheltenham circular footpath.</p> <p>Reference 1 gives our view and the evidence why access to natural open space is so important to the community^[1 section 3.5.2 The Natural choice]</p>	✓
5	<p>Evidence to show that “the green space is in reasonably close proximity to the community it serves” <i>Please indicate what evidence you have provided against each point.</i></p>	
5.1	<p>How far is the site from the community it serves? Is the site within 2km of the local community? <i>Possible evidence – a map to show that distance</i></p>	
	<p>Please refer to the scaled LGS map of figure 1 in the IACS, reference [1] section 3.5.1 ‘Leckhampton is so well connected to the Urban Area’ and Q3.2 above.</p>	✓
5.2	<p>Are there any barriers to the local community accessing the site from their homes? <i>e.g. railway line; main road</i> <i>Possible evidence – a map to show any potential barriers and how those can be overcome.</i></p>	
	<p>The proposed LGS is well served by a high density of public footpaths, please refer to the LGS map^[figure 1 in the IACS] and access it provided from all adjoining urban areas.</p>	✓
6	<p>Evidence to show that the green area is “demonstrably special to a local community” <i>Please indicate what evidence you have provided against each point.</i></p>	
6.1	Evidence of support from Parish or Town Council	

	<i>e.g. letter of support; Council minutes</i>	
	Reference appendix 2 and CBC council minutes in support of the Cheltenham Country Park concept for Leckhampton.	✓
6.2	Evidence of support from other local community groups or individuals. <i>e.g. letters of support; petitions; surveys etc.</i>	
	This will be provided separately in the form of completed consultation questionnaires of appendix 3.	✓
6.3	Evidence of support from community leaders <i>e.g. letters of support from Ward Members; County Councillors; MP etc.</i> <i>Further information on these contact details – <u>Cheltenham Borough Council</u>, <u>Gloucestershire County Council</u>, <u>House of Commons</u></i>	
	Requests for support have been made and will be provided separately.	
6.4	Evidence of support from other groups <i>e.g. letters of support from organisations such as Campaign to Protect Rural England; local amenity societies; local schools etc.</i>	
	Requests for support have been made and will be provided separately.	
7	Evidence to show that the green area “holds a particular local significance, for example because of its <u>beauty</u>,” (if applicable) <i>Please indicate what evidence you have provided against each point.</i>	
7.1	Is this criteria relevant to this site ?	
	YES evidence is provided ^[1 & 2]	✓
7.2	Describe why the community feels that the site has a particular local significance for its beauty.	
	This will be evidenced from the completed consultation questionnaires of appendix 3.	✓
7.3	Site visibility <i>e.g. is it easy to see the site from a public place? Are there long-distance views of the site? Are there views of the site from any key locations?</i>	
	Please reference the Landscape and Visual Appraisal, Final Report, Landscape Design Associates – July 2003 ^[2] and the JCS AMEC Greenbelt Review Report for the area of White Cross.	✓
7.4	Is the site covered by any landscape or similar designations? <i>e.g. Area of Outstanding Natural Beauty; Conservation Area; Special Landscape Area</i> <i>Further information – <u>Cheltenham Borough Council</u>; <u>Natural England</u>;</i>	
	The LGS borders the Greenbelt to the south west and the AONB to the south.	✓
7.5	Is the site (or the type of site) specifically mentioned in any relevant landscape character assessments or similar documents? <i>e.g. Cotswolds AONB landscape character assessment. Further information – <u>Cheltenham Borough Council</u>; <u>Natural England</u>; <u>Cotswolds Conservation Board</u></i>	
	Yes, please see reference 2 and Previous Inspectors Reports & Enquiries ^[1 section 3.4.4]	✓
7.6	Does the site contribute to the setting of a historic building or other special feature?	
	Yes, the history of Leckhampton ^[1 section 3.1]	✓
7.7	Is the site highlighted in literature or art? <i>e.g. is the site mentioned in a well-known poem or shown in a famous painting?</i>	
	There is a reference to the poet James Elroy Flecker in the History of Cheltenham, he refers to the beauty of the 'Leckhampton Lanes' in one of his poems, and in 'November Eves' makes mention of Leckhampton Hill.	
8	Evidence to show that the green area “holds a particular local significance for example because of its <u>historic significance</u>” (if applicable) <i>Please indicate what evidence you have provided against each point.</i>	

8.1	Is this criteria relevant to this site ?	
	YES the history of Leckhampton ^[1 section 3.1]	✓
8.2	Are there any historic buildings or remains on the site? <i>e.g. listed buildings; scheduled ancient monuments ; registered parks and gardens; war memorials; other historic remains or structures.</i> <i>Further information – Cheltenham Borough Council; English Heritage; Gloucestershire Historic Environment Record; Gloucestershire Archives; local history society;</i>	
	The Moat, marked on the map and listed cottages, eg Moat Cottage pictured on the front cover of reference 1.	
8.3	Are there any important historic landscape features on the site? <i>e.g. old hedgerows; ancient trees; historic ponds or historic garden features</i> <i>Further information – Cheltenham Borough Council; English Heritage; Gloucestershire Historic Environment Record; local history society</i>	
	There are many ancient hedgerows and trees within the site, please reference [1 ^{3.1} The History of Leckhampton, 3.1.1 The Fields Beneath and 3.2 Leckhampton Ecology, Wildlife & Habitat] and [2].	✓
8.4	Did the site play an important role in the historic development of the village or town? <i>e.g. the old site of the town railway station; the old garden for the manor house etc.</i>	
	Leckhampton Village and Leckhampton court predates Cheltenham and was one of the first settlements in this area, this is due to the fertility of the soil, drought resistance and water supply from Leckhampton Hill, please reference figures 3, 4 and 5 of the IACS	✓
8.5	Did any important historic events take place on the site?	
	Will seek assistance from the Leckhampton History Society for an answer to this question.	
8.6	Do any historic rituals take place on the site? <i>e.g. well-dressing; maypole dancing etc.</i>	
	Not Known.	
9	Evidence to show that the green area “holds a particular local significance, for example because of its <u>recreational value</u> (including as a playing field)”, (if applicable) <i>Please indicate what evidence you have provided against each point.</i>	
9.1	Is this criteria relevant to this site ?	
	YES	
9.2	Is the site used for playing sport? <i>If so what sport? How long has it been used for sports provision? Is this sports provision free or is a club membership required?</i> <i>Further information – Sport England</i>	
	Certainly some of the area of Lotts Meadow and White Cross has been used for informal sports, this will be evidenced in the completed public questionnaires.	✓
9.3	Are the public able to physically access the site? <i>e.g. are there any public rights of way across the site? Or adjacent to the site? Has access been allowed on a discretionary basis? Is there public access to the whole site or only part? Is there good disabled access to the site? (A site can still be designated even if there is no public access.)</i> <i>Further information – Gloucestershire County Council</i>	
	Yes, please refer to the LGS Map, figure 1 of the IACS, this shows the main Leckhampton footpath and the high density of footpaths providing access to all parts of the LGS from the surrounding urban areas. This is one of the compelling advantages to this LGS site, it provides green space where it is most valued, close to the large urban areas that it serves.	✓
9.4	Is the site used by the local community for informal recreation? And since when? <i>e.g. dog walking; sledging; ball games etc</i>	
	Yes, for many generations, this will be evidenced in the completed public questionnaires.	✓
10	Evidence to show that the green area “holds a particular local significance, for	

	example because of its tranquillity” (if applicable) Please indicate what evidence you have provided against each point.	
10.1	Is this criteria relevant to this site ?	
	YES	
10.2	Do you consider the site to be tranquil? <i>e.g. are there any roads or busy areas close by?</i>	
	Yes, please refer to references 1 and 2, this will also be evidenced in the completed public questionnaires.	✓
10.3	Is the site within a recognised tranquil area? <i>e.g. within the Campaign to Protect Rural England’s tranquillity maps</i>	
	We will seek advice from the CPRE.	
11	Evidence to show that the green area “holds a particular local significance, for example because of the richness of its wildlife”; (if applicable) Please indicate what evidence you have provided against each point.	
11.1	Is this criteria relevant to this site ?	
	YES	
11.2	Is the site formally designated for its wildlife value? <i>e.g. as a site of special scientific interest; a key wildlife site etc</i> <i>Further information - Natural England; Gloucestershire Centre for Environmental Records</i>	
	Please see reference 1, section 3.2 Leckhampton Ecology, Wildlife and Habitat and the Leckhampton Environmental Report, 10 Year Bird Survey by Tony Meredith available on request, habitat for more than 45 species, of which 17 are red or amber listed, which is a testament to its importance and need for protection.	✓
11.3	Are any important habitats or species found on the site? <i>e.g. habitats and species listed in the UK priority habitats and species lists or Gloucestershire Biodiversity Action Plans or protected species or on the red/amber lists of birds of conservation concern.</i> <i>Further information - Natural England; Gloucestershire Centre for Environmental Records; National Biodiversity Network; RSPB</i>	
	See 11.2 and reference [1] sections 3.2 Leckhampton Ecology and 3.3 The Natural Environment.	✓
11.4	What other wildlife of interest has been found on the site? <i>Further information - Natural England; Gloucestershire Centre for Environmental Records; National Biodiversity Network;</i>	
	Please see reference [1] sections 3.2 Leckhampton Ecology and 3.3 The Natural Environment.	✓
11.5	Is the site part of a long term study of wildlife by members of the local community? <i>e.g. long-term monitoring of breeding birds.</i>	
	It’s certainly used by many in the community for viewing wildlife, long term with the bird surveys. The ancient hedgerows and two water courses are DEFRA protected habitats and are both rich in wildlife, the university has completed some ecology work in Leckhampton, and we will seek further advice on this question. The Perry Orchard to the south, on the corner of Farm Lane and Church Road has recently been awarded TPO status, this is extremely important to protect the habitat, more details can be provided if required. Hedgerows, traditional orchards and water courses are listed as Priority Habitats under the UK Biodiversity Action Plan (BAP) and the preservation of these habitats within the site is therefore promoted.	✓
12	Evidence to show that the green area “holds a particular local significance, for any other reason”; (if applicable) Please indicate what evidence you have provided against each point.	
12.1	Is this criteria relevant to this site ?	
	YES	
12.2	Are there any other reasons why the site has a particular local significance for the local	

	community?	
	Leckhampton Village and the surrounding land is of course mentioned in the in the doomsday book of 1086 the settlement was divided among three landowners and recorded as Lechametone, meaning 'homestead where garlic or leeks were grown'. although that a reinterpretation may point to general vegetables. Please see references [1] and [2] for the complete answer to this open question.	✓

REFERENCES

1. Leckhampton with Warden Hill (LWWH) and Shurdington Parish Council Neighbourhood Concept Plan and Local Green Space application, August 2013
2. Land at Farm Lane, Church Road, Leckhampton, Cheltenham, Landscape and Visual Appraisal, Final Report, Landscape Design Associates – July 2003
3. Joint Core Strategy Site Assessment/Capacity Testing, Final Report AMEC Environment & Infrastructure UK Limited October 2012

REFERENCES

4. Leckhampton with Warden Hill (LWWH) and Shurdington Parish Council Neighbourhood Concept Plan and Local Green Space application, August 2013
5. Land at Farm Lane, Church Road, Leckhampton, Cheltenham, Landscape and Visual Appraisal, Final Report, Landscape Design Associates – July 2003
6. Joint Core Strategy Site Assessment/Capacity Testing, Final Report AMEC Environment & Infrastructure UK Limited October 2012

LIST OF FIGURES

- Figure 1 LWWH Parish Council LGS Boundary
- Figure 2 Leckhampton Ecology Map, Extract from Leckhampton with Warden Hill (LWWH) and Shurdington Parish Council Neighbourhood Concept Plan and Local Green Space application, August 2013
- Figure 3 Halcrow JCS Flood Risk Assessment – Leckhampton
- Figure 4 DEFRA Agricultural Land Classification, DEFRA website – Leckhampton
- Figure 5 MAFF Agricultural Land Classification – Leckhampton



LWWH Parish Council NPPF Local Green Space Boundary

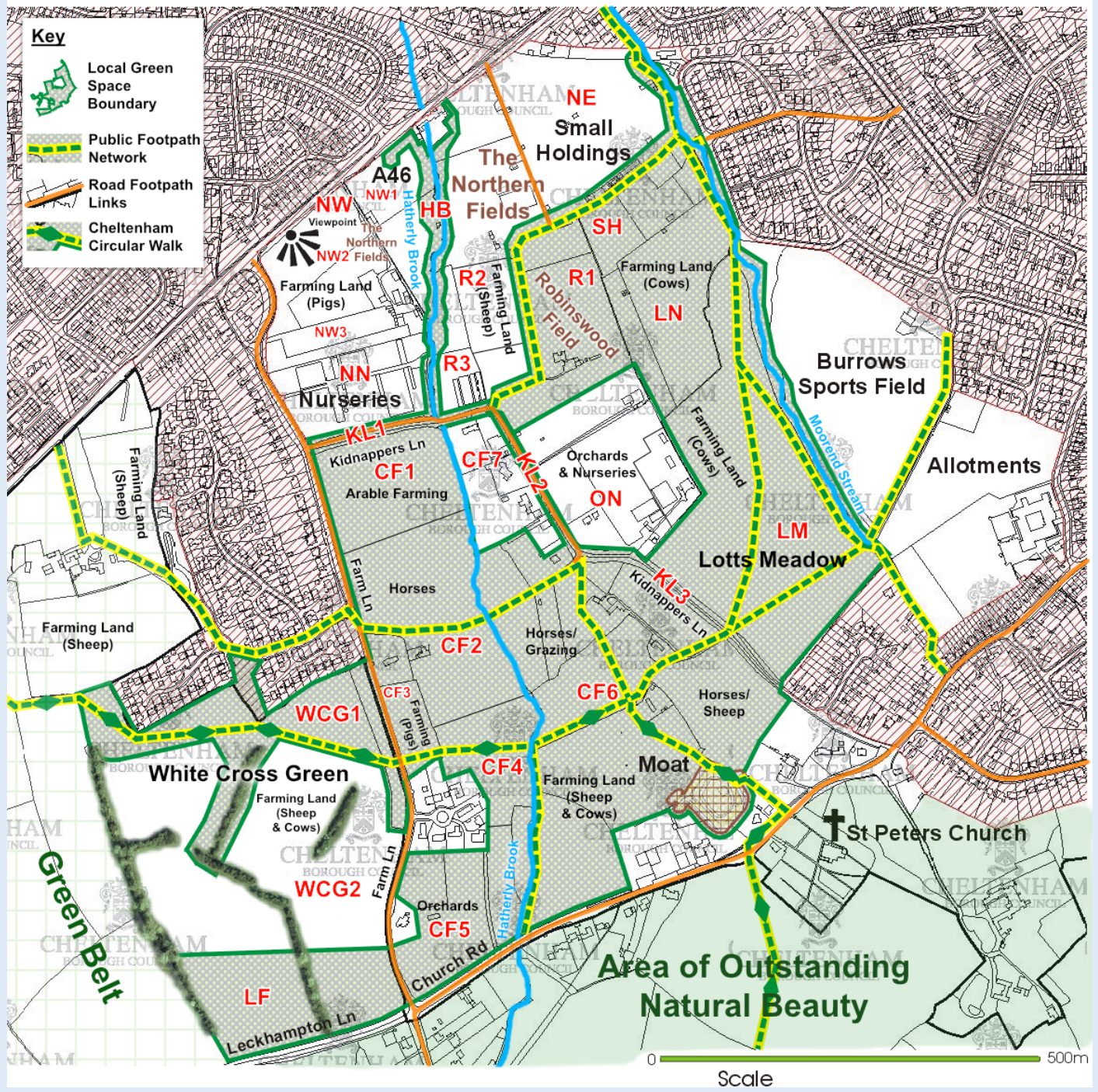


Figure 1 Leckhampton Local Green Space showing the boundary, the area identifiers used in the supplementary notes, the network of footpaths and the public access points



