

APPLICATION FOR OUTLINE PLANNING PERMISSION FOR UP TO 250 DWELLINGS

REPORT OF COMMUNITY ENGAGEMENT

LAND AT OAKLEY FARM, BATTLEDOWN, CHELTENHAM

ON BEHALF OF ROBERT HITCHINS LTD. AND ITS SUCCESSORS IN TITLE TO THE LAND

TOWN & COUNTRY PLANNING ACT 1990 (AS AMENDED) PLANNING AND COMPULSORY PURCHASE ACT 2004

Prepared By: Pegasus Group

Pegasus Group

Pegasus House | Querns Business Centre | Whitworth Road | Cirencester | Gloucestershire | GL7 1RT
T 01285 641717 | **F** 01285 642348 | **W** www.pegasuspg.co.uk

Birmingham | Bracknell | Bristol | Cambridge | Cirencester | East Midlands | Leeds | London | Manchester

Planning | Environmental | Retail | Urban Design | Energy | Landscape Design | Graphic Design | Consultation | Sustainability

CONTENTS:

Page No:

1.	INTRODUCTION	1
2.	PLANNING POLICY FRAMEWORK	2
3.	THE COMMUNITY CONSULTATION PROCESS	4
4.	CONSULTATION RESPONSES	5
5.	SUMMARY AND CONCLUSIONS	27

APPENDICES :

APPENDIX 1 : CONSULTATION FLYER

APPENDIX 2 : FLYER DISTRIBUTION AREA

APPENDIX 3: EXAMPLE LETTER TO ELECTED MEMBERS

APPENDIX 4: INDICATIVE MASTERPLAN

1. INTRODUCTION

- 1.1 This Report of Community Engagement has been prepared by Pegasus Group on behalf of Robert Hitchins Limited and its successors in title to the land, in support of proposals for Planning Permission for residential development for up to 250 dwellings, including infrastructure, vehicular access, open space and landscaping and the demolition of existing buildings/structures on the site on land at Oakley Farm, Battledown, Cheltenham.
- 1.2 Applicants are encouraged to consult the local community in preparing development proposals to provide local people with the opportunity to shape new development in their area. They are also encouraged to engage with Planning Authorities and other stakeholders in pre-application discussions.
- 1.3 This Statement provides a full explanation of the consultation process and is accompanied by appendices, which contain evidence of the consultation process and summarise the outcome of feedback from respondents. The Statement also sets out how those responses have been taken into account in preparing the outline application.
- 1.4 The Consultation process will also assist the Council and other stakeholders in the consideration of the application proposals and may provide a platform to apply appropriate planning conditions and/or Section 106 provisions, should planning permission be granted.
- 1.5 This Statement takes the following form:
- i. Section 2 – considers Planning Policy relating to community engagement;
 - ii. Section 3 – outlines the consultation process and programme undertaken by the applicant;
 - iii. Section 4 – provides a summary of the consultation responses received;
 - iv. Section 5 – provides a summary and conclusions and sets out any changes made to the proposals as a result of the consultation process.

2. PLANNING POLICY FRAMEWORK

2.1 Under Section 18 of the Planning and Compulsory Purchase Act 2004, Local Planning Authorities (LPAs) are required to produce a Statement of Community Involvement (SCI). As part of the SCI, LPAs are required to encourage participation from local community groups when development is proposed.

2.2 The main planning policy references for pre-application consultation relevant to the proposals are:

- The National Planning Policy Framework (NPPF), published February 2019;
- The National Planning Practice Guidance web-based resource, first published 6th March 2014, with updates;
- The Cheltenham Borough Council Statement of Community Involvement (Adopted 21st July 2014).

2.3 The role of pre-application discussions is not to seek to persuade or cajole people into supporting a project or application; rather it is to provide appropriate opportunities and environments within which people can communicate their concerns, or aspirations about the proposed development. Those issues and aspirations are recorded and reported to those who are engaged in designing the development project, or who are directly involved in the decision-making process.

National Planning Policy Framework (NPPF) (February 2019)

2.4 The NPPF sets out the national planning policy for the delivery of sustainable development through the planning system.

2.5 In addressing the need for pre-application consultation, paragraph 39 of the NPPF states:

“Early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. Good quality pre-application discussion enables better coordination between public and private resources and improved outcomes for the community.”

2.6 Furthermore, paragraph 40 states that where they think it would be beneficial, local planning authorities should:

“...encourage any applicants who are not already required to do so by law to engage with the local community and,

where relevant, with statutory and non-statutory consultees, before submitting their applications.”

- 2.7 The applicant is therefore encouraged to provide evidence of how the community have been involved in pre-application discussions concerning the proposed development.

National Planning Practice Guidance (PPG)

- 2.8 The PPG web-based resource further raises the importance of consultation in the planning process, in particular the desire to “front-load” consultation in the form of pre-application discussions.
- 2.9 The PPG outlines in detail the consultation process which Local Authorities must follow during their determination of planning applications. The PPG provides guidance on Consultation and pre-decision matters and sets out the process for efficient and inclusive consultation of planning applications (July 2019).

Cheltenham Borough Council – Statement of Community Involvement (Adopted 21st July 2014)

- 2.10 The first Cheltenham Borough Council’s Statement of Community Involvement (SCI) was adopted in October 2006. A revised version of the document was subsequently adopted in 2014 in accordance with significant changes to the planning system including the introduction of the 2012 Town and County Planning Regulations, the Localism Act 2011 and the National Planning Policy Framework (NPPF) 2012.
- 2.11 The SCI states that

“The Council would like to hear the views of all the community within Cheltenham and also those outside Cheltenham Borough who are affected by the policies and proposals of the Local Plan and planning applications for development within the borough. This SCI sets out the way in which we aim to achieve this.”

- 2.12 The Cheltenham Borough Council also identifies that the pre-application discussions provide developers with guidance prior to the submission of an application with the process helping to identify key issues. Views should be sought from groups on what may be appropriate for a site so that these comments can, wherever possible, be taken on board before the proposals are drawn up; and further views should be sought on the evolving proposals before a planning application is submitted, so that changes can be made in response before submission.

3. THE COMMUNITY CONSULTATION PROCESS

- 3.1 The consultation was concerned with a proposal for outline planning permission for residential development of up to 250 dwellings with associated infrastructure, vehicular access, open space and landscaping on land at Oakley Farm, Battledown, Cheltenham. Vehicular access is proposed from Harp Hill. The development of the site would require the demolition of the existing buildings/structures on the site.
- 3.2 A consultation leaflet was distributed on 21st June 2019 with approximately 1,450 leaflets delivered to households in close proximity to the site. The flyers provided local residents with information about the proposals including the planning policy background and a tear off section was provided to enable residents to express their comments and subsequently post them to the Pegasus Group office. In addition, a dedicated webpage (www.oakleyfarmpegasusgroup.co.uk) was set up to provide an opportunity to obtain further information on the proposal as well as submit comments online.

APPENDIX 1 : CONSULTATION FLYER

APPENDIX 2 : FLYER DISTRIBUTION AREA

- 3.3 Direct emails were sent to local Councillors and Ward members on Thursday 20th June 2019, with electronic copies of the consultation leaflet. Members were subsequently sent copies of the display boards used at the consultation event.