LwWH Parish Council Local NPPF Green Space Boundary

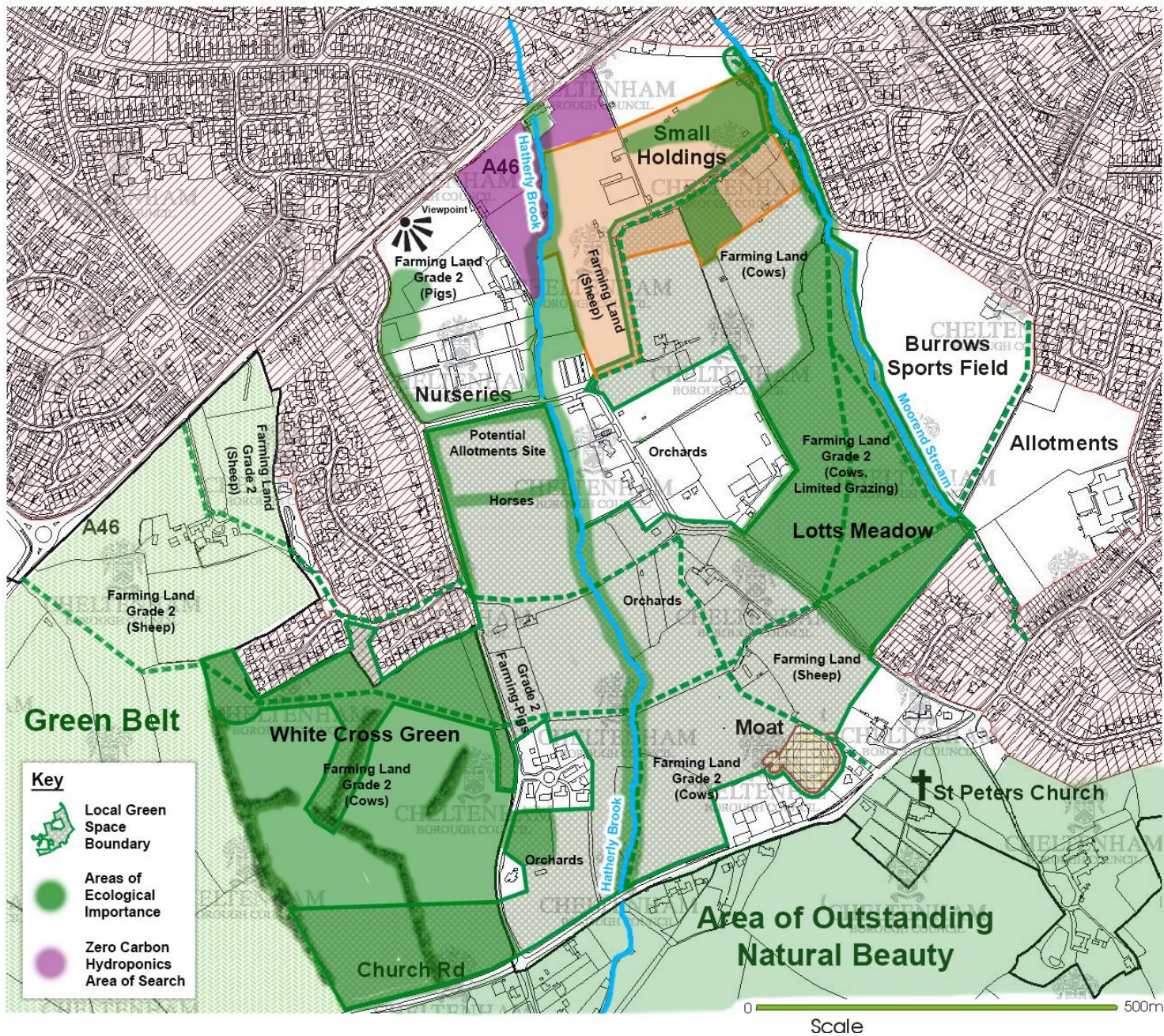


Figure 2 Leckhampton Ecology Map, Extract from Leckhampton with Warden Hill (LWWH) and Shurdington Parish Council Neighbourhood Concept Plan and Local Green Space application, August 2013

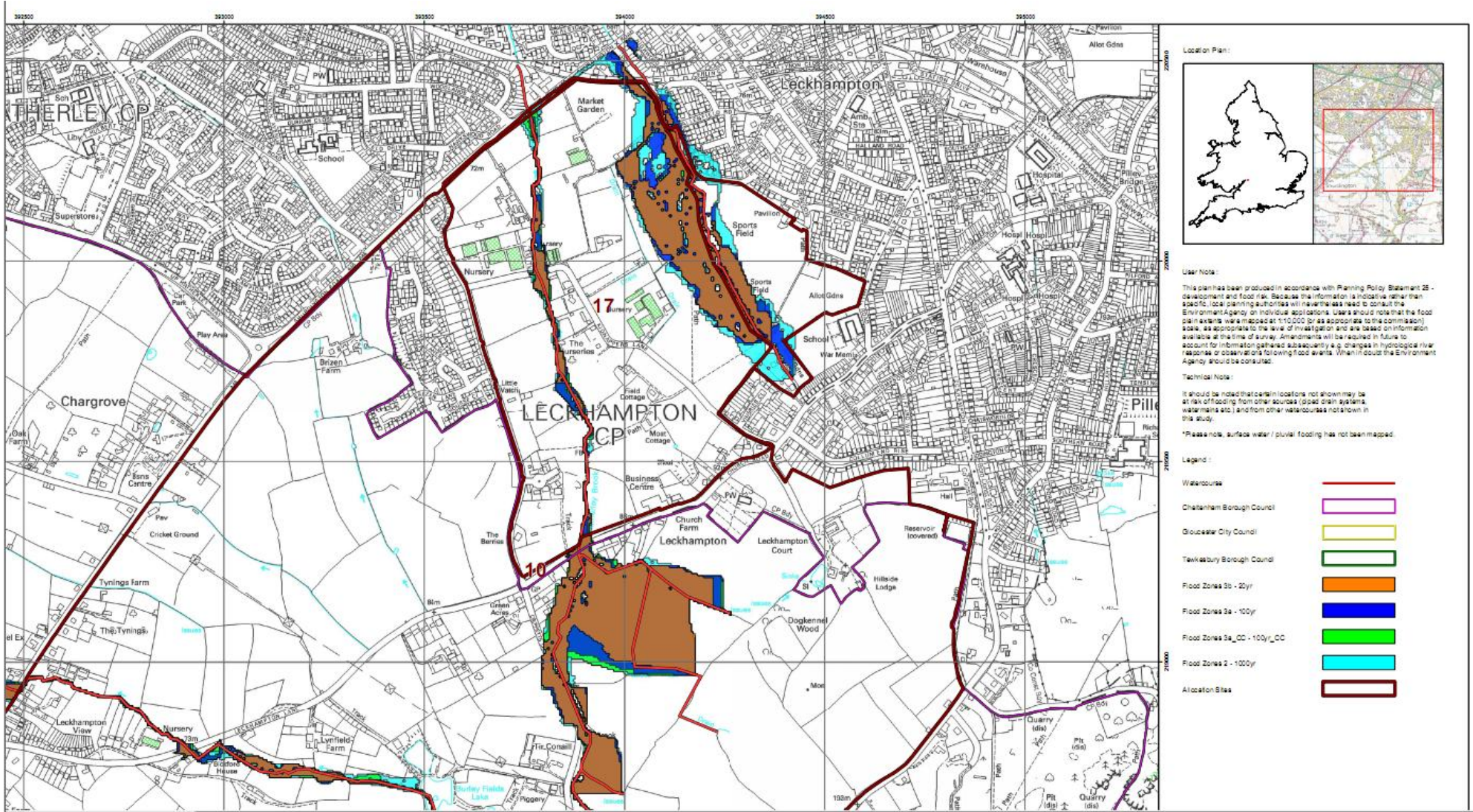


Figure 3 Halcrow JCS Flood Risk Assessment – Leckhampton

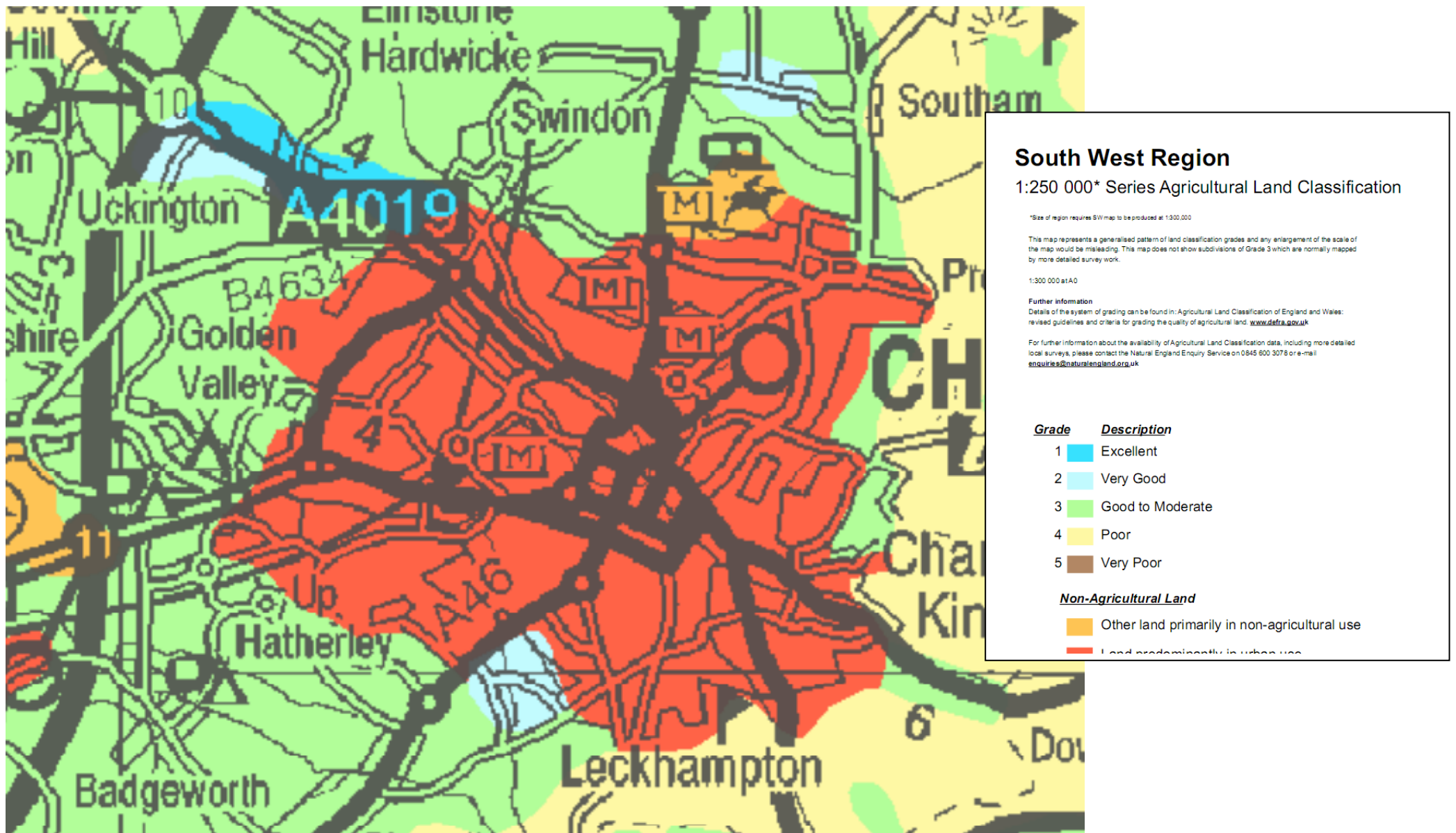
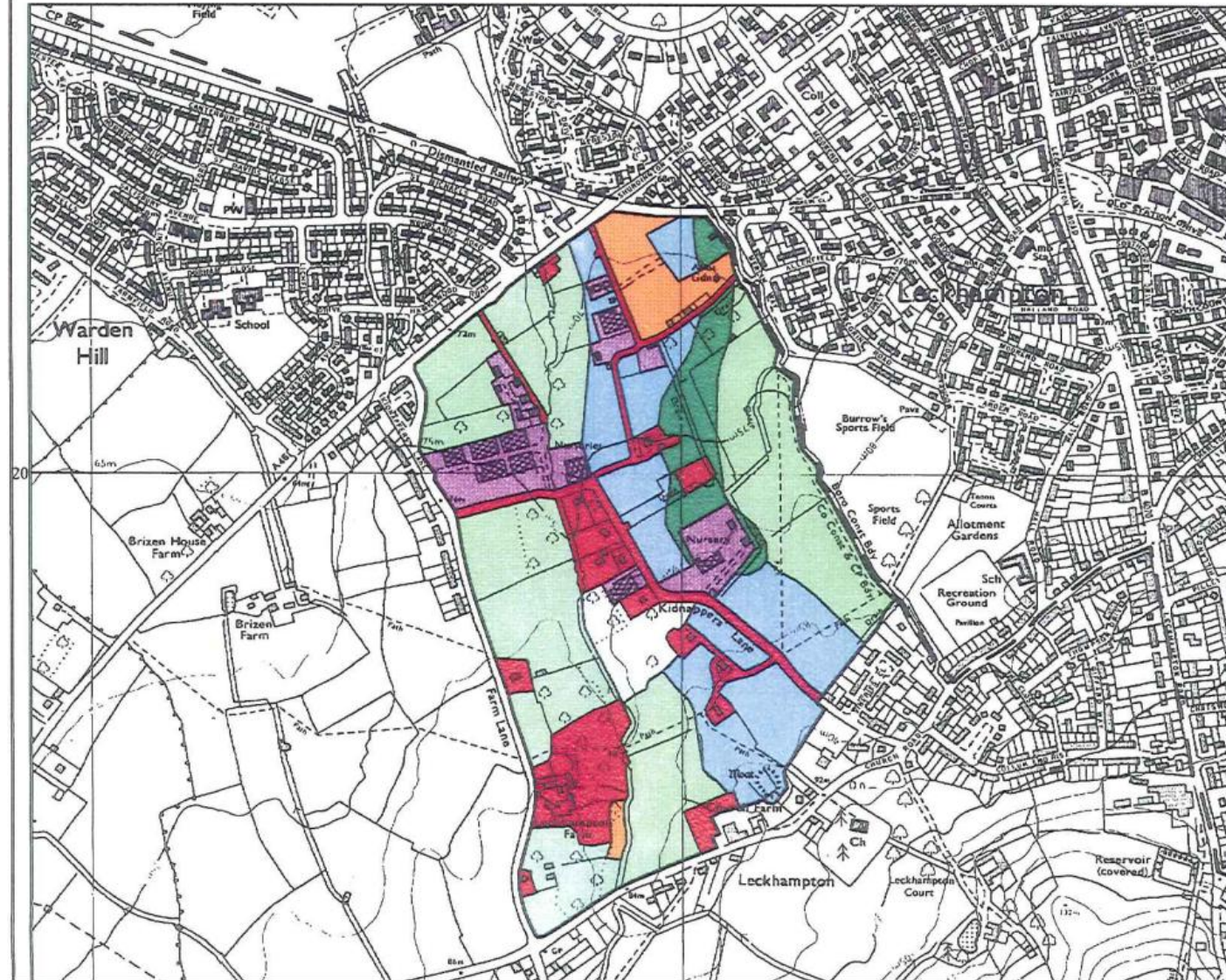


Figure 4 DEFRA Agricultural Land Classification, DEFRA website – Leckhampton

Agricultural Land Classification

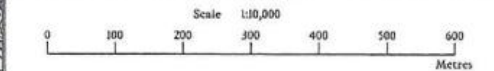
**Leckhampton
Cheltenham**



Agricultural Land		
Grade	Quality	Area (ha)
1	Excellent	0.0
2	Very Good	12.2
3a	Good	3.5
3b	Moderate	25.8
4	Poor	0.0
5	Very Poor	0.0

Other Land Categories		
Category	Area (ha)	
Urban	8.5	
Non-Agricultural	2.7	
Woodland	0.0	
Agricultural Buildings	5.5	
Open Water	0.0	
Not Surveyed	2.0	
Total agricultural land area		41.5
Total survey area		60.2

* Grade/category not present within survey area



Further details contained in MAFF (1988) Agricultural Land Classification of England and Wales - Revised guidelines and criteria for grading the quality of agricultural land. MAFF (Publications), London SE99 71 P. The information is accurate at the base map scale.