APPENDIX 3: EXAMPLE LETTER TO ELECTED MEMBERS

- 3.4 A dedicated email address (oakleyfarm@pegasuspg.co.uk) was also set up should residents wish to respond to the consultation this way. The website further provided a space to submit the comments.
- 3.5 Pegasus Group received 101 completed comment forms, leaflet reply slips and emails which are summarised in Section 4. All comments that were received (including those received after the 5th July 2019, but prior to submission of the application) have been considered.

4. CONSULTATION RESPONSES

4.1 The aim of the consultation was to provide local residents and stakeholders with the opportunity to comment on the potential new development proposals in their area, to raise any concerns that might otherwise have been missed and to make any further suggestions to improve the layout.

4.2 From the responses received it is apparent that there are mixed views regarding the proposals. The overwhelming proportion of comments related to highway matters, landscape and the principle of the development. Residents raised specific concerns over the anticipated impact of the proposed development upon the potential increase of vehicular movements along Harp Hill and on neighbouring roads. Numerous comments indicated concerns around the principle of the development, stating that the area is protected by the AONB status and any development will result in the loss of greenfield land and have a negative effect on the landscape. Further to that, some comments pointed out the loss of biodiversity and wildlife as the site is home to numerous wildlife species. Some respondents highlighted concerns around the quantum of the development and its impact on the services and amenities in the area. Overall, the main issues were:

- Principle of development;
- Traffic, highways and access;
- Landscape;
- Services and amenities;
- Biodiversity and the Environment.

4.3 The comments have been summarised and analysed, and are set out in the tables below.

4.4 The comments received, that are relevant to the planning application, are arranged to summarise the nature of the comment, and then set out the Applicant's response. It is intended not only to respond to the comments, but to also indicate, where possible, how the application proposals address the comments. These issues are dealt with in brief below and comprehensively through the technical and environmental reports that are submitted in support of the application, including

the Design and Access Statement, Environmental Statement and the Transport Assessment.

Planning	
Consultee Comment	Response
Objection to the proposal on the ground of the impact of the development on the educational facilities locally. Suggestion made to expand a school to a 3 Form Entry to ensure a sufficient capacity.	Impact of the proposed development on the educational facilities in the area is assessed in the Socio- Economic chapter of the Environmental Statement. The document indicates a sufficient capacity across the existing facilities to accommodate growth in the school age population.
The increase of the population from this development cannot be accommodated in this area.	Increased population is analysed in the Socio- Economic chapter of the Environmental Statement. The analysis indicates that the increased population will not have a negative impact on the local facilities and services.
The potential of commercial premises (e.g., cafe / coffee shop) would be welcomed by existing residents who have little in the way of facilities.	The proposal is exclusively residential and responds to the residential nature of the surrounding sites in the area. The proposal is situated within range of commercial facilities including a large Sainsbury's store, pub, Tesco Express and a number of hot food takeaway options.
Concern raised around the impact of the development on the school capacity and local facilities.	Impact of the proposed development on the educational facilities in the area is assessed in the Socio- Economic chapter of the Environmental Statement. The document indicates a sufficient capacity across the existing facilities to accommodate growth in the school age population. The analysis shows that the increased population will not have a negative impact on the local facilities and services.
Concern around the development and 'urbanisation' of a greenfield site and its stimulus towards further growth in the area.	The proposed development is a landscape led scheme. The supporting evidence to the application, in particularly the LVIA and the Design and Access Statement, illustrate how the development can be accommodated in the AONB and at the same time positive benefits are derived from the proposal. These will focus on enhancing the AONB, for example relieving pressures elsewhere in the AONB in a sensitive landscape. At the

	same time, the proposal will deliver much needed housing.
There is an insufficient local provision for doctors and schools for people. This will add yet more problems to schools who can't fit children in.	Impact of the proposed development on the educational and healthcare facilities in the area is assessed in the Socio- Economic chapter of the Environmental Statement. The document indicates a sufficient capacity across the existing facilities to accommodate growth in the school age population. It also indicates a healthy provision of GPs in the area.
Concerns raised around lack of community space in the area.	There is a number of community space facilities within a short distance from the site including the Cornerstone Centre and Oakley Community Resource Centre.
What is the affordable housing provision as a part of this development?	The proposal will comprise of 40% of affordable housing. This is a policy compliant provision under the adopted Cheltenham, Gloucester, Tewkesbury Joint Core Strategy 2017.
Remarks made around the importance of the provision of doctors' surgery and potential provision of one on site to add a significant local value.	Impact of the proposed development on the educational and healthcare facilities in the area is assessed in the Socio- Economic chapter of the Environmental Statement. The document indicates a sufficient capacity across the existing facilities to accommodate growth in the school age population. It also indicates a healthy provision of GPs in the area.
The proposal is excessive for the size plot of land.	The proposed development provides a significant proportion of the site for Landscaping and Open Space. The residential element will be of an appropriate scale and density to reflect the existing local residential infrastructure.
Concern raised around the possibility of buying the residential stock for investment purposes.	The proposal will consist of market housing and affordable housing. In terms of the purchase of the market housing – it is not within the remit to stipulate who the properties are sold to.
Suggestion made to reduce a number of dwellings to 50 units accompanied with flora and fauna.	The proposed development provides a significant proportion of the site for Landscaping and Open Space. It also establishes a substantial and clear boundary between Open Space and Housing from the South.

<p>Has there been any study on potential access to, and impact on, schooling and medical facilities for the expected number of new residents to the area?</p>	<p>Impact of the proposed development on the educational and healthcare facilities in the area is assessed in the Socio- Economic chapter of the Environmental Statement. The document indicates a sufficient capacity across the existing facilities to accommodate growth in the school age population. It also indicates a healthy provision of GPs in the area.</p>
<p>The houses are not required to fulfil the local plan, to the extent that additional housing is justified, there are alternative sites available that do not have the special AONB status.</p>	<p>The proposal will contribute towards achieving the overall housing targets in the borough; 40% of the scheme will be affordable housing.</p>
<p>The map fails to recognise the established public rights on this site. Hence some of the 'potential footpath links' are extant and due process would be required to make any change to them. Changes to these would be objectionable.</p>	<p>The map attached in the public consultation flyer is for the indicative purposes. A more detailed plan will be submitted as part of the planning application.</p>
<p>The proposal represents too much infilling and this will irrevocably change the character and setting of this area for ever.</p>	<p>The proposed development provides a significant proportion of the site for Landscaping and Open Space. It also establishes a substantial and clear boundary between Open Space and Housing from the South. The development aims minimise its impact on the local setting and character of the area while providing much needed market and affordable housing.</p>
<p>The proposal is not a part of the Local Plan and as part of a strategic housing approach, should not be going ahead.</p>	<p>The proposal will contribute towards achieving the overall housing targets in the borough; 40% of the scheme will be affordable housing.</p>
<p>The proposed development will have a negative impact on the value of existing homes and further loss of green areas.</p>	<p>A significant proportion of the land will remain as an open space with associated landscaping. The boundary between open space and housing from the Southern part of the site will be maintained.</p>
<p>This area currently has insufficient secondary school places.</p>	<p>Impact of the proposed development on the educational facilities in the area is assessed in the Socio- Economic chapter of the Environmental Statement. The document indicates a sufficient capacity across the existing facilities to accommodate growth in the school age population.</p>
<p>Has a study been done on the availability of GP places for the inhabitants of this estate?</p>	<p>The analysis of the availability of GP places has been conducted as a part of Socio- Economic Chapter in the Environmental Statement. The analysis indicates a sufficient capacity</p>

	<p>across the existing GP facilities to accommodate the development.</p>
<p>The proposed site is below the threshold for developer contribution to services but the area of land available for future development is much greater. There needs to be absolute clarity regarding the future size of developments which may follow this application.</p>	<p>Developer contributions is a matter that will be discussed with the Borough Council.</p> <p>The Borough Council have adopted Community Infrastructure Levy (CIL) CIL sits alongside the current Section 106 regime rather than directly replacing it with regulations in place to ensure that there is a distinction between the two systems and that they do not overlap.</p> <p>Specific infrastructure projects will therefore still be funded through Section 106 planning agreements, where these are directly related to a proposed development and are needed to make individual planning applications acceptable in planning terms.</p>
<p>There is no suggested boundary between the housing estates to the North, and the proposed site. People did not move to this wonderful area of the country to be surrounded by sardine-packed houses.</p>	<p>The proposed Concept Plan presented in the public consultation leaflet is for illustrative purposes only. Detailed plans indicating site's boundaries will be provided as a part of the proposal.</p>
<p>The whole site is located within the designated Cotswolds AONB. This is afforded the highest level of protection in planning policy terms and the NPPF Para 172 states that "Great weight should be given to conserving and enhancing landscape of scenic beauty, in national parks, the Broads and AONB, which have the highest status of protection." Para 172 further states "The scale and extent of development within these designated areas should be limited. Planning permission should be refused for major development other than in exceptional circumstances."</p> <p>Exceptional circumstances are not applicable in this case and given the major nature of the development proposed, it is considered that the principle of development on this sensitive site is contrary to national planning policy and should not go ahead.</p>	<p>The Planning Statement outlines the case for development in so far as exceptional circumstances exist. There is a housing land supply shortfall and the development is in the public interest in terms of meeting housing need. The document to support the planning application will address current policy. As a result of the development there will be:</p> <ul style="list-style-type: none"> • Potential for new public access where none is presently available • Potential for conservation restoration of the areas retained as public open space • Potential for meaningful new green infrastructure which both contains and screens new and existing development from the land to the south whilst providing new recreational and ecological resources. <p>In addition the openness of the higher land to protect landscape character will be maintained.</p>

<p>The site does not appear to have capacity to support 250 dwellings and as such I would also object on the basis of overdevelopment.</p>	<p>The proposed development provides a significant proportion of the site for Landscaping and Open Space. The proposed residential element will be of scale and character to the area and reflect the policy guidance on density. It is expected that the proposal will be accommodated on the site while maintaining a good amount of open space and landscaping.</p>
<p>Traffic, Highways and Access</p>	
<p>Consultee Comment</p>	<p>Response</p>
<p>The road system in the area cannot cope with the amount of traffic now, let alone with the possibility of 68 houses being built on the most unsuitable site behind St Edwards School, creating another possible 136 cars and with another 250 households another 500 cars. The whole place will be gridlocked. It is no use saying people will use public transport or cycle, they do not. Harp Hill is not suitable for such an increase in traffic, nor is Greenway Lane. NB it is meant to be a lane, not a highway. Harp Hill with a steep incline and dangerous bends, is lethal in wet and icy weather.</p>	<p>The local highway network, including Harp Hill and Greenway Lane, will be assessed as part of the Transport Assessment. This will include analysis of historic collision records to identify any existing highway safety issues. Trip generation from the proposed development will be estimated using an industry standard methodology; the details of which will be included within the Transport Assessment. The impact of the proposed development on the local highway network will be assessed in the Transport Assessment.</p>
<p>Harp Hill cannot handle any more traffic in its current state. It is already bordering on dangerous at certain points. This is the very reason that the Harp hill access to the current Eden Villas development was restricted to 40 dwellings only.</p>	<p>The Transport Assessment will review the local highway network, including Harp Hill, and this will include analysis of historic collision records to identify any existing highway safety issues.</p>
<p>Harp hill is already very over used and narrow. Would not enhance the area.</p>	<p>The existing transport conditions along Harp Hill will be assessed as part of the Transport Assessment.</p>
<p>To support the existing community this proposal should address access to the Oakley Grange residential site. Currently all access is via Redmarley Road and is unsustainable. If this development offered road access to Brockweir Road then this would significantly relieve traffic and access issues.</p>	<p>The Transport Assessment will identify the most appropriate location(s) for access to serve the proposed development having regard to the surrounding highway network and the context of the site. The main vehicular access is proposed from Harp Hill.</p>
<p>Harp Hill cannot take more traffic, 5 more being built at this time, with another 12 planned at Cromwell Court. 250 more at Oakley Farm, exiting again on Harp Hill.</p>	<p>The impact on the local highway network, including Harp Hill, will be assessed as part of the Transport Assessment. The assessment will take into account the traffic generation from committed developments as well as the estimated trips from the proposed development.</p>
<p>Concerns about the number of houses on such a small site with one access point.</p>	<p>The Transport Assessment will identify the most appropriate location(s) for access to serve the proposed</p>

	development having regard to the surrounding highway network and the context of the site. The main vehicular access is proposed from Harp Hill.
The increase in traffic on Harp Hill is a concern. Traffic calming would need to be considered.	The impact of the proposed development on the local highway network will be assessed in the Transport Assessment. If deemed necessary, the TA will consider appropriate mitigation measures.
The road infrastructure requires an outer relief road or ring road around the North and West of Charlton Kings.	The Transport Assessment will assess the impact of the proposed development on the local highway network. If deemed necessary, the TA will consider appropriate mitigation measures, relevant to the development.
The volume of traffic on Harp Hill when previous building was taking place was almost unbearable. With the new building the large works vehicles and then the residents' cars will make a small road with congestion at its base impossible to live with.	A Construction Traffic Management Plan will be produced to help mitigate the impact of construction traffic. This plan will detail routes for heavy vehicle movements, the scheduling of deliveries, and the times which heavy vehicles will be accessing the site. The impact of the proposed development on the local highway network, including Harp Hill, will be assessed as part of the Transport Assessment. The assessment will take into account the traffic generation from committed developments as well as the estimated trips from the proposed development. Trip generation will be calculated using an industry standard methodology and presented within the Transport Assessment.
Road access is an issue. The 2 mini roundabouts are already a bottleneck and it can be dangerous coming down from Harp Hill to this point as it is a blind turn. This would increase traffic and pollution. There must be no road access to the new builds on the GCHQ site – it is already overcrowded and a danger.	The existing transport conditions and historic collision records at the B4075 Priors Road / Harp Hill / Hewlett Road double roundabouts will be assessed as part of the Transport Assessment. The Transport Assessment will identify the most appropriate location(s) for access to serve the proposed development having regard to the surrounding highway network and the context of the site. The main vehicular access is proposed from Harp Hill.
Any turning onto Harp Hill will create a danger for cyclists descending.	The proposed site access arrangements will be subject to Road Safety Audit throughout the planning, design and construction process. The audits will take into account all road users, particularly vulnerable users such as pedestrians and pedal cyclists.