Figure 5 MAFF Agricultural Land Classification – Leckhampton

13. ANNEX 2 JOINT CORE STRATEGY – RECOMMENDATIONS ON LECKHAMPTON AND WARDEN HILL IN THE PRELIMINARY AND INTERIM (FINAL) REPORTS



Inspector Ord has reviewed the Cheltenham C6 strategic site under the EiP, her recommendations are informed by the three main environment reports covering the wider area which includes the TBC administered area of White Cross/SD2.

JCS Natural Environment and Broad Locations series reports and relevant sections

- EBLO 106 JCS Landscape and Visual Sensitivity (Oct 2012), section 6, p14-17, extract [E1];
- ENAT 100 JCS Greenbelt Assessment (Final, Sept. 2011), sections (5.2.6), (5.4.5) and (7.3.8), and
- E104 JCS Halcrow Strategic Flood Risk Assessment level 2, (Final July 2012), reference site T10 (SD2), section 7

Inspector Ord has convened five sessions on Leckhampton and made three formal visits to the area including Leckhampton Hill. Additional common ground work was requested from the Parish Council on their NPPF Local Green Space application. Cheltenham completed the first public consultation on their local plan this summer, local green space was included and CP107 is the designation given to a small Local Area of Play (LAP) which is on the proposed site, this important amenity has not been given consideration by Tewkesbury Borough Council in granting planning permission ahead of the completion of the JCS and C6 Masterplanning.

13.1. RELEVANT EXTRACTS FOR INSPECTOR ORD'S INTERIM REPORT

(NOTE: **original para numbers retained for reference**)

Objectively Assessed Housing Need (OAHN)

6. The demographic OAHN for the Gloucestershire Housing Market Area has been assessed in accordance with the National Planning Policy Framework (NPPF) and the Planning Practice Guidance (PPG). This assessment uses the 2012-based population and household projections as the starting point, making adjustments based on appropriate assumptions and judgements to come to the demographic figure of 31,830 dwellings. The overall figure is then broken down into figures for the three districts resulting in demographic needs of 13,290 dwellings for Gloucester, 9,900 dwellings for Cheltenham and 8,640 dwellings for Tewkesbury. I accept the workings of this assessment and the resultant figures.

7. Nonetheless, taking account of updated economic evidence and the Councils' revised economic strategy for the JCS area, in my judgement, the full OAHN should be economically led to accommodate the proposed 39,500 jobs target. Given the uncertainties of economic forecasts, a broad-brush approach to assessment is appropriate. Therefore, taking the average number of required dwellings in the adjusted employment OAHN note6, with a range between 31,200 and 36,600, seems a reasonable approach. This results in an OAHN of 33,500 dwellings for the JCS area for the Plan period (2011-2031). 33,500 is, therefore, the OAHN for the JCS area.

23. For these reasons, there should be a policy uplift of 5% on 33,500 (1,675), making a total housing requirement of 35,175 dwellings. In order to boost significantly the supply of housing in accordance with national policy, this requirement should be expressed as a minimum figure. There is no justifiable reason to defer the provision of any of the housing requirement to the next Plan review and full provision should be made now within the JCS.

26. On the figures presented in the most recent trajectories only Tewkesbury could demonstrate a 5 year housing land supply using the Sedgfield method. Whilst the figures will change with the recommendations set out in this report, there is nonetheless a good argument for using the Liverpool method. In order to increase the chances of maintaining a 5 year housing land supply, particularly in the case of Cheltenham, I take the view that the Liverpool method is justified.

51. For the reasons set out in my Preliminary Findings, I take the view that the JCS spatial strategy, which focuses on urban extensions to Gloucester and Cheltenham, and strategic allocations at Tewkesbury, is generally sound. However, there should be greater emphasis on the development potential of the wider Tewkesbury Town urban area to reflect its sustainable location for housing and its planned employment growth.

55. As set out in my Preliminary Findings, due mainly to land constraints around Gloucester and Cheltenham and their inability to meet need outside the Green Belt, exceptional circumstances exist for the release of some Green Belt land for Gloucester's and Cheltenham's urban extensions. However, Tewkesbury does not have such land constraints and there are sustainable strategic sites available in the vicinity of the wider Tewkesbury Town area, which are outside the Green Belt and accord with the spatial strategy. These alternative sites could make a significant contribution to Tewkesbury's requirements and, if brought forward, would enable the urban extensions around Gloucester and Cheltenham to serve primarily the needs of those areas.

57. In order to meet the three authorities' housing requirements there needs to be a re-balancing of land supply towards Gloucester and Tewkesbury. Despite the land constraints around Gloucester, there are appropriate options available. I therefore recommend additional urban extensions around Gloucester to replace supply from Cheltenham's extensions and to meet Gloucester's housing requirements. I also recommend additional strategic allocations within the wider Tewkesbury Town area, outside the Green Belt, to meet Tewkesbury's requirements and to replace supply from Gloucester's and Cheltenham's extensions.

58. Subject to a small increase in District capacity, Cheltenham has sufficient supply within its urban extensions to meet its requirements in full.

Therefore, no additional allocations are recommended. However, a small release of Green Belt land is recommended adjacent to the north Cheltenham urban boundary to free up smaller sites for potential allocation in the Cheltenham District Plan.

63. In percentage terms 52% would be in Tewksbury, 26% would be around Cheltenham and 22% would be around Gloucester. If the additional 1,670 dwellings were to be allocated according to these percentages, Tewksbury would have an additional 868 dwellings totalling 9,508, Cheltenham an additional 434 totalling 10,334, and Gloucester an additional 367

totalling 13,657. Adding a further 5% would result in a requirement of 9,983 for Tewkesbury, 10,851 for Cheltenham, and 14,340 for Gloucester.

64. For the reasons set out in my Preliminary Findings⁶⁵

I am minded to find that, with the exception of North Churchdown, the proposed strategic allocations are sound, **subject to reductions in the extent of development at North West Cheltenham and Leckhampton**. In reaching these conclusions, I have considered all additional evidence submitted subsequent to my Preliminary Findings.

Cheltenham

101. The housing requirement for Cheltenham is 10,851 dwellings, and the district capacity⁹⁵

(excluding strategic allocations) is 4,827, leaving a residual requirement of 6,024 (10,851 – 4,827) dwellings.

102. The Cheltenham side of the North West Cheltenham allocation is proposed for 2,225 dwellings and the Tewkesbury side for 2,560, totalling 4,785. **The Leckhampton allocation is proposed for 1,124 dwellings in the JCS but has since increased to 1,141, consisting of 764 dwellings on the Cheltenham side and 377 on the Tewkesbury side. Taking this higher Leckhampton figure of 1,141, the total number of proposed dwellings amounts to 5,926 which, if accepted, would leave another 98 (6,024 – 5,926) dwellings to find.**

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

Leckhampton

112. **In my Preliminary Findings I indicated that I was not minded to find the Tewkesbury side of the Leckhampton allocation, West of Farm Lane, sound and that overall, built development should avoid areas of high landscape and visual sensitivity. Having considered additional evidence submitted since then, including Redrow's planning application documents relating to Land West of Farm Lane, I remain of this view.**

113. Whilst the Cotswolds Conservation Board did not object to the West of Farm Lane planning application, the Board commented that the most suitable option for the land's future management and retention of character would be to leave it undeveloped as agricultural land. Although Natural England in their letter of August 2015 stated they did not wish to comment, deferring to the Conservation Board's knowledge of the location, they did raise significant concerns over the impact on the AONB in their earlier letter of November 2014.

114. I also note that the Council's Landscape Officer referred to stunning views from Leckhampton Hill from the Devils Chimney and Cotswold Way, which would be negatively impacted, bringing the perception of the southern edge of Cheltenham closer to the viewer with a greater mass of conurbation in view. In my judgement, development on the West of Farm Lane site is environmentally unsustainable mainly due to its impact

on the setting of the Cotswold Hills AONB and the high landscape and visual sensitivity of the site.

115. Tewkesbury Borough Council has granted planning permission for the West of Farm Lane site and the developers are ready to proceed. Whilst it was suggested at the March hearing that this part of the allocation could be retained for pragmatic integration reasons, in my judgement, this is inappropriate. The permission is now being challenged by residents and a letter before claim has been issued. Consequently, the permission could be overturned. Given my finding of unsoundness and the uncertainty surrounding the site, I recommend that it be removed from the allocation and the urban extension boundaries be accordingly redrawn.

116. As the Tewkesbury side of the allocation was proposed for 377 dwellings, removing this site increases the number of remaining dwellings to find to 975 (598 + 377).

117. From my site visit observations, the adjacent land, East of Farm Lane, is also highly sensitive to development mainly due to its proximity to the AONB and stunning views into and out of the AONB. The various significant heritage assets in the south of the site add further interest and sensitivity, rendering this area unsuitable for built development on environmental sustainability grounds. Therefore, the area to the south of the allocation, coloured red for high landscape and visual sensitivity on the Landscape and Visual Sensitivity plan¹¹³, should remain as green infrastructure.

118. Furthermore, the Urban Extensions Definition Study shows other areas of high landscape sensitivity¹¹⁴ scattered throughout the site. Additionally, there are important views from the A46 Shurdington Road across the site onto the Cotswolds Hills, the most spectacular being from the junction with Kidnappers Lane¹¹⁵.

119. Moreover, the site is crossed by an intricate network of footpaths over the fields, providing impressive views of the Hills from the site's own pleasant, rural environment. On landscape and visual grounds Natural England and the Conservation Board objected to the recently dismissed Bovis/Miller planning appeal for development of up to 650 dwellings on the Cheltenham side of this allocation¹¹⁶.

120. I note that the Cheltenham Assessment of land availability¹¹⁷ states "In general, a site is considered unsuitable where it is assessed as being of 'high' landscape sensitivity." On this basis, a large part of the site would be unsuitable for built development and, in my judgement, the extent of the proposed development should be significantly reduced.

121. Of further concern is the impact of traffic generation from the proposed allocation. The limited highway capacity on the surrounding roads has been highlighted in the evidence before me, and the issue has recently been examined in detail at the Bovis/Miller Homes inquiry. I have considered the Inspector's report on this appeal¹¹⁸ and particularly the sections on transport. Taking account of the Inspector's finding that the cumulative impact of the proposed development would be severe¹¹⁹, this strengthens my view that the extent of residential development at this location should be significantly reduced.

122. Whilst Stagecoach highlights issues with new bus services to the south of the site, it supports some development on the northern flank on public transport grounds. It indicates that an existing bus service could directly serve the northern part of the allocation and that a small diversion might be possible, bringing a larger proportion of the allocation within convenient reach of a bus stop.

123. Overall, in my judgement, a limited amount of development could be supported towards the north of the site where public transport is more accessible, subject to the avoidance of land of high landscape and visual sensitivity. Therefore, for reasons of landscape/visual amenity and highway impacts, I recommend that the Cheltenham part of the site be allocated for a modest level of built development in the order of 200 dwellings.

124. This remaining modest level of housing would not classify as an urban extension and, therefore, it would be more appropriate to allocate the site in the emerging Cheltenham Local Plan rather than in the JCS. **It is, therefore, my recommendation that the Leckhampton urban extension be removed in its entirety from the JCS.**

125. As the Cheltenham side of the allocation is proposed for 764 dwellings, lowering the capacity to 200 reduces the overall supply by 564, thereby increasing the number of remaining dwelling to find to 1,539 (975 + 564).

Overall conclusion

150. The removal of Leckhampton as a strategic allocation and the reduction of housing numbers at North West Cheltenham leaves Cheltenham with a need to find alternative housing capacity. The newly proposed strategic allocation of West Cheltenham will go part way to doing this, although a deficit still remains. In my judgement there is additional potential capacity in non-strategic Green Belt sites, which could significantly increase Cheltenham's district capacity and which could be allocated in the emerging Cheltenham Local Plan. Releasing these areas of Green Belt now within the JCS would facilitate these sites coming forward and contributing to Cheltenham's five year housing land supply. Following this approach should also enable Cheltenham's housing requirements for the Plan period to be met in full.

Local Green Space

174. As indicated in my Preliminary Findings, in my judgement, the case for Local Green Space designation within both the proposed North West Cheltenham and Leckhampton urban extensions has been made out¹⁶⁶. **However, as I am recommending the removal of Leckhampton as a strategic allocation, the Local Green Space designation can be made in either the emerging Cheltenham Local Plan or the forthcoming Neighbourhood Plan.** Consequently, I no longer propose recommending indicative areas for Local Green Space in the JCS.

13.2. EXTRACT FROM INSPECTOR ORD'S PRELIMINARY JCS REPORT

Inspector Ord made two site visits to Leckhampton and knows the development history, the report is referenced to the JCS ENAT Environmental Reports. Inspector Ord raised some important points on the Leckhampton allocation and requested a small amount of additional work, this was **highlighted** in the original text; please see below, para's 56, 59 and 66.

- [EXAM 146 - Inspector's Preliminary Findings on Green Belt Release Spatial Strategy and Strategic Allocations.pdf](#)

7. Turning to none-GB allocations, I have reservations about parts of the Leckhampton site. The two allocations at Ashchurch, I find to be sound.

8. In terms of the designation of Local Green Space (LGS), I find that this is justified in principle at both the Leckhampton site and the North West Cheltenham site.

Leckhampton (A6)

47. The third non-GB allocation is at Leckhampton on the south western edge of Cheltenham, located partly in Cheltenham and partly in Tewksbury. It is proposed as an urban extension to Cheltenham, contributing 1,124 dwellings towards Cheltenham's housing supply⁴¹. The site lies reasonably close to Cheltenham town centre and is partly enclosed by existing development.

48. Although that part of the site which lies to the south-west of Farm Lane (within Tewkesbury Borough) was considered by the AMEC GB Assessment to have potential to be added to the GB42, the report stopped short of recommending its inclusion. The AERC GB Review of Cheltenham^[43] found that the Cheltenham part of the site did not score highly against defined GB purposes.