<p>Is there a sufficient provision of car parking spaces considered as a part of this proposal?</p>	<p>This is an outline planning application. Car parking will be provided in accordance with the relevant local authority's adopted standards at the time of the reserved matters application(s).</p>
<p>Access point to the estate, via Harp Hill, is completely unacceptable because: Harp Hill/Greenway Lane has become an ever busier "rat run" because of the new builds in the Charlton Kings area: cars at rush hours circumvent the traffic lights at Holy Apostles and Hales Road and the introduction of a mini roundabout at the bottom of Harp Hill replacing the 'T' junction has eased the traffic flow but added to the numbers. Greenway Lane is a narrow country lane with no pavements and is unsuitable for high traffic levels even given the chicanes. Incidentally the current state of the road is terrible, you cannot avoid the potholes, you just grit your teeth and drive over them. Vehicles travel up and down Harp Hill at great speed, the illuminated '30' sign is ignored. Representations to the Town Council over several years have not resulted in any safety measures, the access proposed would lead to an increased chance of accidents due to excessive speed.</p>	<p>The existing transport conditions on Harp Hill and Greenway Lane, including historic collision records, will be assessed as part of the Transport Assessment. The proposed site access arrangements will be subject to Road Safety Audit throughout the planning, design and construction process.</p>
<p>Looking at your map it would appear that access through the estate behind "Sainsburys" would be feasible.</p>	<p>The Transport Assessment will identify the most appropriate location(s) for access to serve the proposed development having regard to the surrounding highway network and the context of the site. The main vehicular access is proposed from Harp Hill.</p>
<p>The extra volume of traffic will no doubt result in a fatality.</p>	<p>Historic collision records will be analysed as part of the Transport Assessment, to identify any existing highway safety issues. The impact of the proposed development on the local highway network will be assessed as part of the Transport Assessment. The proposed site access arrangements will be subject to Road Safety Audit.</p>
<p>Harp Hill is steep, narrow, prone to run off from rain, and latterly has become a rat run from 6 ways in Charlton Kings. Cars regularly/constantly drive at excessive speed both up and down Harp Hill. A proposed new priority road entering from Oakley development would:</p> <ul style="list-style-type: none"> - Increase in overall traffic, domestic, service etc 	<p>The existing transport conditions on Harp Hill, including vehicle speeds, will be assessed in the Transport Assessment. The proposed site access arrangements will be subject to Road Safety Audit throughout the planning, design and construction process. The audits will take into account all road</p>

<ul style="list-style-type: none"> - Result in a very difficult right turn into the estate - Incommodious terrain - Very hazardous for pedestrians owing to speed and turning vehicles - The area required and design of access road does not fit with the intended 'landscape enhancement' detailed in the publicity; instead it will be a blot on the hillside visible from all around. 	<p>users, particularly vulnerable users such as pedestrians and pedal cyclists.</p>
<p>The roads into the development will not be able to cope with the increased traffic levels (250 houses – 500 cars) & there is no scope to widen the roads. Harp Hill and Greenway Lane are already in a dangerous site with potholes so deep that there is a risk to safety due to swerving cars.</p>	<p>The existing transport conditions on Harp Hill and Greenway Lane, including historic collision records, will be assessed as part of the Transport Assessment.</p>
<p>Suggestion made to provide a double yellow line all of Hewlett Road and Stop delivery lorries offloading at the Tesco and Bargain Goods.</p>	<p>The Transport Assessment will assess the impact of the proposed development on the local highway network. If deemed necessary, the TA will consider appropriate mitigation measures, relevant to the development.</p>
<p>Concern raised around Short- and Long-term impact of the development on the existing road and its users.</p>	<p>A Construction Traffic Management Plan will be produced to help mitigate the impact of construction traffic associated with the proposed development in the short term. The Transport Assessment will assess the long term impact of the proposed development on the local highway network. If deemed necessary, the TA will consider appropriate mitigation measures, relevant to the development.</p>
<p>Concern around the environmental impact on increase of vehicles.</p>	<p>The environmental impact will be assessed in the Noise and Air Quality assessments.</p>
<p>Volume of traffic on Harp Hill already a bottleneck, with access from the bottom already being an issue.</p>	<p>The existing transport conditions on Harp Hill will be assessed as part of the Transport Assessment. The B4075 Priors Road / Harp Hill / Hewlett Road double roundabouts will also be assessed within the Transport Assessment.</p>
<p>Our objections are primarily about access to the proposed building site: - The road is narrow and already used heavily especially at rush hour times. It is also used by cyclists, pedestrians and horse-riders as well as cars/lorry drivers. More and more large vehicles use this road – delivery, building, moving and are getting larger.</p>	<p>The existing transport conditions on Harp Hill, including historic collision records, will be assessed as part of the Transport Assessment. The proposed site access arrangements will be subject to Road Safety Audit throughout the planning, design and construction process. The</p>

<p>The road also has a heavily used pub, a children’s centre, and at the other end Cleeve Common and the Cotswold Way. The traffic has increased since GCHQ moved, and as there are several blind corners, it is dangerous as it is.</p>	<p>audits will take into account all road users, particularly vulnerable users.</p>
<p>The additional traffic will be heavy and as so many people use the internet for home delivery. Therefore, it will not just be cars but also vans and delivery vehicles. The road is bad enough as it is, without any extra burden.</p>	<p>The impact of the proposed development on the local highway network, including Harp Hill, will be assessed as part of the Transport Assessment. The assessment will take into account the traffic generation from committed developments as well as the estimated trips from the proposed development. Trip generation will be calculated using an industry standard methodology and presented within the Transport Assessment.</p>
<p>Harp Hill simply cannot take the amount of traffic this intended estate would generate. The road already struggles with the volume of traffic and parking. It is horrendous trying to get out of the junction at the bottom of the hill already, especially at peak times.</p>	<p>The existing transport conditions on Harp Hill will be assessed as part of the Transport Assessment. The B4075 Priors Road / Harp Hill / Hewlett Road double roundabouts will also be assessed within the Transport Assessment.</p>
<p>Please ensure that this development is fully integrated into neighbouring developments with high quality walking and cycling infrastructure.</p>	<p>It is proposed that the existing farm track from Priors Road will be upgraded to a shared footway/cycleway creating a safe and attractive route to/from the development for trips on foot and by bicycle.</p>
<p>Concern raised around the increase in traffic using Harp Hill and the surrounding area.</p>	<p>The impact of the proposed development on the local highway network, including Harp Hill, will be assessed as part of the Transport Assessment.</p>
<p>Coming down Harp Hill is dangerous at present as there are no adequate pavements for walking. The additional traffic would be horrendous.</p>	<p>The existing transport conditions on Harp Hill will be assessed as part of the Transport Assessment. The impact of the proposed development on the local highway network, including Harp Hill, will be assessed as part of the Transport Assessment. It is proposed that the existing farm track from Priors Road will be upgraded to a shared footway/cycleway creating a safe and attractive route to/from the development for trips on foot and by bicycle.</p>
<p>Future residents of the proposal will also be using the Sainsbury’s shop and garage, putting a further strain on the Junction at Redmarley Way. These areas of road are dreadful during school runs and peak times. There have already been accidents at this junction and more traffic won’t help.</p>	<p>The local highway network will be assessed as part of the Transport Assessment. This will include analysis of historic collision records, to identify any existing highway safety issues.</p>

<p>The proposal indicates road access from a single point on Harp Hill. Traffic volume on this road has already increased recently due to development of the former GCHQ site so existing congestion will be exacerbated. This will also no doubt increase the deterioration of an already poor road surface.</p>	<p>The impact of the proposed development on the local highway network, including Harp Hill, will be assessed as part of the Transport Assessment.</p>
<p>Are there any plans to provide vehicle access from the Battledown Park Estate?</p>	<p>The Transport Assessment will identify the most appropriate location(s) for access to serve the proposed development having regard to the surrounding highway network and the context of the site. The main vehicular access is proposed from Harp Hill.</p>
<p>If the intention is to use the farm track on to Priors Road this will not be easy or safe for pedestrians using the pavement.</p>	<p>The main vehicular access is proposed from Harp Hill. It is proposed that the existing farm track from Priors Road will be upgraded to a shared footway/cycleway creating a safe and attractive route to/from the development for trips on foot and by bicycle.</p>
<p>Harp Hill is already badly vehicle-clogged in its lower reaches. Speeding on Harp Hill will only get even more dangerous. The roundabout at Priors Road is already very hazardous.</p>	<p>The existing transport conditions on Harp Hill will be assessed as part of the Transport Assessment, including historic collision records, to identify any existing highway safety issues. The B4075 Priors Road / Harp Hill / Hewlett Road double roundabouts will also be assessed within the Transport Assessment.</p>
<p>250 new homes will mean 400+ cars using Harp Hill and Greenway Lane and there is already far too many cars using them now.</p>	<p>The impact of the proposed development on the local highway network, including Harp Hill and Greenway Lane, will be assessed as part of the Transport Assessment.</p>
<p>Traffic races up and down now, so the building of yet more houses here will be catastrophic. At the top of Harp Hill there is at the moment hardly any pedestrian network. Overhanging trees obscure half the pavement where the road is narrow and dangerous</p>	<p>The existing transport conditions on Harp Hill will be assessed as part of the Transport Assessment, including vehicle speeds and historic collision records, to identify any existing highway safety issues. It is proposed that the existing farm track from Priors Road will be upgraded to a shared footway/cycleway creating a safe and attractive route to/from the development for trips on foot and by bicycle.</p>
<p>Harp Hill acts as a link road between the A40 at Charlton Kings and the Town Centre and is already used as a rat-run, with morning and evening peaks in both directions. At weekends (lunchtime and evening) there are often parked cars on both sides of the road (overflow from the Hewlett Arms car park) and especially if there are special events e.g. at bank holidays, funeral wakes, and parties. This</p>	<p>The existing transport conditions on Harp Hill will be assessed as part of the Transport Assessment, including vehicle speeds and historic collision records, to identify any existing highway safety issues. The impact of the proposed development on the local highway</p>

<p>part of Harp Hill often gets congested as well with private contractor's vehicles. Indicated speed signs together with the "slow" signs on the road are often ignored in both directions and oncoming vehicles use the middle of the road. Harp Hill cannot safely bear the extra traffic which the proposal will generate.</p>	<p>network, including Harp Hill, will be assessed as part of the Transport Assessment.</p>
<p>The local road network around the site is wholly inappropriate for a housing estate to be built. The easterly direction from Harp Hill takes the road either to Greenway Lane (a very small and narrow country lane), or up towards Harp Hill (another small narrow country lane), neither of which can support any increase in traffic.</p>	<p>The existing transport conditions on the local highway network, including Harp Hill and Greenway Lane, will be assessed as part of the Transport Assessment. The impact of the proposed development on the local highway network, including Harp Hill and Greenway Lane, will be assessed in the Transport Assessment.</p>
<p>There will be too much traffic entering Harp Hill and the surrounding area. At present the traffic speeds up and down Harp Hill, in excess of the speed limit and this will just get worse.</p>	<p>The existing transport conditions on Harp Hill, including vehicle speeds, will be assessed in the Transport Assessment. The impact of the proposed development on the local highway network, including Harp Hill, will be assessed in the Transport Assessment.</p>
<p>The proposed number of 250 dwellings appears excessive. Although Harp Hill often has little traffic at peak times it is often heavily trafficked. Substantial additions to the traffic load at these times would be undesirable. Additionally, the absence of footways in the area of the proposed vehicular access already makes this roadway hazardous for pedestrians.</p>	<p>The existing transport conditions on Harp Hill will be assessed as part of the Transport Assessment, including vehicle speeds and historic collision records, to identify any existing highway safety issues. It is proposed that the existing farm track from Priors Road will be upgraded to a shared footway/cycleway creating a safe and attractive route to/from the development for trips on foot and by bicycle.</p>
<p>Whilst I have no overriding objection to the development in principle, I feel that the additional traffic on Harp Hill will make this road horrendous.</p>	<p>The impact of the proposed development on the local highway network, including Harp Hill, will be assessed in the Transport Assessment.</p>
<p>Remarks made around a need to implement double yellow lines on both sides of Harp hill in order to ease the traffic.</p>	<p>The existing transport conditions on Harp Hill will be assessed as part of the Transport Assessment. The impact of the proposed development on the local highway network, including Harp Hill, will be assessed in the Transport Assessment. If deemed necessary, the TA will consider appropriate mitigation measures, relevant to the development.</p>
<p>Harp Hill cannot take any more traffic; it is only a matter of time before we have a serious accident.</p>	<p>The existing transport conditions on Harp Hill will be assessed as part of the Transport Assessment, and this will</p>

	<p>include analysis of historic collision records to identify any existing highway safety issues. The proposed site access arrangements will be subject to Road Safety Audit.</p>
<p>The proposed access is dangerous. The flow of traffic and speed would make it unsafe. Typical speeds are anything from 40 to 70mph. The last 4 years of construction traffic from the Oakley development had an impact on the existing residents due to the level of earthmoving traffic.</p>	<p>The existing transport conditions on Harp Hill will be assessed as part of the Transport Assessment, including vehicle speeds and analysis of historic collision records, to identify any existing highway safety issues. The proposed site access arrangements will be subject to Road Safety Audit. A Construction Traffic Management Plan will be produced to help mitigate the impact of construction traffic.</p>
<p>The Harp Hill road is already overloaded from the previous GCHQ site developments, the road itself is nearly impossible to travel along on weekdays and the weight load of construction lorries shake foundations.</p>	<p>The existing transport conditions on Harp Hill will be assessed as part of the Transport Assessment. The impact of the proposed development on the local highway network, including Harp Hill, will be assessed in the Transport Assessment. A Construction Traffic Management Plan will be produced to help mitigate the impact of construction traffic.</p>
<p>The proposed development at Oakley Farm will only lead to further congestion.</p>	<p>The impact of the proposed development on the local highway network will be assessed in the Transport Assessment.</p>
<p>Concern raised over the farm track/public footpath that runs from Priors Road up to Oakley Farm used for construction traffic and eventually be turned into the road access to the development.</p>	<p>A Construction Traffic Management Plan will be produced to help mitigate the impact of construction traffic. The main vehicular access is proposed from Harp Hill. It is proposed that the existing farm track from Priors Road will be upgraded to a shared footway/cycleway creating a safe and attractive route to/from the development for trips on foot and by bicycle.</p>
<p>Harp Hill is already massively abused in terms of speed, behaviour and HGV usage. 80-90% of all traffic is using the road as a cut to/from the A40 London Rd to avoid the already congested junctions of Sixways, London Rd/Cirencester Rd, London Road/Hales Road. Furthermore the 'school run' for St Edwards, Balcarras, and Glenfall are all very much on Harp Hill and surrounding roads (Mill Lane, Greeway Lane). This has been further worsened by the construction traffic for Phase 2 & 3 of Oakley. Why is the access not recommended via Priors Road?</p>	<p>The existing transport conditions on Harp Hill will be assessed as part of the Transport Assessment, including vehicle speeds. A Construction Traffic Management Plan will be produced to help mitigate the impact of construction traffic. It is proposed that the existing farm track from Priors Road will be upgraded to a shared footway/cycleway creating a safe and attractive route to/from the</p>