49. The Strategic Allocations Report^[44] and Landscape Report^[45] indicate that its overall landscape sensitivity is high to medium, and that whilst the site lies generally within flood-zone 1, there are small areas which fall within flood-zone 2.

50. A section of the site's southern boundary lies adjacent to the AONB and some areas of the site are very sensitive to development. In the SA it 10 scored major negative against the landscape sustainability objective, meaning that it is assessed as having a problematical sustainability effect, with mitigation likely to be difficult and/or expensive^[46]. It is the only strategic allocation to have scored a negative effect above minor against any objective.

51. The Landscape Report indicates that a large part of the allocation, (including land to the south west of Farm Lane) falls within the highest category of landscape and visual sensitivity. One of the key considerations in the Report is that the site has a "very prominent landform and field pattern to the south adjacent to the aonb which is vulnerable to change and is considered a valuable landscape resource" ^[47].

52. I have reservations about the soundness of developing that part of the proposed allocation which is highly sensitive and which, from my site visit, I noted to be in clear view from within the AONB and other public recreational areas.

53. A number of heritage assets also require careful consideration, including the moated site at Church Farm, the Rectory, Leckhampton Farmhouse and Barn, the Olde England Cottage, the Moat Cottage and Church Farm^[48]. The Historic Environment Assessment states that "there are major heritage concerns to development" due to the high contribution the area makes to the setting of designated buildings and the high potential for archaeological remains of medium regional significance^[49]. Development should be avoided that could have a significant impact on these assets unless appropriate mitigation were demonstrated.

54. The section south west of Farm Lane, within Tewkesbury's boundaries, is an existing allocation within the Tewkesbury Borough Plan. However, the Inspector examining the Tewkesbury Borough Plan had reservations about developing this area and recommended its deletion as an allocation ^[50]. This recommendation was not taken forward by the Council.

55. Tewkesbury Borough Council has recently resolved to grant planning permission for 377 dwellings on the Farm Lane site⁵¹, despite objections from Cheltenham Borough Council [52] and seemingly without integrated master-planning for the whole site.
56. Whilst these dwellings are intended to contribute to Cheltenham's housing supply, it is unclear how this will work in practice, as there is no mechanism in place to achieve this at present and, as the main reason for the resolution seems to be Tewkesbury's lack of a five year housing supply. **The JCS authorities are invited to provide further explanation.**
57. I have reservations about developing this area of high landscape and visual sensitivity, adjacent to the AONB and GB. I understand that the application is now with the National Planning Unit following a request for a call in [53].
58. The Cheltenham part of the allocation is proposed for 764 dwellings with no employment land⁵⁴. An outline planning application for residential development of up to 650 dwellings and a mixed use local centre is currently the subject of an appeal and a decision from the Secretary of State is pending. However, it is not known how this will be decided and my preliminary findings have not been influenced by this appeal. I understand that another application for additional development is expected [55].
59. In summary, balancing the harms and benefits of this site⁵⁶, in my judgement some residential development is justified on the Cheltenham part of the site. Nonetheless, this should not be on those areas that have high landscape and visual sensitivity. With this proviso, I am minded to find that the Cheltenham part of the allocation is sound. **Submissions are invited from the JCS authorities only on what capacity is justified on this site in view of my comments.**
60. On the other hand, for reasons of landscape sensitivity, I am not minded to find the Tewkesbury part of the allocation sound. However, this finding may be overtaken by events, depending on the results of the call in request.
61. Leckhampton with Warden Hill Parish Council has proposed the designation of LGS within the strategic allocation. Both the Parish Council and the JCS authorities have requested that I make a finding on the soundness of such a designation [57]. Therefore, LGS designation should only be made on areas of this site which are inappropriate for development.
62. The NPPF states that local communities should be able to identify green areas of particular importance to them for designation through local or neighbourhood plans, which is consistent with the planning of sustainable development.
63. The criteria for designation, as set out in the NPPF⁵⁸, are that the green space is in reasonably close proximity to the community it serves, it should be demonstrably special to the community and hold particular local significance, and it should be local in character and not be an extensive tract of land.
64. What is an extensive tract of land is largely a matter of judgement and will depend on the circumstances of each designation. However, I consider the original area put forward by the Parish Council, as referred to in the Local Green Space Study Report [59], to be too large (54 hectares) and to conflict in part with areas that are justified for development. Nonetheless, there is scope for designation within the allocation.
65. Turning to the merits of designation, the proposed LGS lies close to the local community, and is well supported by local people⁶⁰. Following public consultation, a range of reasons was submitted in support of the designation. Amongst other things, these relate to the beauty and interest of views, the importance of the network of footpaths for dog walkers and others, opportunities for all year round exercise such as jogging, enjoyment of the historic buildings, hedgerows and trees, and the area's overall tranquillity [61].
66. In my judgement, the evidence suggests that the NPPF criteria are met and LGS designation is justified. **The JCS authorities are requested to consider indicative areas for LGS designation based on two scenarios:**
1) development not proceeding on the Farm Lane site;
2) development proceeding on the Farm Lane site. Further input from relevant developers and Leckhampton with Warden Hill Parish Council, limited to indicative areas, is invited at the forthcoming

hearings. Detailed boundaries are best left for either the Cheltenham Borough Plan or the forthcoming Neighbourhood Plan.

REFERENCES

- 37 EXAM130, page 45
- 38 EBLO 102, October 2013, pages 91-94
- 39 EBLO 106, October 2012, pages 58-59
- 40 See Exam 87 for summary
- 41 EXAM 130, page 45
- 42 ENAT 100-AMEC Green Belt Assessment, September 2011, page 55, paragraph 7.3.8
- 43 EXAM 81, see Fig C: Ranked Scoring of Areas Against Green Belt Purposes
- 44 EBLO 102, October 2013, pages 72-74
- 45 EBLO 106, October 2012, pages 14-15
- 46 SAPR 100, page 100; SASUB 100, page 101
- 47 EBLO 106, October 2012, page 15
- 48 ENAT 107-Historic Environment Assessment, March 2014, page 75
- 49 ENAT 107, page 76, paragraphs 10.4.2 and 10.4.3
- 50 EXAM 144C, see particularly paragraphs 2.25.15 and 2.25.17
- 51 EXAM 127-Farm Lane Application; EXAM 144A Tewkesbury Borough Council planning committee minutes
- 52 EXAM 121A, Annex C
- 53 EXAM 144B
- 54 Councils' Matter 8 written statement, answer to question 137
- 55 JCS Statement Matter 8: Strategic Allocations, answer to question 148, page 30
- 56 See summary of benefits in EXAM 87

14. ANNEX 3 TRAFFIC SURVEY, PARAMICS SIMULATION AND ANALYSIS TO INFORM DEVELOPMENT, INFRASTRUCTURE AND THE PROPOSAL FOR A NEW SECONDARY SCHOOL ON KIDNAPPERS LANE

(needs update remove proposed development except northern fields and add secondary school for analysis)

INTRODUCTION

Modelling traffic flow is generally very difficult and computer-intensive. However, the A46 presents a relatively simple case. The A46 has a single lane each way along its whole length from the A417 to the centre of Cheltenham. During the peak morning traffic period, from about 07:30 to 09:15, there is a constant stream of traffic in both directions. The road is narrow and there is no overtaking or parking on the road. So in each direction there is an orderly line of traffic with vehicles primarily joining or leaving at the main junctions.

The traffic flow into Cheltenham is limited by the Moorend Park Road traffic lights. A queue of traffic builds up during the morning peak period. Its maximum length is typically around 1.2 km, extending past the Woodlands Road and Kidnappers Lane junctions. If traffic levels are high, or if there is some obstruction or roadworks on the A46 or in Church Road or Leckhampton Lane, the queue can extend beyond the Up Hatherley Way roundabout and even down to Shurdington.

Table A.3.1: Measured speed of traffic flow and transit times of inward traffic between the A46 junctions. The speed was measured on three different days of the week by driving in the traffic flow and recording when each junction was passed. The darkly shaded readings indicate how far the queue has reached. The more lightly shaded readings indicate congestion in Shurdington or at the back of the queue. On day 1 (Wednesday) the survey had to be abandoned because a tree fell and partially blocked the A46. On day 2 (Friday) the traffic was sufficiently heavy that the queue reached slightly beyond the Up Hatherley Way roundabout. On day 3 (Monday) the queue reached to about 100 metres north of the Up

Transit times (secs) between A46 junctions during morning peak period																		
Day		2	2	3	1	2	3	1	2	3	3	2	3	3	2	3	2	3
Time at U		06:49	07:10	07:15	07:21	07:24	07:32	07:38	07:43	07:50	08:03	08:06	08:16	08:35	08:35	08:47	09:00	09:00
	km																	
A → B	1.75	85	100	108	109	106	107	115	130	131		131			125		125	
B → L	1.01	70	68	82	68	67	96	94	90	133		105			132		67	
L → U	1.23	73	72	72	72	69	86	82	78	106		78			77		78	
U → K	0.60	42	44	45		41	51		47	56	63	66	115	178	300	93	45	40
K → W	0.19	15	15	19		12	14		20	126	100	121	126	202	139	149	51	19
W → M	0.55	35	33	45		41	52		145	209	276	258	269	219	258	280	228	206

Traffic speed in km/h at various times in the morning peak period																		
Day		2	2	3	1	2	3	1	2	3	3	2	3	3	2	3	2	3
Time at U		06:49	07:10	07:15	07:21	07:24	07:32	07:38	07:43	07:50	08:03	08:06	08:16	08:35	08:35	08:47	09:00	09:00
	km																	
A → B	1.75	74	63	58	58	59	59	55	49	48		48			50		50	
B → L	1.01	51	54	44	54	54	38	39	40	27		35			28		54	
L → U	1.23	61	62	62	62	64	51	54	57	42		57			58		57	
U → K	0.60	51	49	48		53	42		46	39	34	33	19	12	7.2	23	48	54
K → W	0.19	46	46	36		57	49		34	5.0	6.8	5.7	5.4	3.4	4.9	4.6	13	36
W → M	0.55	57	60	44		48	38		14	9.0	7.2	7.7	7.4	9.0	7.7	7.1	8.7	9.6

The development of the traffic queue can be seen in Table A.3.1, which shows the speed of the inward traffic flow measured by driving in the traffic flow and recording the time at which each junction was passed. The dark shading shows when the queue has formed and how far it has reached. The junctions are shown on Map A.3.1 and are designated:

- M Moorend Park Road crossroads, traffic-light controlled.
- W Woodlands Road T junction
- K Kidnappers Lane T junction
- U Up Hatherley Way roundabout
- L Leckhampton Lane T junction at the Bell Inn at the north of Shurdington
- B Badgeworth Lane T junction at the south of Shurdington
- A A417 roundabout. This is a motorway standard roundabout above the A417 with slip roads to and from the A417 dual carriageway.

Travelling from the A417 to the Moorend Park Road intersection takes about 5.5 minutes in good driving conditions before 07:00. As Table A.3.1 shows, the journey time increases to between 13 to 20 minutes in the 08:00 to 08:45 period. This is due not just to the traffic queue but also to congestion in Shurdington, which is caused particularly by traffic waiting to turn right onto Leckhampton Lane.

The outward traffic on the A46 is similar in volume to the inward traffic, but peaks earlier. The travel times and traffic speeds are shown in Table A.3.2. In light traffic, the outward journey from the M to A takes about 5.5 minutes. In the peak period congestion in Shurdington can add 5 minutes. The outward traffic flow is not discussed further in this annex, but it is worth noting that the surveys at M showed that the outward traffic occasionally backs up onto the junction and partly blocks it. This is an issue for potential housing development on the Leckhampton land, but is not discussed further here.

Table A3.2: Measured speed of outward traffic flow and transit times between junctions. The speed was measured on three different days of the week by driving in the traffic flow and recording when each junction was passed. The lightly shaded readings on day 2 show congestion in Shurdington. On day 1 (Wednesday) the survey had to be abandoned because a tree fell and partially blocked the A46.

Transit times in seconds between A46 junctions in the morning peak period																	
Day		2	2	2	1	3	1	2	3	1	2	3	3	2	3	2	3
Time at U		06:38	07:03	07:15	07:16	07:22	07:30	07:35	07:40	07:46	07:56	07:59	08:13	08:21	08:45	08:51	08:58
	km																
M → W	0.55	42		39		59		37	37		37	47	47	43	38	46	44
W → K	0.19	14		15		16		16	17		16	18	12	14	17	15	13
K → U	0.60	39	44	38		40		39	42		39	43	43	42	43	48	38
U → L	1.23	68	74	71	101	76	81	87	93	71	87			206		90	
L → B	1.01	68	67	70	72	79	73	66	95	70	66			191		101	
B → A	1.75	105	95	103	111	104	163	104	119	103	104			104		109	

Traffic speed in km/h at various times in the morning peak period																	
Day		2	2	2	1	3	1	2	3	1	2	3	3	2	3	2	3
Time at U		06:38	07:03	07:15	07:16	07:24	07:30	07:35	07:40	07:46	07:56	07:59	08:13	08:21	08:45	08:51	08:58
	km																
M → W	0.55	47		51		34		54	54		54	42	42	46	52	43	45
W → K	0.19	49		46		43		43	40		43	38	57	49	40	46	53
K → U	0.60	55	49	57		54		55	51		55	50	50	51	50	45	57
U → L	1.23	65	60	62	44	58	55	51	48	62	51			21		49	
L → B	1.01	54	54	52	51	46	50	55	38	52	55			19		36	
B → A	1.75	60	66	61	57	61	39	61	53	61	61			61		58	



Map A.3.1 showing the main A46 junctions. Also important is Leckhampton Lane which runs north-east from Shurdington, becoming Church Road after 1.7km at the Crippets crossroads with Farm Lane. Church Road provides the only route round the south side of Cheltenham – via Leckhampton Lane to the A46, A417 and M5 junction 11A and via Kidnappers Lane to the A40 and M5 junction 11.

PROPOSED LARGE SCALE DEVELOPMENTS

A number of large scale housing developments have been proposed or are imminent for sites along the A46, and these are of great concern from a traffic point of view. The main housing developments are:

SD2 Redrow Development site (SD2) – This is a development currently underway in Tewkesbury Borough west of Farm Lane and south of the Brizen Farm estate. An application was made for 377 houses on this site in 2009 and was refused on appeal. However, the SD2 site is currently in the Tewkesbury Borough Council development plan. The site would have two entrance/exits which would be onto Farm Lane and Leckhampton Lane and would be designed so that traffic from the estate could only proceed north along Farm Lane and could not turn south. This is to try to prevent any traffic adding to the morning traffic on Leckhampton Lane and Church Road. The SD2 site would also have a second entrance, but this would be for emergency vehicles only. If the proposed traffic measures work successfully, most of the traffic should flow to the A46 Kidnappers Lane junction. However, some of it could still double back to Church Road via Kidnappers Lane.

Leckhampton fields (LF) – Policy MD5 of the Cheltenham Local Plan, an application for development on this site has been under consultation for three years, the Parish Council has been working with Miller Homes on masterplanning prior to application. This consultation involved a consortium of developers and covered both the LF and SD2 sites. Originally it was for a total of 1300 houses, with 350 on SD2, as in the 2009 submission, and 950 on LF. This number was later reduced to 377 dwellings on SD2 site and 250 dwelling and proposed secondary school on LF. The consortium broke apart and the applications for the SD2 and LF sites are now submitted separately. The original proposal included building on land east of Farm Lane owned by Gloucestershire County Council. GCC declines to make this land available and it is now expected that a new application will come forward for the remainder of the LF site in 2019 to be informed by the current transport work.

Brockworth development – This is a proposed development of 1500 houses on green belt land in Tewkesbury Borough close to the A417 at Brockworth. It would infill between the north of Brockworth and the south side of the A417, extending west from the A46/A417 junction potentially as far as M5 junction 21A. The site has an excellent link to the A417 and to the M5 and to several centres of employment and although it is green belt, some development here may be likely.

Developments on the green belt south-west of Cheltenham – An application has previously been submitted to build around 80 houses on green belt land at Oaklands near the intersection of Up Hatherley Way and the A46. This application was refused. For the purpose of the current modelling, no development has been included on this land.

AVERAGE SPACING OF VEHICLES IN THE TRAFFIC QUEUE

The traffic queue that builds up at the Moorend Park Road intersection is a slowly moving queue that becomes stationary at the traffic lights while waiting for traffic to cross on Moorend Park Road. Further back, the queue generally moves steadily forward but sometimes comes to a temporary stop. The average vehicle spacing in the traffic queue is an important parameter in the traffic model because it relates the queue length to the number of vehicles in the queue. One can derive the average vehicle spacing by using the survey data in table A.3.1.

The traffic surveys at the Moorend Park Road intersection show that the maximum capacity of the junction for traffic flowing north-east on the A46 is around 900 vehicles per hour but that this falls to around 745 vehicles per hour during the peak traffic period because of the larger amount of traffic on Moorend Park Road that is crossing the intersection or joining the A46 traffic. The traffic queue starts to form at around 07:40 when the vehicle arrival rate exceeds the maximum capacity and it lasts until 09:00 to 09:15, depending on the volume of the traffic. The queue grows quickly, reaching W at about 07:45 and K at about 07:50. The growth then slackens and the queue typically extends slowly to a final length of about 1.2 km to a point 100 to 200 metres north of U. It starts to decline again at around 08:45 as the peak traffic flow reduces.

Between the Woodlands Road junction (W) and the Moorend Park Road intersection (M), the number of vehicles in the queue is given by the formula $N_{WM} = C_M * t_{WM}$ where C_M is the capacity of the junction (745 vehicles/hour) and t_{WM} is the time that vehicles in the queue take to travel from W to M. From table A.3.1, the average value of t_{WM} is 262 seconds and the average number of vehicles in the queue from K to M is 53.8. Hence, the average vehicle spacing over the 550 metres between M and W then works out at 10.2 metres.

For the Woodlands Road junction, the net number of vehicles per minute joining the inward A46 traffic in the period 08:10 to 08:40 is 1.6. The $K \rightarrow W$ vehicle flow is therefore $12.4 - 1.6 = 10.8$ vehicles per minute. From table A.3.1, the average t_{KW} is 136 seconds and the number of vehicles in the queue is 24.7. Hence their average spacing over the 190 metres between the junctions is 7.7 metres and the average speed of the queue is 5.2 km/h (3.3 mph).

In table A.3.1, there is only one measurement where the queue extended as far as the Up Hatherley Way roundabout. Using just this one measurement is not very reliable because one does not know the precise number of vehicles that turned out of the queue at the Kidnappers Lane junction. However, using the average value for this from the traffic survey would give the flow $U \rightarrow K$ as 12.5 vehicles per minute. The number of vehicles in the queue is then 63, giving a vehicle spacing of 9.5 metres and the speed of the queue as 7.7 km/h (4.5 mph).

These vehicle spacings are what one would have expected and are consistent with what has been observed in the traffic surveys. A spacing of 7.5 to 8 metres is typical in slowly moving traffic queues. The larger spacing from $W \rightarrow M$ is to be expected because drivers naturally leave a larger gap from the vehicle in front as the queue moves faster when the lights change. The value of 9.5 metres between U and K probably reflects the effect of the two traffic streams converging at the roundabout.

Based on this data, it seems reasonable to take a value of around 8.2 metres as the typical vehicle spacing for the purpose of calculating the length of the queue for different numbers of extra vehicles. This is slightly larger than the average spacing typically reported in the literature. But it has been observed in the traffic surveys that the traffic contains quite a high proportion of large family and executive cars as well as commercial vehicles and other large vehicles. So one would expect the vehicle spacing to be larger than for inner city traffic, where there would be a higher proportion of small and compact cars. Also when traffic is crawling slowly in a queue, drivers often leave a gap in front and then catch up. These gaps add to the average vehicle spacing and length of the queue. This behaviour was observed in the traffic surveys at Kidnappers Lane.

CHECKING THE CONSISTENCY OF THE SURVEY DATA

In clear conditions, the number of vehicles per minute arriving at the Moorend Park Road intersection M at time t is given by the expression:

$$N_M(t) = A_{IF}(t-t_{AM}) + B_J(t-t_{BM}) + L_J(t-t_{LM}) + U_J(t-t_{UM}) + K_J(t-t_{KM}) + W_J(t-t_{WM}) \quad (1)$$

Here $A_{IF}(t-t_{AM})$ is the inward flow from the A417 roundabout at time $t-t_{AM}$, allowing for the travel time t_{AM} that it takes the vehicles to travel from A to M. $B_J(t-t_{BM})$ is the net number of vehicles per minute joining the inward traffic flow at the Badgeworth Lane junction at time $t-t_{BM}$ allowing for the travel time t_{BM} that it takes vehicles joining the flow at B to reach M. $B_J(t)$ is in fact negative during the morning peak period because more cars turn off the A46 onto Badgeworth Lane than join from Badgeworth Lane. The other terms in the equation are similar.

Over the period 07:45 to 08:45, the average net number of vehicles per minute joining the inward flow at each of the junction is:

$B_J(t)$	$L_J(t)$	$U_J(t)$	$K_J(t)$	$W_J(t)$
-2.7	-4.1	1.7	-1.5	2.3

One can test how well equation (1) works by calculating the expected flow arriving at each junction from the flow that came from the previous junction, allowing for the travel time between the junctions. One can then compare this calculated flow with the actual flow measured in the traffic surveys. The agreement is good for all the junctions, given that all of the surveys including the measurement of travel times between junctions were done on different days. On this basis, one can conclude that the manual analytical approach detailed above has been validated and is considered to be fit-for-purpose when considering future development implications.

In the surveys at each of the junctions, the number of vehicles in each direction was counted in 5 minute periods. The numbers fluctuate from one period to another because the flows tend to be bunched. However, the average flow is fairly constant over the 07:45 to 08:45 period and this makes it possible to model the flows and queue growth using these mean values. This makes the modelling much easier than using the time dependent flow of individual vehicles.

The average flows in vehicles per minute for the period 07:45 to 08:45 measured by the traffic surveys are shown below. This data has been used as the basis for the traffic modelling. For the A417 junction, the data is for the north corner of the roundabout, where traffic leaving the A417 from the west merges with the inward flow on the A46 and also turns right to join the outward flow on the A46. This discussed in section 6.9.

	A (NW corner)	B	L	U	K	W
A46 inward flow going straight over	11.9	14.2	11.3	8.2	10.2	10.6
A46 inwards turning off	Not applicable	3.7	4.1	2.7	2.1	0.2
Side road traffic joining inward flow	6.3	1.1	0.0	4.4	0.7	2.6
A46 inward flow into junction	11.9	18.0	15.4	10.9	12.3	10.8
A46 inward flow out of junction	18.2	15.3	11.3	12.6	10.8	13.1
Net joining	6.3	-2.7	-4.1	1.7	-1.5	2.3

GROWTH OF THE TRAFFIC QUEUE DOWN TO UP HATHERLEY WAY

At most times of the day, the number of vehicles $N_M(t)$ arriving at the Moorend Park Road junction is lower than the capacity $C_M(t)$ of junction and so no queue forms (apart from a short queue waiting for the traffic lights to change). When $N_M(t)$ becomes greater than $C_M(t)$, the queue starts to grow. What then matters is the number of vehicles per minute $N_Q(t)$ arriving at the back of the queue. The vehicles in the queue are moving forward like a pipeline. The front end is emptying at the rate $C_M(t)$, which creates a similar space at the back of the queue. So the queue will grow at the rate of $N_Q(t) - C_M(t)$.

Once the back of the queue reaches the Woodlands Road junction W , the A46 queue will continue to grow if $N_Q(t) + W_J(t) > C_M(t)$. This assumes that all of the vehicles coming from Woodlands Road can still join the queue even though the junction can be blocked by the queue. The traffic surveys showed that a small queue does form on Woodlands Road but this queue does not build up. Enough drivers in

the A46 queue, seeing cars waiting, give way to allow vehicles to exit from Woodlands Road. They also stop to allow vehicles to turn right from the A46 into Woodlands Road and this again allows vehicle from Woodlands Road to join the queue.

When the queue passes the Kidnappers Lane junction K, it continues to grow if $N_Q(t) + W_J(t) + K_J(t) > C_M(t)$. It is worth noting that the fact that it takes individual vehicles 6 to 7 minutes to travel from K to M does not introduce any time delays in this equation. Space at the front of the queue propagates quickly to the back as the vehicles jostle forwards. At Kidnappers Lane, vehicles have to turn right and cross the outward traffic in order to join the inward flow. Some vehicles wait several minutes to do this; others instead turn left into the outwards flow and do a U-turn at the Up Hatherley Way roundabout. The traffic surveys found that a short queue of ten or so vehicles can temporarily build back along Kidnappers Lane, but this does not last long and is not an important effect.

TRAFFIC GENERATED BY PROPOSED NEW DEVELOPMENTS

BRIZEN FARM SITE (BF) – PROPOSAL FOR 175 HOUSES:

The easiest of the proposed new housing estates to consider is the Brizen Farm site (BF). Vehicles would enter or exit at the Up Hatherley Way roundabout, which would become 4-way. Exiting vehicles would give way to the outward A46 traffic flows continuing along the A46 and turning right into Up Hatherley Way. This outward A46 traffic tends to be bunched and there are sufficient gaps in the flow so that a small flow of vehicles from BF should be no problem joining the roundabout. Any vehicles from BF heading inwards on the A46 would also have priority over the inward A46 traffic.

The housing proposed on the Brizen Farm estate is family sized and it is reasonable to assume that it would have a fairly high proportion of working families. The evidence from the adjacent Lanes Estate is that residents would be highly car dependent and that, although there are fairly frequent buses into central Cheltenham, most commuting would be by car or by bicycle. This leads to the following assumptions:

Per house	Number of vehicles	A46 to M	A46 to K and W	A46 outwards	A46 to Up Hatherley Way
0.60	105	45	11	24	25

This assumes that 0.6 cars per household are mobilised in the peak traffic period. This figure is what has been assumed by the developer's consortium according to information they provided at their public exhibitions. It is also consistent with the results from the traffic surveys that the Council has made at the Lanes Estate.

PROPOSED BROCKWORTH DEVELOPMENT (PB) - 1500 HOUSES

This proposed development is located between Brockworth and the A417. Residents would probably commute by foot, bicycle or car to the Gloucester Business Park and by car to various other sites in and around Gloucester and Cheltenham. The PB site would also be well placed for commuting to destinations to the east along the A417 and to the north and south along the M5, including to Bristol. A fair set of assumptions for PB mobilisations and traffic flow might be as follows. In order to present a

robust analysis, the mobilisations have been spread over 90 minutes (07:30 to 09:00) because of the longer commuting distances to likely destinations.

PB: Assumed car mobilisations 07:30 to 09:00

Per house	Number of vehicles	NE on A46	West to Gloucester and M5	East on A417	SW on A46
0.6	900	350	400	100	50

Assuming that the proportion of vehicles leaving the A46 at each junction will be the same as for the *normal* traffic on the A46, a sensible distribution between the different destinations would be as follows:

PB: Flow of vehicles on A46 towards Cheltenham

	A46 NE	Turning left to Badgeworth Lane	Turning right to Leckhampton Lane	Turning left to Up Hatherley Way	Continuing to Moorend Park Road junction
Vehicles	350	73	68	53	156
% of total	39%	8.1%	7.5%	5.9%	17%

SD2 SITE – PROPOSAL FOR 300 HOUSES

The SD2 site is adjacent to the existing Lanes Estate and to the proposed Brizen Farm Estate. Unlike Brizen Farm, it is not green belt. However the site is all within a mile of the top of Leckhampton Hill and close to the AONB. It is also close to Leckhampton Lane and there is a risk that traffic from SD2 could add significantly to the traffic through Church Road. For both reasons, the Council has objected strongly to the proposal for building on this site. Unfortunately, however, because SD2 is not in the green belt or AONB, it is currently included in the Tewkesbury Borough development plan. Recently Shurdington Parish Council made an application for SD2 to be converted to green belt as part of a green belt swap. This submission was strongly supported by Leckhampton with Warden Hill Parish Council. However, the SD2 site currently remains in the TBC plan and therefore needs to be included in the traffic analysis.

Because of the potential grid-locking problem in Church Road, the developers have proposed to design the exit from the SD2 site onto Farm Lane so that traffic is forced to travel towards the A46 and prevented physically and by traffic signs from turning right onto Farm Lane towards Leckhampton Lane and Church Road. Nevertheless, some are likely to double back to Church Road via Kidnappers Lane.

The likely peak period traffic flow from SD2 is as follows:

SD2 site: Assumed car mobilisations 07:45 to 09:00

Per house	Number of vehicles	A46 NE to Moorend Park Rd junction Bath Rd / The Park	Right into MPR	A46 NE - left to Woodlands Rd	South and west via A46	Church Road
0.6	180	72 40%	10 5.6%	2 1%	81 45%	15 8.3%

All of the 84 cars travelling NE on the A46 would contribute to the queue.

LECKHAMPTON FIELDS (LF) – PROPOSAL FOR 800 HOUSES

Of all the proposals, the LF site creates the most difficult traffic problems. Unlike the SD2 site, there is no easy way to prevent traffic from the new houses from flowing to Church Road. This has led to various proposals for mitigating the impact on Church Road, all of which have serious problems. Also, it is currently proposed that the development would have an exit at its north end close to M. This would create a route from the A46 in Shurdington to the Moorend Park Road junction that would by-pass the traffic queue on the A46. Although it is a longer route in terms of distance it would be much quicker if there were a long queue on the A46. This would create a problem at junction L with so much traffic turning onto Leckhampton Lane.

The public exhibition by the developers covered the proposed LF and SD2 developments jointly and figures were given for the expected vehicle mobilisations for the 1100 houses proposed on the two sites together. The mobilisations were predicted to be around 0.6 mobilisations per house in the peak period 07:45 to 09:00. As noted earlier, this figure is consistent with the number of mobilisations in the peak period from the existing Lanes Estate, which is adjacent to both SD2 and LF sites. Of the total of 660 vehicles mobilised, the developers assumed that 70 would flow to Church Road. A reasonable set of assumptions for both developments would therefore be as follows:

Site / homes	Veh.	A46 to M _{IF} / M _L		A46 to M _R		A46 to W _L		South & west		Church Rd		Total east		Total in queue	
		No	%	No	%	No	%	No	%	No	%	No	%	No	%
1100	660	298	45	24	4	7	1	261	40	70	11	94	14	329	50
SD2	300	180	72	40	10	6	2	81	45	15	8	25	14	84	47
LF	800	480	226	47	14	3	5	180	38	55	11	69	14	245	51

The developers proposed that the LF site would have three traffic exits/entrances onto the A46: one at the Kidnappers Lane junction, which would become traffic-light controlled, and two at the north end of the site, about 400 metres south-west from the Moorend Park Road intersection. One of these would be bus-only and both of them would be controlled by traffic lights. The differences in percentages between the SD2 site and LF site shown in the table arise because the northern exit from LF would give very easy access to the Moorend Park Road junction. So the LF development would be a very convenient place to live for people working in Cheltenham. This would be slightly less true for the SD2 development. For convenience in the traffic modelling, the three LF exits have been treated as one. Since the existing traffic queue passes beyond all three exits, treating them as one makes no difference to the growth of the A46 traffic queue.