	development for trips on foot and by bicycle.
Concern around the additional car traffic on Harp Hill, with the road already being a very difficult route with a lot of traffic.	The impact of the proposed development on the local highway network, including Harp Hill, will be assessed in the Transport Assessment.
The road suffers hugely from speeding. Both up and down. The 30mph warning signs are set off by 70-80% of all vehicles using the road as a cut through and at night it's not unusual to see 50-70mph activity. A junction at the brow of the hill (on an incline for joining vehicles) will need ample speed restriction measures to allow vehicles to safely join the carriageway. What measures will be considered to control the speed?	The existing transport conditions on Harp Hill will be assessed as part of the Transport Assessment, including vehicle speeds. The proposed site access arrangements will be subject to Road Safety Audit.
Concern raised over poor quality of Harp Hill. The road has large pot holes, damaged/crumbling surface, blocked road drains and is eroded. There is no maintenance put in place.	The existing transport conditions on Harp Hill will be assessed as part of the Transport Assessment. Harp Hill is public highway, the maintenance of which is the responsibility of the local transport authority.
What provision will be for pedestrians and cyclists?	It is proposed that the existing farm track from Priors Road will be upgraded to a shared footway/cycleway creating a safe and attractive route to/from the development for trips on foot and by bicycle.
Harp Hill road is already broken, and dangerous, increased traffic will further deteriorate the problem.	The existing transport conditions on Harp Hill will be assessed as part of the Transport Assessment, including analysis of historic collision records to identify any existing highway safety issues. The impact of the proposed development on the local highway network, including Harp Hill, will be assessed in the Transport Assessment.
Concern around an insufficient provision to the people using buggies, wheelchairs and those in need for an assistance to get around those steep lanes.	It is proposed that the existing farm track from Priors Road will be upgraded to a shared footway/cycleway creating a safe and attractive route to/from the development for trips on foot and by bicycle, including people with buggies and wheelchair users. The topography along the farm track is more conducive to walking and cycling trips than Harp Hill.
The proposed access location appears to be located on the highest most prominent position on Harp Hill. This road is narrow and without any pedestrian footway at this point and the road network to the east consists of only minor rural lanes, many of which are single car width. The existing road network will therefore be able to support the	The proposed site access arrangements will be subject to Road Safety Audit throughout the planning, design and construction process. The audits will take into account all road users, particularly vulnerable users such as pedestrians and pedal cyclists.

<p>additional traffic movements from 250 homes. Pedestrian footway will also likely be required resulting in the loss of mature hedgerow along the site's boundary with Harp Hill.</p>	<p>It is proposed that the existing farm track from Priors Road will be upgraded to a shared footway/cycleway creating a safe and attractive route to/from the development for trips on foot and by bicycle. The topography along the farm track is more conducive to walking and cycling trips than Harp Hill.</p>
<p>It's not going to encourage people out of their cars and travelling in active, non-polluting ways.</p>	<p>A Travel Plan will be prepared, which will aim to encourage walking, cycling and public transport use, and to reduce traffic generation, from the development.</p> <p>It is proposed that the existing farm track from Priors Road will be upgraded to a shared footway/cycleway creating a safe and attractive route to/from the development for trips on foot and by bicycle.</p>
<p>Is there any plan to improve public transport in the area?</p>	<p>The existing transport conditions, including public transport provision in the local area, will be assessed as part of the Transport Assessment.</p> <p>A Travel Plan will be prepared, which will aim to encourage walking, cycling and public transport use, and to reduce traffic generation, from the development.</p>
<p>Landscape</p>	
<p>Consultee Comment</p>	<p>Response</p>
<p>I don't believe it is right to build houses on the AONB. The area is the last green remnant of countryside in the wider area, which has seen much piecemeal development in recent years.</p>	<p>Although national planning policy does put great weight on conserving the landscape character and scenic beauty of AONB's it does not prevent development. The land forms a small part of a wider landscape area with only the parts already influenced by existing settlement features being considered for development.</p>
<p>The development of this side would be extremely detrimental to the surrounding area, it is a site of an AONB and should be conserved as such.</p>	<p>The development will require an Environmental Impact Assessment which includes a chapter on assessing landscape and visual impacts.</p>
<p>Much of the landscaping shown on your diagram puts too much consideration along the Harp Hill area, where few houses overlook the farm. However, the people of Pillowell Close and surrounding houses do look over the farm and would like some consideration put into landscaping the lower end of the farm, to avoid a situation present at Battledown Estate where houses look across into each other's windows and gardens.</p>	<p>This is noted. The reason the wider open space is proposed adjoining Harp Hill is because the landscape is more potentially visible in views from within the AONB. Mitigation planting including tree and hedge planting and retention of open space and existing trees will also be incorporated along the margins with Pillowell Close to conserve visual amenity.</p>

<p>Suggestion made to retain a wall and fence to hold back the bank, keeping some sort of hedgerow similar to the one in place at present via the footpath link from the North West of the site.</p>	<p>At present the proposals are schematic and without detail but opportunities will be taken throughout to conserve existing hedgerow particularly adjoining boundaries.</p>
<p>Remarks made around preserving and maintaining a small strip of woodland South of Brockweir Road along the Northern boundary of the site, what will also keep a more countrified view from the Battledown Estate perspective.</p>	<p>Most of the site trees are protected by Tree Preservation order so will be retained. Where existing vegetation is poor in quality along boundaries it is likely to either be restored or removed and replaced with new native hedge and tree planting.</p>
<p>Object to the proposed building work on the land at Oakley Farm. I live in the new housing estate on the old GCHQ site and overlook the farmland. This gives my property a beautiful outlook from my house as I back onto open grassland and trees.</p>	<p>As noted above existing trees and boundary vegetation are to be retained and where poor or non existent will be supplemented with new native planting to protect visual amenity and rural setting of residents within the Oakley residential area generally.</p>
<p>This land should be preserved for the people of Cheltenham and designated as a green recreational area.</p>	<p>The development will provide an opportunity for a large swathe of open land to be made available to the general public where no access is presently available.</p>
<p>As per the study released in 2015 this area of land was designated as Major Landscape Constraint and Low Capacity for built development. The land in question has not changed so the constraints versus the reward remains poor and the designation remains AONB.</p>	<p>The sensitivity study found major constraints with all areas within and adjoining the AONB so does not assist with decision making as to which land is more suitable in terms of limiting effects on landscape character.</p>
<p>The construction of any more than a handful of houses on this site (around the existing farmhouse) will wholly denigrate or destroy the AONB, especially if combined with artificial landscaping.</p>	<p>The development will require an Environmental Impact Assessment which includes a chapter on assessing landscape and visual impacts.</p>
<p>The CBC landscape character and sensitivity assessment identifies the site to have a high visual sensitivity and landscape character sensitivity resulting in a major constraint and therefore as having a low capacity for built development. It is clear in landscape terms at a local level as well as national level that the site has been assessed as being unsuitable for development.</p>	<p>The sensitivity study found major constraints with all areas within and adjoining the AONB so does not assist with decision making as to which land is more suitable in terms of limiting effects on landscape character.</p>
<p>When considering the retention of the field boundaries and mature trees as well as locating land away from the higher more visually sensitive ground, squeezing 250 houses would therefore not be feasible on the limited space available without impacting the wider landscape character and would likely result in significant harm.</p>	<p>At present the proposals are schematic and outline in detail.</p>
<p>The impact of a major new road junction on this prominent location will be extremely difficult to mitigate in landscape and visual terms and would likely result in unacceptable harm.</p>	<p>The effects of a new road junction will be included within the Environmental Statement. Although some loss of hedgerow would be required to</p>