It is important to note that residents on the LF site would not be motivated to travel earlier to avoid the congestion because they have access to the front of the A46 queue. The same is substantially true also for the SD2 site and the Brizen Farm site. So there is no prospect that the congestion on the A46 would be mitigated by earlier travel, unless it is by commuters travelling from the A417 and further south.

COMBINED EFFECT OF THE PROPOSED DEVELOPMENTS ON THE QUEUE LENGTH

The analysis above has covered each of the four developments separately. In the modelling of their combined effect, the traffic that currently flows in the absence of any of the proposed developments is for clarity referred to as the *normal* traffic and the traffic arising from the proposed new developments is referred to as the *extra* traffic.

In calculating the combined effect of the proposed developments, we need to consider three components:

1. The rate at which the queue is lengthening because of the *extra* vehicles from the developments that are travelling to M.
2. The extent to which some *normal* and *extra* vehicles feeding into the queue at each junction may have difficulty joining the queue because the junction is being blocked by the queue. Vehicles waiting to join the queue could then build up cumulatively into a long queue on the feeder road. This feeder queue would reduce the number of vehicles joining the A46 queue; it would therefore be a negative addition to the A46 queue.
3. The rate at which the queue is lengthening because *normal* and *extra* vehicles wanting to turn off at a junction are instead getting trapped in the queue. The trapped vehicles cause the queue to lengthen at a rate equal to the difference between the rate at which vehicles are reaching the turn-off point and being released from the queue and the rate at which new vehicles wanting to turn off are feeding into the end of the queue. One must include in this not only the *normal* traffic but also the *extra* traffic from PB.

EFFECT OF THE *EXTRA* VEHICLES TRAVELLING TO M

If all of the developments were to go ahead, their cumulative effect would add 523 vehicles to the queue (BF:45 + PB:156 + SD2:82 + LF: 240). For the average vehicle spacing of 8.2 metres estimated in section 6.3, this would add 4.3 km. When added to the *normal* queue length, this would be enough to take the end of the queue to beyond the A417 intersection.

As noted in section 6.4, we can assume a constant value for the *normal* traffic in vehicles/minute for the period 07:45 to 08:45. It also makes the modelling easier to assume that the *extra* flow is uniform over the period 07:45 to 09:00. In practice, vehicles travelling to a distant destination tend to leave earlier than 07:45. The surveys carried out at the Lanes Estate showed a group of vehicles departing before 07:15 and heading south on the A46. However, these early mobilisations affect the outward traffic flow rather than the inward flow.

DEVELOPMENT OF A FEEDER QUEUE AT JUNCTION U

The *extra* traffic from LF and SD2 should be able to join the queue easily if, as proposed by the developers, junction K is made traffic-light controlled. The traffic light priorities would need to be set to allow all the traffic from LF and SD2 to exit at K since otherwise this would encourage traffic to flow back to Church Road. So the modelling assumes that the *extra* traffic from LF, SD2 and BF joins the queue quickly with no feeder queues.

The traffic surveys for junction U show that, on average, 4.4 vehicles/minute currently join the queue from Up Hatherley Way whereas only 2.8 vehicles/minute leave the queue. So an extra 2.6 vehicles/minute are joining. However, the traffic flow (5 vehicles/minute) turning right from Up Hatherley Way to join the outward flow on the A46 holds back the other traffic and gives time for all of the 4.4 vehicles/minute to force their way into the queue. It was observed that two flows zip together.

The situation at U is likely to become more difficult if one adds the *extra* traffic from LF and SD2 joining the queue at K, because this means the queue will be moving forward more slowly from U, leaving less space for the joining vehicles. In the modelling two scenarios have therefore been considered: (1) that traffic light control and/or other measures are introduced to prevent any substantial queue building up on Up Hatherley Way, and (2) that a proportion of the traffic flow from Up Hatherley Way builds up as a feeder queue.

For scenario (2), the model generates a queue on Up Hatherley Way roughly proportional to how much of the proposed new housing building goes ahead. For the case where all of the proposed developments go ahead, the feeder queue on Up Hatherley Way grows at 3.3 vehicles/minute. This

means that it would be 1 km long after 36 minutes. The feeder queue consists of vehicles turning right at U to join the outward flow on the A46 as well as the vehicles turning left to join the inward flow.

VEHICLE BEING TRAPPED IN THE QUEUE BETWEEN JUNCTIONS L AND U

For *normal* traffic, the end of the queue reaches a point between U and K and then remains roughly stable for about an hour. During this period the traffic flow from U to K and from K to W is queue limited. The traffic surveys show that these queue-limited flows are 12.3 vehicles/minute and 10.9 vehicles/minute respectively. Adding the *extra* traffic from LF and SD2 takes up 4.3 vehicles/minute of the queue-limited flow U→K and this leaves 8.0 vehicles/minute remaining for the other traffic.

At U, a further 0.75 vehicles/minute of the flow is taken up by *extra* vehicles from BF. Assuming there is no feeder queue on Up Hatherley Way, 4.4 vehicles/minute are also joining the queue from Up Hatherley Way. This leaves a residue of only 2.85 vehicles/minute remaining for the *normal* and *extra* inward traffic on the A46.

Without the *extra* traffic, the flow of *normal* traffic from L to U, as measured from the traffic survey, would be 10.9 veh/min, of which 2.7 veh/min would turn left at U and the remaining 8.2 veh/min would continue ahead on the A46. With the *extra* traffic, this flow of 8.2 veh/min falls to 2.85 vehicles/minute. The rate at which vehicles can turn left onto Up Hatherley Way falls in the same proportion, from 2.7 to just 1.0 vehicles/minute. Meanwhile, vehicles wanting to turn left at U are joining the end of the queue at a rate of 3.3 vehicles/minute (2.7 vehicles/minute *normal* traffic and 0.6 vehicles/minute *extra* turning-off traffic from PB). So the difference (2.4 vehicles/minute including 0.1 rounding) is trapped cumulatively in the queue whilst waiting to turn off at U.

The overall situation between L and U is therefore as follows. Traffic is flowing into the end of the queue at a rate of 13.2 vehicles/minute (10.9 *normal* plus 2.3 *extra* from PB). Meanwhile, vehicles are only able to flow into junction U at a rate of 3.8 vehicles per minute including those turning off. The queue is therefore lengthening at a rate of 9.4 vehicles/minute. At this rate of growth, the queue reaches L in 16 minutes at 08:08 (L→U = 1.23 km or 150 vehicles at 8.2 metres spacing).

ANALYSIS FOR JUNCTION L

The above analysis applies similarly at junctions L except that one does not need to consider any feeder queue since all the traffic from Leckhampton Lane turns left and joins the outward traffic and none joins the inward traffic.

Using the traffic survey data for L, the average *normal* traffic flow from B to L is 15.4 vehicles/minute. Of this, 4.1 turns vehicles/minute turn right into Leckhampton Lane. The traffic flow L→U is 11.3 vehicles/minute. (This is slightly different from the measured flow of 10.9 vehicles/minute into U from L. This may be partly because the surveys at L and U were carried out on different days and also because a small amount of traffic leaves between L and U by turning left onto Chargrove Lane). With the *extra* traffic the flow L→U is reduced from 11.3 vehicles/minute to 4.2 vehicles/minute. The traffic turning right onto Leckhampton Lane is reduced in the same proportion, from 4.1 to 1.5 vehicles/minute. Including the *extra* traffic from PB waiting to turn off at L and U, 3.2 more vehicles/minute are now being trapped cumulatively in the B→L queue whilst waiting to turn off at L.

The overall situation for the queue between B and L is therefore as follows. Traffic is flowing into the end of the queue at a rate of 18.3 vehicles/minute (15.4 *normal* plus 1.73 *extra* from PB to M, 0.59 *extra* from PB turning off at Up Hatherley Way and 0.64 *extra* from PB turning off at L). Vehicles are flowing forward at L at 5.7 vehicles/minute (4.2 veh/min straight ahead and 1.5 veh/min to Leckhampton Lane).

The remaining 12.6 vehicles/minute are building up cumulatively in the queue. Growing at this rate, the queue now reaches junction B in 10 minutes at 08:18 (B→L = 1.01 km or 123 vehicles at spacing of 8.2 metres).

ANALYSIS FOR JUNCTION B

The analysis at junction B is similar to that for junction U, except that even with the slow movement of the A46 queue, slightly more vehicles leave the queue at B by turning left into Badgeworth Lane than join the queue from Badgeworth Lane. So there will be enough space vacated in the queue for the joining vehicles. However, vehicles wanting to turn right from Badgeworth Lane onto the A46 (1.4 veh/min on average) may have difficulty in crossing through the A46 queue. So it is possible that some feeder queue could build up on Badgeworth Lane because of this right turning traffic. In the modelling, two scenarios have been run: (1) with no feeder queue and (2) where all of the traffic joining at B is held up in a feeder queue. The model shows this makes very little difference to the growth of the A46 queue. For the base case, the A46 queue arrives at the A417 junction at 08:32 for scenario (2) compared with 08:31 for scenario (1).

Using the traffic survey data for B, the average *normal* traffic flow from A to B is 18.0 vehicles/minute. Of this, 3.7 turns left into Badgeworth Lane and 14.2 continues ahead. With the *extra* traffic, the flow A→B is reduced from 18.0 to 5.6. The traffic turning left into Badgeworth Lane is reduced in the same proportion, from 3.7 to 1.2. Adding the *extra* traffic from PB, 3.4 more vehicles/minute are now being cumulatively trapped in the queue waiting to turn off at B.

The overall situation between A and B is therefore as follows. Traffic is flowing into the end of the queue at a rate of 21.8 vehicles/minute (18.0 *normal* plus 3.8 *extra* from PB) Vehicles are only able to flow into junction B at a rate of 5.8 vehicles/minute (4.6 going straight ahead and 1.2 turning off). Therefore, 16.0 vehicles/minute are building up cumulatively in the queue. Growing at this rate, the queue now reaches junction A in 13 minutes at 08:31 (A→B = 1.75 km or 213 vehicles at a spacing of 8.2 metres).

TRAFFIC MODEL

A simulation of how the queue grows has been implemented as an Excel model in order to examine what constraints traffic congestion would place on the potential developments in the Leckhampton and Shurdington areas. The base case, described above in section 6.7, is shown in Table A.3.3. The model calculates the times at which the end of the traffic queue reaches each of the A46 junctions and also calculates the queue speed and the queue-limited travel time to junction M for each junction. The model allows the *normal* traffic to be altered in order to examine the effect of queues building up on other roads, particularly on Up Hatherley Way, and also the effects of future increases in traffic volumes. During the recession traffic volumes have fallen but they are expected to recover towards their historical trend as the UK economy improves. This is discussed further in section 6.8.2.

As a check on consistency, the model also calculates the number of vehicles in the queue using two semi-independent methods, as shown in the base case output in Table A.3.3. Method (1) simply multiplies the distance between each junction and junction M by the assumed average spacing of 8.2 metres between the vehicles in the queue. This method is independent of the model, except that the model also uses the same vehicle spacing of 8.2 metres. Method (2) calculates the number of vehicles in the queue at each junction by integrating the net increase in the number of vehicles in each section of the queue as the queue builds up from each junction to the next. The two methods give close agreement, as shown in Table A.3.3.

Table A.3.3 Traffic model results

Assumptions		Homes		Mobilisation		Peak traffic period		Percentage of mobilisations added to inward A46 flow				
						Start	Mins	to M	to K	to U	to L	to B
Leckhampton Fields site (LF)		800		60%		07:45	75	50.0				
SD2 site (SD2)		300		60%		07:45	75	45.6				
Brizen Farm site (BF)		175		60%		07:45	75	42.9	10.5			
Proposed Brockworth site (PB)		1500		60%		07:30	90	17.3		5.9	6.4	8.1
		W	W-K	K	K-U	U	U-L	L	L-B	B	B-A	A
<i>Normal traffic from traffic survey (veh/min)</i>	In	10.8		12.30		10.9		15.4		18.0		11.9
	Turning off	0.2		2.1		2.7		4.1		3.7		0.0
	In fwd	10.6		10.2		8.2		11.3		14.2		11.9
	Joining	2.6		0.7		4.4		0.0		1.1		6.3
	Out fwd	13.1		10.8		12.6		11.3		15.3		18.2
	Turn off en route		0.0		0.0		0.4		0.0		0.2	
	Queue growing				0.3							
<i>Extra traffic joining (veh/min)</i>	LF @ K			3.2								
	SD2 @ K			1.1								
	BF→M @ U					0.6						
	BF→K @ U					0.1						
<i>Traffic flow including extra traffic (veh/min)</i>	In	10.8		8.0		3.8		5.7		5.8		2.8
	Turning off	0.2		2.1		1.0		1.5		1.2		0.0
	In forward on A46	10.6		5.9		2.8		4.2		4.6		2.8
	Feeder road normal	2.6		0.7		4.4		0.0		1.1		6.3
	Held in feeder road	0.0		0.0		0.0		0.0		0.0		3.1
	Fewer normal leaving	0.0		0.0		0.0		0.0		0.0		0.0
	Net normal joining	2.6		0.7		4.4		0.0		1.1		3.1
	Extra joining	0.0		4.3		0.7		0.0		0.0		0.0
	Out forward on A46	13.1		10.8		8.0		4.2		5.6		6.0
	Turning off en route				0.0		0.4		0.0		0.2	
	Becoming trapped in queue (veh/min)						2.4		3.2		3.4	
Reduction in traffic flow		0%		35%		65%		63%		68%		
<i>Extra joining before A (veh/min)</i>	PB→M					1.73		1.73		1.73		1.73
	PB →turn off at U							0.59		0.59		0.59
	PB →turn off at L									0.64		0.64
	PB →turn off at B											0.81
<i>Growth of queue (veh/min)</i>	Veh/min joining the end of the queue						13.2		18.3		21.8	
	Rate of queue growth (veh/min)		9.7		7.0		9.4		12.6		16.0	
<i>Time end of queue</i>	Distance between junctions (km)		0.19		0.60		1.23		1.01		1.75	

reaches each junction	Minutes for queue to reach next junction		2.4		10.4		15.9		9.7		13.3	
	Time queue reaches junction	07:40		07:42		07:52		08:08		08:18		08:31
Queue size and travel time	Queue length (km)			0.74		1.34		2.57		3.58		5.33
	Vehicles in queue (1)			90		163		313		437		650
	Vehicles in queue (2)			90		156		306		429		643
	Queue speed km/h			5.3		3.9		2.1		6.3		2.9
	Minutes to reach M			6.4		15.6		51.5		61.1		96.8

The *normal* traffic data in the model comes directly from the surveys. These were carried out on different days and the fact that the model joins well at each junction shows that the traffic flows on the A46 are quite consistent from day to day. The fact that the traffic queue extends each day to roughly the same point between K and U and lasts for roughly the same time (except if traffic is impeded on the A46 or in Church Road by road works or is affected by an accident on the M5) is another example of the day to day consistency in the average amounts of traffic. The traffic does however tend to bunch and to fluctuate in the short term, as illustrated for example in the survey data for the A417 junction in section 6.9. This means that the way the model links from one junction to the next is sensitive to the time period over which the traffic is averaged. In the model this time period has been kept rigorously at 07:45 to 08:45 for every junction.