	<p>facilitate access, this access can also provide new views from Harp Hill which presently are not available to road users. A new road access can also provide pedestrian and cycle access to the land giving an option to travel away from the present highway so harm will have to be balanced with potential benefits.</p>
<p>I don't believe it is right to build houses on the AONB. The area is the last green remnant of countryside in the wider area, which has seen much piecemeal development in recent years.</p>	<p>Although national planning policy does put great weight on conserving the landscape character and scenic beauty of AONB's it does not prevent development. The land forms a small part of a wider landscape area with only the parts already influenced by existing settlement features being considered for development.</p>
<p>The development of this side would be extremely detrimental to the surrounding area, it is a site of an AONB and should be conserved as such.</p>	<p>The development will require an Environmental Impact Assessment which includes a chapter on assessing landscape and visual impacts.</p>
<p>Much of the landscaping shown on your diagram puts too much consideration along the Harp Hill area, where few houses overlook the farm. However, the people of Pillowell Close and surrounding houses do look over the farm and would like some consideration put into landscaping the lower end of the farm, to avoid a situation present at Battledown Estate where houses look across into each other's windows and gardens.</p>	<p>This is noted. The reason the wider open space is proposed adjoining Harp Hill is because the landscape is more potentially visible in views from within the AONB. Mitigation planting including tree and hedge planting and retention of open space and existing trees will also be incorporated along the margins with Pillowell Close to conserve visual amenity.</p>
<p>Suggestion made to retain a wall and fence to hold back the bank, keeping some sort of hedgerow similar to the one in place at present via the footpath link from the North West of the site.</p>	<p>At present the proposals are schematic and without detail but opportunities will be taken throughout to conserve existing hedgerow particularly adjoining boundaries.</p>
<p>Remarks made around preserving and maintaining a small strip of woodland South of Brockweir Road along the Northern boundary of the site, what will also keep a more countrified view from the Battledown Estate perspective.</p>	<p>Most of the site trees are protected by Tree Preservation order so will be retained. Where existing vegetation is poor in quality along boundaries it is likely to either be restored or removed and replaced with new native hedge and tree planting. The retention of trees and hedges is conserve views from all settlement areas adjoining.</p>
<p>Object to the proposed building work on the land at Oakley Farm. I live in the new housing estate on the old GCHQ site and overlook the farmland. This gives my property a beautiful outlook from my house as I back onto open grassland and trees.</p>	<p>As noted above existing trees and boundary vegetation are to be retained and where poor or non existent will be supplemented with new native planting to protect visual amenity and rural setting of residents within the Oakley residential area generally.</p>

<p>This land should be preserved for the people of Cheltenham and designated as a green recreational area.</p>	<p>The development will provide an opportunity for a large swathe of open land to be made available to the general public where no access is presently available.</p>
<p>As per the study released in 2015 this area of land was designated as Major Landscape Constraint and Low Capacity for built development. The land in question has not changed so the constraints versus the reward remains poor and the designation remains AONB.</p>	<p>The sensitivity study found major constraints with all areas within and adjoining the AONB so does not assist with decision making as to which land is more suitable in terms of limiting effects on landscape character.</p>
<p>The construction of any more than a handful of houses on this site (around the existing farmhouse) will wholly denigrate or destroy the AONB, especially if combined with artificial landscaping.</p>	<p>The development will require an Environmental Impact Assessment which includes a chapter on assessing landscape and visual impacts. Landscaping will focus on forming a meaningful extension of the existing native green infrastructure to maximise opportunity to conserve landscape character and enhance potential for wildlife habitat</p>
<p>The CBC landscape character and sensitivity assessment identifies the site to have a high visual sensitivity and landscape character sensitivity resulting in a major constraint and therefore as having a low capacity for built development. It is clear in landscape terms at a local level as well as national level that the site has been assessed as being unsuitable for development.</p>	<p>The sensitivity study found major constraints with all areas within and adjoining the AONB so does not assist with decision making as to which land is more suitable in terms of limiting effects on landscape character.</p>
<p>When considering the retention of the field boundaries and mature trees as well as locating land away from the higher more visually sensitive ground, squeezing 250 houses would therefore not be feasible on the limited space available without impacting the wider landscape character and would likely result in significant harm.</p>	<p>At present the proposals are schematic and outline in detail.</p>
<p>The impact of a major new road junction on this prominent location will be extremely difficult to mitigate in landscape and visual terms and would likely result in unacceptable harm.</p>	<p>The effects of a new road junction will be included within the Environmental Statement. Although some loss of hedgerow would be required to facilitate access, this access can also provide new views from Harp Hill which presently are not available to road users. A new road access can also provide pedestrian and cycle access to the land giving an option to travel away from the present highway so harm will have to be balanced with potential benefits.</p>
<p>Biodiversity and the Environment</p>	
<p>Consultee Comment</p>	<p>Response</p>

<p>Concern raised about the impact of the proposed development on a range of species, including the following: robin, greenfinch, chaffinch, goldfinch, bullfinch, house sparrow, magpie, carrion crow, jay, rook, raven, jackdaw, green woodpecker, great spotted woodpecker, nuthatch, dunnoek, wren, heron, blue tit, long-tailed tit, great tit, coal tit, marsh tit, starling, song thrush, mistle thrush, blackbird, fieldfare, redwing, black-headed gull, common gull, lesser black-headed gull, treecreeper, woodpigeon, collared dove, feral pigeon, linnet, chiffchaff, willow warbler, whitethroat, goldcrest, blackcap, pied wagtail, grey wagtail, tawny owl, mallard, lapwing, skylark, yellow hammer, fox, badger, grey squirrel, many nature trees & plants, Insects including butterflies, hoverflies, bees and wasps.</p>	<p>Grey squirrels are an invasive non-native species and are not deemed a notable species in a planning context.</p> <p>Foxes are not deemed a notable species in a planning context.</p> <p>The proposals will include new hedgerow and tree planting that will more than offset any losses and provide new nesting and foraging opportunities for birds. Breeding bird surveys are being undertaken by suitable qualified ecologists. In any event, the majority of bird species mentioned are common and widespread species. However, mitigation will include the protection of nesting birds.</p> <p>The proposals will include the retention of the majority of the mature trees within the site. Any losses of trees and plants will be more than offset through new hedgerow and tree planting.</p> <p>The proposals will include the creation of new areas of species-rich grassland within areas of open space and will maintain foraging opportunities for badgers. Any losses of foraging habitat will be offset through planting of new trees and hedgerows.</p> <p>The proposals will include the creation of new areas of species-rich grassland within areas of open space as well as new hedgerow and tree planting, which will maintain and provide new enhanced habitat for insects including butterflies, hoverflies, bees and wasps.</p>
<p>Concern raised over loss of wildlife as a result of the development on the green spaces.</p>	<p>The proposals will include the creation of new areas of species-rich grassland within areas of open space as well as new hedgerow and tree planting, which will maintain and provide new enhanced habitat for wildlife. In addition, new open spaces will strengthen the existing vegetation on site such that the existing ecological value of the site will be enhanced post-development. In line with the government mandate, the proposals will seek to demonstrate a biodiversity net gain post construction.</p>