There are slight differences in the survey data between the number of vehicles leaving each junction and the number arriving at the next junction. These differences may arise from the averaging discussed above, but they may also be genuine, at least in part. The difference of 0.3 vehicles/minute between the outflow from U and the inflow into K is what one would expect since the queue is growing and compacting between these two junctions during the 07:45 to 08:45 period. The difference of 0.4 between the outflow from junction L and the inflow into junction U might also be partly expected because of traffic turning left onto Chargrove Lane en route. What is perhaps surprising is to not find a difference between the outflow from B and the inflow at L. One would expect the latter to be larger because of some net traffic joining the inward flow in Shurdington. However, the population of Shurdington is quite elderly and allowing for vehicles travelling to Shurdington leaving the inward flow it may be the case that Shurdington contributes only a little net traffic in the peak period. Another factor is that, as shown in Table A.3.1, there is congestion in Shurdington during the 07:45 to 08:45 period particularly due to vehicles turning right onto Leckhampton Lane. The difference between vehicles in a light queue between B and L at an average vehicle spacing of say 12 metres and vehicle flowing normally at a spacing of say 24 metres would reduce the average inflow by 0.7 vehicles/minute compared with the outflow from L. This could easily be masking the inflow of vehicles from Shurdington.

OUTPUTS FROM THE MODEL AND CONSTRAINTS ON SUSTAINABLE DEVELOPMENT

Table A.3.4 shows the result of running the model for a range of permutations for the number of houses on the four sites.

- **A417 roundabout:** If the queue reaches as far as the A417 roundabout, it is likely to disrupt traffic on the A417. This is discussed in section 6.9 below. The red, orange and amber shading indicates diminishing level of risk to the A417 and M5.
- **Leckhampton Lane:** As the traffic queue extends beyond the Up Hatherley Way roundabout, the journey time to the Moorend Park Road junction increases and it becomes attractive for drivers to instead use the alternative routes:
Leckhampton Lane → Church Road → Leckhampton Road → Bath Road;
Leckhampton Lane → Church Rd → Leckhampton Rd → Moorend Park Rd → M;

Table A.3.4		Current traffic levels as measured in the traffic surveys															
		No queue building up on Up Hatherley Way													Queue UHW		
	Case number	base	1	2	3	4	5	6	7	8	9	10	11	12	13	14	
Number of houses on each site proposed	LF	800	800	300	400	200	300	200	0	200	100	300	50	250	800	200	
	SD2	300	300	300	300	200	0	0	300	0	100	0	0	0	300	0	
	BF	175	0	0	0	0	0	0	0	0	0	0	0	0	175	0	
	PB	1500	0	1100	700	1500	1500	1500	1500	700	700	700	0	700	0	1500	1500
Time at which the traffic queue reaches each junction and the queue-limited travel time in minutes from each junction to M (italics)	Up Hatherley Way (U)	07:52	07:56	07:58	07:58	07:59	08:00	08:03	08:07	08:10	08:11	08:16	08:19	08:19	07:52	08:03	
		<i>16</i>	<i>16</i>	<i>14</i>	<i>14</i>	<i>13</i>	<i>13</i>	<i>13</i>	<i>13</i>	<i>13</i>	<i>13</i>	<i>13</i>	<i>12</i>	<i>13</i>	<i>17</i>	<i>13</i>	
	Leckhampton Lane (L)	08:08	08:21	08:27	08:28	08:31	08:35	08:42	08:59	09:09	09:11				08:11	08:44	
		<i>52</i>	<i>45</i>	<i>33</i>	<i>35</i>	<i>30</i>	<i>29</i>	<i>28</i>	<i>29</i>	<i>28</i>	<i>28</i>				<i>44</i>	<i>28</i>	
	Badgeworth Lane (B)	08:18	08:36	08:45	09:11	08:50	08:57	09:07							08:22	09:11	
		<i>61</i>	<i>54</i>	<i>43</i>	<i>44</i>	<i>40</i>	<i>39</i>	<i>38</i>							<i>54</i>	<i>37</i>	
	A417 (A)	08:31	08:56	09:10	09:11											08:38	
		<i>97</i>	<i>82</i>	<i>60</i>	<i>63</i>											<i>79</i>	

For each junction, the table shows the time the queue reaches the junction and below in italics the calculated travel time in minutes to junction M.

Feeder queue on Up Hatherley Way Cases 13 and 14 assume that a long traffic queue builds up on Up Hatherley Way because the roundabout is partly blocked by the A46 queue vehicles. The other cases assume that all the vehicle from Up Hatherley Way are able to join the inward queue fairly easily and no cumulative queue forms on Up Hatherley Way.

Currently the travel time from junction L to junction M is about 13 minutes when the traffic queue is maximum. As discussed in Annex 2, if it were allowed to increase significantly more, a lot of traffic could switch to the Leckhampton Lane – Church Road routes in order to by-pass the queue. It is very important to avoid this for two main reasons:

1. There would be a serious risk of causing gridlock in Church Road. If the route round the south side of Cheltenham through Church Road becomes blocked, or even if it becomes unreliable, this will force the traffic onto the A46. Occasionally this happens if Church Road or Leckhampton Lane are closed or impeded by road works, and the effect on the existing A46 queue is very pronounced. There is no way to mitigate the Church Road problem.
2. The traffic turning right at L holds up the traffic flow, increasing the congestion and pollution in Shurdington. Also, the right turning traffic has to cross the outward traffic flow on the A46. The junction is an accident hot-spot.

Various proposals have been made to limit the traffic flow on Leckhampton Lane, but none of these has proved satisfactory. Closing Leckhampton Lane is out of the question because of the volume of traffic that would be forced onto the A46 and Moorend Park Road, as happens if Church Road is closed by road works. Impeding the traffic using chicanes or traffic lights and one way sections has been

considered. The problem is in adding sufficient delay to the Church Road – Leckhampton Lane route in a way that drivers would accept and not circumvent and that would not cause accidents.

EFFECT OF TRAFFIC GROWTH

According to a Department of Transport report “Action for Roads” published in July 2013 (ISBN: 9780101 867924, www.gov.uk/dft), traffic levels are currently below their historical trend because of the recession and are expected to return back towards their historical trend as the UK economy recovers. According to Table 1.2 of the DfT report, traffic on local roads (i.e. not strategic road network), was 6% lower in 2012 than in 2007 and 9.2% below its historical trend. If traffic recovers to its historical trend, then it will be 19% higher in be 2025 than in 2012 and 23% higher by 2031. The DfT report observes that traffic could rise even faster than this depending on future fuel costs and more fuel-efficient vehicles. Until recently fuel costs were expected to rise as demand increased and oil reserves became depleted. However, it is now being projected that the development of fracking technology and shale gas could make oil much cheaper.

How far this projected traffic growth would apply to the peak traffic on the A46 is not certain. According to the Cheltenham and Gloucester Connectivity Study Draft Phase 1 Report May 2010, employment in Cheltenham fell between 2003 and 2008 more than in other local areas including Gloucester. If this trend were to continue it would offset part of the general increase in traffic affecting the A46. However, the lower employment in Cheltenham will already be reflected in the data from the Council’s A46 traffic surveys and the employment is as likely to recover as to continue to decline. JCS is certainly predicting that employment will rise. Therefore it seems more likely that traffic levels will rise due to change in employment.

Overall, it seems reasonable to project that there will be at least a 10 per cent increase in the *normal* peak traffic on the A46 over the period 2013 to 2023. An increase in the *normal* traffic affects the queue on the A46 in two ways: it increases the number of vehicles in the inward flow on the A46; secondly, it increases the traffic on Moorend Park Road, which then takes up a larger proportion of the traffic light cycle at the junction. Currently the Moorend Park Road traffic causes the capacity C_M for the inward A46 traffic to fall from 15.0 vehicles per minute to an average of 13.1 vehicles/minute over the 07:45 to 08:45 period - a reduction of 1.9 vehicles/minute. One might expect any increase of in the Moorend Park Road traffic to reduce this proportionately.

An increase of 10% in the *normal* traffic with no new building either at Leckhampton or at Brockworth would increase the number of vehicles in the queue by about 91 of which 79 would come from the additional traffic on the A46 and 12 would come from the reduction in C_M . These 91 vehicles would increase the maximum queue length by 0.75 km at 8.2 metres vehicle spacing and this would mean that the end of the queue would extend beyond the Up Hatherley Way roundabout every day. As discussed in Annex 2, this would cause many vehicles to divert onto the Leckhampton Lane – Church Road route to by-pass the A46 queue. So a 10% increase in *normal* traffic seems likely to preclude any sustainable development in Leckhampton even if there were no housing development at Brockworth.

SPREAD OF THE QUEUE BEYOND THE A417 ROUNDABOUT.

The traffic model shows that if all of the developments were to go ahead as currently proposed, the A46 would reach the A417 roundabout at about 08:31. If the proposed development at Brockworth does not go ahead at all, then the proposed developments at LF and SD2, not including BF (case 1 in Table A.3.4), would cause the queue to reach the A417 roundabout at 08:56 when the peak traffic is declining

but traffic levels are still high. If for case 1 one also includes the 10% increase in traffic as discussed in section 6.8.2, then the queue would reach the A417 at around 08:39.

Three traffic surveys were done at the A417 roundabout in March 2013, two on the north side, counting the inward traffic and the vehicles coming off the A417 from the west, and one on the east side counting the outward traffic and vehicles joining the A417 in an easterly direction. The data from the second longer survey on the north side is shown in the table below.

In all three surveys, a traffic queue was several times observed extending back from the A46 onto the west side of the roundabout. It was not possible to tell what caused the queue; it may have been due to the traffic streams from the west and south converging onto the single lane of the A46 or more likely it was due to vehicles turning right onto the road to Bentham which is a short distance NE of the roundabout. Whatever its cause, this queue blocked the vehicles coming off the A417 from getting onto the roundabout, both from turning left onto the A46 inward flow or from turning right to join the outward flow. It was also observed that at other times, the fairly constant stream of A46 traffic from the SW again held back the vehicles from the A417, particularly those wanting to join the inward queue. As a result a substantial queue of traffic built up on the A417 slip-road. It was not possible from the survey point to determine whether this queue reached beyond the slip-road onto the main A417, but it does seem very likely that if the A46 queue were to extend as far as the A417 roundabout it would cause a serious tailback onto the A417.

From	To	SN From A46 SW going NE	WN From A417 west going NE	SN+WN Total going NE on A46	WS From A417 W going SW	W Total from A417 W	SE From A46 SW going E	S Total from A46 SW		
07 : 05	07 : 10	34	18	52	11	29	10	44		
07 : 10	07 : 15	45	24	69	13	37	7	37		
07 : 15	07 : 20	27	25	52	24	49	5	49		
07 : 20	07 : 25	58	18	76	12	30	9	30		
07 : 25	07 : 30	44	31	75	17	48	9	48		
07 : 30	07 : 35	45	32	77	24	56	9	56		
07 : 35	07 : 40	62	29	91	14	43	11	43		
07 : 40	07 : 45	54	38	92	21	59	11	59		
07 : 45	07 : 50	71	28	99	31	59	10	59		
07 : 50	07 : 55	54	26	80	25	51	11	51		
07 : 55	08 : 00	65	27	92	29	56	6	56		
08 : 00	08 : 05	62	19	81	15	34	8	34		
08 : 05	08 : 10	54	35	89	10	45	5	45		
08 : 10	08 : 15	70	29	99	24	53	13	53		
08 : 15	08 : 20	69	36	105	26	62	12	62		
08 : 20	08 : 25	62	43	105	32	75	8	75		
08 : 25	08 : 30	52	37	89	28	65	9	65		
08 : 30	08 : 35	54	37	91	28	65	8	65		
08 : 35	08 : 40	48	27	75	26	53	8	53		
08 : 40	08 : 45	55	33	88	10	43	11	43		
08 : 45	08 : 50	56	45	101	29	74	10	74		
08 : 50	08 : 55	Traffic queue still on A417 slip road but clearing.								

Traffic flows measured at the north corner of the A46/A417 roundabout

The table above shows that between 08:30 and 08:50, vehicles leave the A417 at a rate of about 12 vehicles/minute; 7.2 join the A46 queue inwards and 4.8 join the A46 outward traffic. If this flow were completely blocked, the traffic queue building back on the A417 would reach the M5 slip-road within about 10 minutes. The A417 roundabout currently does not have any traffic light control and therefore the vehicles on the A46 from the SW have priority over the traffic coming from the A417. With traffic light control one could give equal priority to the two flows. This would reduce the build up of the queue on the A417 from 12 vehicles per minute to 6.6 vehicles per minute. Even so, the queue would still reach the end of the M5 slip road in about 19 minutes.

TRAFFIC ACCIDENTS

The accident statistics for the past 10 year, which have been kindly provided by Gloucestershire Highways, show three fatalities on the A46 between the A417 and Moorend Park Road: one just south of Badgeworth Lane, one in Shurdington and one between Shurdington and Up Hatherley Way. There have been nine serious accidents: four between the A417 and Badgeworth Lane, one in Shurdington, and four between Up Hatherley Way and Moorend Park Road.

Accident statistics for the section of the A46 between Badgeworth Lane and the Bath Road shops show a total of eleven fatal and serious accidents and a total 99 minor accidents involving one or more casualties in each case. All but one of the eleven fatal and serious accidents involved pedestrians, cyclists or motor cyclists. Of the minor accidents, 14 involved pedestrians, 13 cyclists and 14 motor-cycles. There were 18 nose-to-tail shunts. Sixteen accidents involved vehicles turning right, mostly at the Moorend Park Road and Leckhampton Lane junctions. Although the accidents were spread all along the length of the A46, particular hotspots were in Shurdington near the Badgeworth Lane and Leckhampton Lane junctions and at the Up Hatherley Way and Moorend Park Road junctions.

One fatality, three serious accidents and 13 minor accidents involved cyclists. During the traffic surveys, several near-misses were observed where the cyclist had to cycle very hard to avoid a car coming too fast or too close. The Council raised this as a separate issue with Gloucestershire Highways and with the Highways Agency because of two near misses observed at the A417 roundabout. The household travel survey in the Gloucestershire Transport Plan 2011-2026 shows that commuting by bicycle increased from an average of 6.3% in 2004-06 to 8.2 % in 2007 and 8.4% in 2008. However, during the traffic surveys, cyclists commuting on the A46 were more conspicuous for their bravery and athleticism than for their numbers. If a safe cycle route could be provided along the A46, it could make commuting by cycle much more popular and could help to reduce the congestion.

CONCLUSION

According to the Gloucestershire Local Transport Plan 2011-2026 (LTP3), workday traffic flows on the A46 are 15,000-20,000 a day and in the maps on pages 24 and 25 of LTP3, the A46 south of Shurdington is marked as the worst congestion hot-spot in the Cheltenham-Gloucester area in 2003 and as still remaining a severe congestion hot-spot in 2026. The A46 is operating at close to its maximum capacity, particularly at peak times.

The results from this traffic survey and analysis show that the traffic system on the south of Cheltenham, with the A46 and Church Road as its key element, is still functional, but has very little capacity to spare; none if you take into account the likely increase in traffic as the UK economy recovers as discussed in section 6.8.2. The system was described as “broken” by Rob Williams, the traffic consultant who has advised the Parish Council. But the system has not yet fallen apart. The priority must be to hold it together and not to push it over the edge.

It appears from the 2013 DfT report “Action for Roads” that there is very little if any DfT investment planned for the strategic road network in Gloucestershire. The A417 south of Cheltenham up Crickley Hill and through Nettleton is shown in the report as having severe congestion, but there is no plan to improve this. Fig. 2.3 of the report shows that the priorities for strategic investment are in the south-east and north-west with nothing in this area.

LTP3 also speaks of the scarcity of funding for the Gloucestershire traffic infrastructure. The funding depends a lot on money from developers, but upgrading the A46 would take more funding than development would provide. So, it is essential for the Cheltenham-Gloucester area to keep the south Cheltenham traffic system viable and not to overload so it falls apart.

The Council believes that the results from this traffic survey and analysis are a serious warning, particularly for the JCS, about the importance of taking a holistic approach to the future of the Gloucester-Cheltenham-Tewkesbury area and to the competitiveness of the local economy. A point that is emphasised by DfT in “Action for Roads” is the vital importance of conserving the traffic network and the risk that many people will become unable to work because of growing traffic congestion. DfT observes that in a highly competitive world, the compactness of the UK should be a strong competitive advantage because of the shorter travel distances, but that it could easily become a weakness due to congestion. The World Economic Forum’s Global Competitiveness Index now ranks Britain twenty-fourth in terms of its road network – behind countries including France, Germany, Austria, Portugal, the Netherlands, Spain, Japan, Canada and the United States. Whilst cities such as London are seeing a reduction in car use thanks to public transport infrastructure, areas such as Cheltenham and Gloucester that are very car-dependent, are particularly vulnerable, both economically and socially.

CHURCH ROAD GRIDLOCK AND DANGER TO PRIMARY SCHOOL CHILDREN

The traffic flow in Church Road was surveyed by the Council at the Kidnappers Lane junction on six mornings in the period 10 September 2012 to 1 October 2012. The surveys covered all five weekdays and a second Thursday survey was carried out because on the first Thursday the traffic gridlocked. The data from these surveys is included at Table A.2.1.

On the five normal days, an average of 1606 vehicles passed along Church Road between Hall Road and Kidnappers Lane in the period from 07:30 to 09:30. Of these, 815 were travelling in a SW direction and 791 were travelling NE. The survey data shows that the flow through Church Road is fairly steady at 14 to 21 vehicles per minute from 07:45 to 09:00. Two traffic peaks occur; the first between 08:00 and 08:15 and the second from 08:30 to 08:45, associated with parents bringing children to Leckhampton Primary School.

The survey data for the day that Church Road gridlocked does not give much clue as to what initiated the congestion. The queue of traffic built up rapidly from 08:10 as the flow through Church Road fell to half its normal level by 08:20 and to a third of its normal level by 08:30. The shading in the table records the length of the traffic queue waiting to pass into the congested part of Church Road between Collum End Rise and the Leckhampton Road. The darkest shading indicates when the queue extended beyond St Peter’s Church so that the end of the queue was out of sight from the survey point. The survey on 13 September was abandoned because the queue of vehicles was stationary. With hindsight it is a great pity that the survey was not continued to understand better how long the congestion persisted.

Table A.2.1 TRAFFIC SURVEY AT THE CHURCH ROAD / KIDNAPPERS LANE JUNCTION

	Tuesday 11 Sep					Wednesday 12 Sep					Thursday 13 Sep					Thursday 27 Sep					Friday 28 Sep					Monday 1 Oct					Average excluding Thursday 13 Sep						
	C R to LL	LL to C R	C R to KL	KL to C R	All thr u CR	C R to LL	LL to C R	C R to KL	KL to C R	All thr u CR	C R to LL	LL to C R	C R to KL	KL to C R	All thr u CR	C R to LL	LL to C R	C R to KL	KL to C R	All thr u CR	C R to LL	LL to C R	C R to KL	KL to C R	All thr u CR	C R to LL	LL to C R	C R to KL	KL to C R	All thr u CR	C R to LL	LL to C R	C R to KL	KL to C R	All thr u CR		
7:00 to 7:05											8	5	1	1	15																						
7:05 to 7:10											11	11	1	2	25																						
7:10 to 7:15											6	15	5	2	28																						
7:15 to 7:20											11	8	4	2	25						17	11	4	2	34	14	14	6	3	37	16	13	5	3	36		
7:20 to 7:25											16	14	3	4	37						15	12	3	3	33	18	15	1	1	35	17	14	2	2	34		
7:25 to 7:30											11	13	5	2	31						17	15	1	5	38	15	21	2	5	43	16	18	2	5	41		
7:30 to 7:35						17	16	4	0	37	20	16	4	2	42	29	18	5	6	58	18	11	6	4	39	27	23	5	5	60	23	17	5	4	49		
7:35 to 7:40						28	31	6	3	68	24	25	5	4	58	35	26	5	5	71	23	22	7	0	52	22	28	6	8	64	27	27	6	4	64		
7:40 to 7:45						22	26	10	5	63	16	18	7	5	46	30	18	7	8	63	34	16	2	2	54	39	33	4	3	79	31	23	6	5	65		
7:45 to 7:50						37	15	8	7	67	13	20	1	7	41	28	28	3	5	64	31	28	3	7	69	39	28	6	11	84	34	25	5	8	71		
7:50 to 7:55						32	21	7	7	67	29	25	8	10	72	22	29	7	10	68	28	34	8	10	80	34	28	5	5	72	29	28	7	8	72		
7:55 to 8:00						31	25	13	7	76	15	23	4	10	52	37	31	13	12	93	33	32	10	6	81	38	32	6	8	84	35	30	11	8	84		
8:00 to 8:05						38	28	10	12	88	27	29	4	5	65	25	23	10	10	68	23	27	4	11	65	31	29	11	9	80	29	27	9	11	75		
8:05 to 8:10						40	17	4	11	72	18	29	6	5	58	27	23	5	12	67	34	21	5	14	74	31	33	11	10	85	33	24	6	12	75		
8:10 to 8:15						40	22	6	10	78	27	34	6	6	73	35	26	9	12	82	32	27	10	15	84	34	50	3	18	105	35	31	7	14	87		
8:15 to 8:20	35	15	7	8	65	23	28	13	10	74	14	20	6	13	53	35	17	7	19	78	37	31	11	20	99	34	32	9	13	88	33	25	9	14	81		
8:20 to 8:25	36	18	14	6	74	29	34	11	19	93	16	16	5	11	48	33	26	7	18	84	30	25	6	12	73	28	25	13	16	82	31	26	10	14	81		
8:25 to 8:30	21	33	8	19	81	23	28	11	13	75	27	10	8	10	55	39	26	10	15	90	30	27	10	10	77	23	33	8	16	80	27	29	9	15	81		
8:30 to 8:35	19	28	9	21	77	18	25	5	10	58	10	8	6	7	31	23	33	10	16	82	19	17	5	16	57	27	34	11	13	85	21	27	8	15	72		
8:35 to 8:40	34	29	11	12	86	23	31	4	19	77	14	12	6	6	38	32	31	8	15	86	29	26	7	16	78	36	28	9	13	86	31	29	8	15	83		
8:40 to 8:45	28	25	5	14	72	22	18	11	8	59	The survey was abandoned because the traffic queue became stationary.					34	31	8	10	83	30	22	3	13	68	28	27	10	7	72	28	25	7	10	71		
8:45 to 8:50	35	26	7	6	74	26	23	5	5	59						26	20	7	10	63	24	21	11	13	69	30	30	9	17	86	28	24	8	10	70		
8:50 to 8:55	31	29	7	10	77	39	26	7	10	82						32	20	11	10	73	18	15	14	4	51	29	25	8	8	70	30	23	9	8	71		
8:55 to 9:00	28	28	12	15	83	21	28	10	10	69						35	10	8	11	64	26	28	9	15	78	31	23	8	6	68	28	23	9	11	72		
9:00 to 9:05	21	24	4	11	60	42	23	9	10	84						18	14	7	5	44						29	24	6	5	64	28	21	7	8	63		
9:05 to 9:10	20	19	5	8	52	12	19	3	12	46						17	24	8	8	57						22	26	4	8	60	18	22	5	9	54		
9:10 to 9:15	20	8	8	6	42	21	18	10	9	58						22	17	8	3	50						24	20	3	7	54	22	16	7	6	51		
9:15 to 9:20	15	20	4	5	44	9	6	1	3	19																											
9:20 to 9:25	19	22	5	4	50	10	14	4	6	34																											
9:25 to 9:30	15	15	4	6	40	20	16	5	5	46																											

Normally the section of Church Road through Leckhampton Village works like a string of chicanes with vehicles in one direction waiting for a group of vehicles in the other direction to pass before themselves proceeding. A sudden surge of vehicles could cause both streams to proceed simultaneously and become locked and this maybe what happened. It seems most likely that gridlock would occur at the peaks times between 08:00 and 08:15 and 08:30 to 08:45. A build up of a traffic queue occurred at these times on other survey days, indicated by the shading for the surveys on 27 and 28 September and 1 October. Parents stopping to park and drop off children, and the traffic being held up by children crossing Church Road and Hall Road, could both increase the risk of gridlock in the 08:30 to 08:45 peak. Safety is also now a big concern after a child was hit by a car earlier this year, although fortunately not seriously injured. The Council is planning to do further traffic surveys in the autumn at the Hall Road junction by the school and at the junction with Leckhampton Road in order to try to understand the congestion problems better.

The criteria of preventing gridlock and avoiding accidents both point to the need to avoid any major diversion of vehicles from the A46 onto Leckhampton Lane. The measured pollution levels along Church Road exceed the EU limits in the winter months and this is another reason that one cannot afford to let the traffic increase. Various approaches to improve the problem have been considered, not least by the consortium of developers eager to build on the SD2 and LF sites. But none has been successful.

The problem of Church Road has been discussed recently by the Council with Mark Power of Gloucestershire Highways. Rob Williams, the traffic consultant that the Council has employed to help it in examining the traffic issues, also attended this meeting. Mark Power emphasised the importance of keeping traffic away from Church Road because there is no way to mitigate the problem. The road is narrow and hemmed in by housing and by the scarp of Leckhampton Hill and the AONB.

From table A.3.1 in Annex 3, the travel time from the Leckhampton Lane junction in Shurdington (junction L) to the Moorend Park Road intersection (junction M) is about 13 minutes when the A46 traffic queue is at its maximum length. According to anecdotal taxi-driver comments, this is already enough to cause some drivers to use the Leckhampton Lane / Church Road route to by-pass the A46 queue. In its surveys, the Council has measured the journey time via the Leckhampton Lane - Church Road - Leckhampton Road route from Shurdington to the Bath Road roundabout and to the Moorend Park Road intersection from 07:40 to 09:00. The journey time is 5 to 9 minutes depending on the traffic level in Church Road. This means that if there is no A46 queue at the Moorend Park Road intersection, the journey time is faster via the A46 route. For relatively light traffic when the A46 traffic queue only extends a little beyond Woodlands Road, the A46 route is only a minute or two longer than the route via Church Road. However, if the A46 queue extends as far as Up Hatherley Way, the route via Church Road is typically 6 minutes quicker.

The route via Church Road is longer in distance, but it is well established in traffic modelling that most drivers use a longer distance route if it saves significant travel time. Currently, drivers cannot easily tell in Shurdington how bad the A46 queue will be and whether it would be worth diverting. However, if the queue were regularly bad, as it would be if it regularly extended past the Up Hatherley Way roundabout, the Leckhampton Lane – Church Road route would be reliably shorter and many drivers would divert. On that basis, and using the traffic model in Annex 3, the A46 queue cannot be allowed to lengthen by more than about 0.3 km. This equates to 36 vehicles at 8.2 metre spacing. However, as discussed in Annex 3, the number of vehicles in the queue is likely to increase by around 91 (0.75km) because of the general increase in the traffic levels as the UK economy recovers. This implies that there is no scope for additional housing at Leckhampton even if there is no building at Brockworth.

15. ANNEX 4 LECKHAMPTON WITH WARDEN HILL PARISH AIR QUALITY MONITORING PLAN

Diffusion tube (NO₂) Air pollution monitoring plan for the period August 2018 to July 2019. 22nd June 2018 Peter Frings

LWHPC's objectives from this NO₂ monitoring programme:

- To assess whether there is a risk to the health of residents within the parish, from Nitrogen Dioxide and particulate pollution.
- To establish benchmark data for current levels of air quality in the parish, so that we can subsequently measure and predict the pollution impact of any major new developments, or changes in traffic flows.

Other monitoring plans will focus on 'hot spots' of both particulate and NO₂. This document just covers background monitoring of average levels of NO₂.

LWHPC AQ working group

Parish councillors involved in this work are: Peter Frings (lead); Ian Bickerton; Margaret White; Chris Nelson, Iain Dobie; Tony Oliver.

Monitoring Sites

The following criteria have been used to choose monitoring sites:

1. schools and play areas where children are potentially exposed to air pollution
2. potential traffic hotspots arising from proposed new developments in the parish
3. known existing areas of traffic congestion
4. one example of a quiet rural lane within the parish

10 sites will be monitored, on a monthly basis, starting at the beginning of August 2018, and running initially for a 12 month period.

The sites are:

- 56 Church Road
- Outside Leckhampton Primary School
- Kidnappers Lane/Shurdington Road junction
- Durham Close/Warden Hill Primary School
- Co-op mini roundabout Leckhampton Road
- Junction of Moorend Road/Shurdington Road
- Childrens' play area/shops at Woodlands Road/Salisbury Ave
- Warden Hill Road/ Bournside School
- Pilley Bridge
- Middle of Kidnapper's Lane (our 'quiet rural lane reference point')

Monitoring Methodology

We will use 50%TEA/Acetone diffusion tubes supplied by Gradko, who are the main supplier of diffusion tube monitoring tubes to local authorities in the UK. These are the same tubes as used by Cheltenham Borough Council (CBC); they will be exposed on the same monthly cycle used

by CBC; and will be analysed at the same lab as CBC.

CBC have 3 diffusion tubes co-located at the one reference device on St Georges Road. The average monthly readings from these three co-located tubes are compared to the readings from the reference device, and a bias correction factor derived. This approach is defined and approved by DEFRA, and the reference device is independently managed for CBC by Enviro Technology Services based in Stroud.

By using the same tubes, the same monitoring cycle, and the same lab for analysis, as CBC use, and then applying the bias correction factor determined by Enviro Technology Services, we can be confident that the data from LWHPC's NO2 monitoring programme meets DEFRA's standards.

The precise siting of the tubes will follow DEFRA and Gradko guidance, and with technical input from Ian Bickerton.

Tubes will be swapped out on a monthly basis by Peter Frings, who will also maintain data records from the analysis supplied back by Gradko.

TRAFFIC POLLUTION AT MOOREND PARK ROAD JUNCTION AND ALONG A46

It is not yet certain how serious the pollution is along the A46. Measurements by Cheltenham Borough Council at the Moorend Park Road junction have recently started. The early results show that the nitrogen dioxide pollution levels are above the EU permitted levels. Monitoring at the Kidnappers Lane junction indicates that the pollution levels there are within the EU limit; this is not surprising because the traffic queue lasts less time and the area is more open, with the adjacent fields, so that the pollution is trapped much less than at Moorend Park Road.

If the further survey results show that the pollution levels at Moorend Park Road are consistently above the EU permitted levels, action would have to be taken. The only action that seems possible in this case is to reduce the traffic queue and certainly not allow any development that would increase the duration of the queue.