<p>The impact of this development would be huge and detrimental to the environment of this area, especially with the wildlife that inhabits the land at present.</p>	<p>See above.</p>
<p>The proposed development will have a negative impact on the badger setts.</p>	<p>Badger surveys have been carried out on site and no active Badger setts have been recorded within the site itself. Badgers may use the development site as foraging habitat, and the proposals will include the creation of new areas of species-rich grassland within areas of open space, which will maintain foraging opportunities for Badgers.</p>
<p>Remarks made around the presence of the bats in the farm buildings, deers, foxes and extensive birdlife in hedgerows and subsequent impact of the proposal on these.</p>	<p>Deer and foxes are not deemed a notable species in a planning context and will not be reliant upon the site in any event.</p> <p>Ecological surveys are currently being carried out. All buildings within the site were subject to extensive internal and external surveys for bats. Buildings and trees with features to potentially support roosting bats will be subject to emergence and re-entry surveys. In addition, bat activity surveys are being carried out along potential bat foraging routes within the site.</p> <p>The proposals will include mitigation for roosting bats with regard to best practice guidelines issued by Natural England, the Joint Nature Conservation Committee and the Bat Conservation Trust.</p> <p>The proposals will include new hedgerow and tree planting that will more than offset any losses and provide new nesting and foraging opportunities for birds. Breeding bird surveys are being undertaken by suitable qualified ecologists.</p>
<p>Concern raised over a decrease of the biodiversity in the area, which may contribute to the overall decline of vital species such as pollinating insects.</p>	<p>The proposals will include the creation of new areas of species-rich grassland within areas of open space as well as new hedgerow and tree planting, which will maintain and provide new enhanced habitat for wildlife. In addition, new open spaces will strengthen the existing vegetation on site such that the existing ecological value and biodiversity of the site will be enhanced post-development. In line with the government mandate, the</p>

	proposals will seek to demonstrate a biodiversity net gain post construction.
Remarks made around the impact of the congestion and further effect on the environment in the area.	Congestion is not ecology related – refer to traffic/air quality
A bat survey is essential. Bats can be seen flying over the gardens of Pillowell Road.	Bat surveys are being carried out. See above.
The proposed green corridors shown at the exhibition are essential and must be guaranteed as part of the development.	Green corridors will be retained / created through the site as part of the proposals.
The existing hedgerows support numerous bird species, and deer and foxes are regularly seen in the field.	See above.
Concern around the impact of the buildings on the wildlife and AONB.	The proposals will include the creation of new areas of species-rich grassland within areas of open space as well as new hedgerow and tree planting, which will maintain and provide new enhanced habitat for wildlife. In addition, new open spaces will strengthen the existing vegetation on site such that the existing ecological value and biodiversity of the site will be enhanced post-development. AONB is not ecology related – refer to landscape
There is a family of Deer who live on that area of land, what will happen to them once the development is completed?	Deer are not deemed a notable species in a planning context and will not be reliant upon the site in any event. In any event, areas of open space will be retained that will provide retained opportunities for wildlife, such as Deer.
The map fails to recognise the existence of any Tree Preservation Order with regards to the site. Attempts to remove any such order would be objectionable.	The proposals will include the retention of the majority of the mature trees within the site. In addition, new hedgerow and tree planting will more than offset any losses. Tree Preservation Orders are an arboricultural concern – see the arboricultural assessment.
Oakley Farm buildings should be retained and would make a good wildlife centre for the community.	From an ecology point of view, the site is not considered of sufficient ecology value to justify provision of a wildlife centre. However, promotion of ecology / education could be implemented and directed at new residents of the development.
Culture, Heritage and Archaeology	
Consultee Comment	Response
Has an archaeological dig from RPS been considered as a part of this proposal?	An archaeological Desk Based Assessment (DBA) and non-ground-intrusive geophysical survey has been carried out for the proposed development site. Subsequently, an

	archaeological trenching evaluation (2% sample + 2% contingency) has been undertaken.
Concerns raised around the proposed location of the footpath access adjacent to the property on Harp Hill, with the site being too close to the gates of individual properties. The boundary wall is now a "listed" building and needs to be protected.	Comment noted. In terms of impact on the significance through setting, this will not increase the impact on the listed wall. Care should however be taken to ensure that there is no physical damage or disturbance to the wall, either during construction or operation. Potential relocation of the footpath might be considered at further stages of the design process.

- 4.5 The responses received following the consultation event have been fully considered as the application proposals have been finalised. The focus of the majority of comments related to the principle of development and highway matters.
- 4.6 The comments raised through public consultation are welcomed and in so far as they are relevant to an outline application are addressed in full through the technical and environmental documents submitted in support of the application.
- 4.7 The comments made on matters of detail are noted and can be taken into consideration during the consideration of detailed design at the reserved matter approval stage.

5. SUMMARY AND CONCLUSIONS

- 5.1 The applicant has undertaken pre-application consultation with the local community as encouraged by Government policy, contained within the NPPF and the PPG, and the Council's Statement of Community Involvement.
- 5.2 The public consultation exercise has allowed local residents and stakeholders to consider the proposals before the planning application has been finalised, and offer suggestions and recommendations to help shape new development in the area, which have been taken into account by the applicant.
- 5.3 It is acknowledged that pre-application consultation will not always change the views of those who wish to object to a development proposal, but it ensures that there is an opportunity to openly review and discuss the proposals with the developers and their consultant team and to help shape new development.
- 5.4 The concerns raised above have been noted and considered and where appropriate addressed through the application and supporting documentation. Some of the comments have related to off-site matters and as such it has not been necessary to make any direct changes to the proposals as a result of the consultation.

APPENDIX 4: INDICATIVE MASTERPLAN

APPENDIX 1

CONSULTATION FLYER

LAND AT OAKLEY FARM, BATTLEDOWN, CHELTENHAM

INTRODUCTION

Pegasus Group is preparing an application for outline planning permission for the development of up to 250 dwellings on Land at Oakley Farm, Battledown, Cheltenham.



SITE LOCATION

WHAT HAPPENS NEXT?

Your views are important to us and we would appreciate if you could take the time to complete a comments form and return using the Freepost tear off section of this leaflet. If you wish you can also comment via our website page at:

www.oakleyfarmpegasusgroup.co.uk

Please send any comments by Friday 5th July 2019. Alternatively, you can email:

oakleyfarm@pegasusgroup.co.uk

All comments received will be carefully reviewed and considered by the development team in the process of finalising the design for the proposed development.

Once finalised a planning application will then be submitted to Cheltenham Borough Council. As a part of the application package we will be preparing a statement summarising the feedback received together with the response to any issues raised.

Once the application has been registered by Cheltenham Borough Council there will be a formal opportunity to comment on the proposals.

PROPOSED SITE

The land is situated on the eastern side of Cheltenham to the north of Harp Hill, around 1.3 miles to the north east of the town centre. The site currently comprises a series of five open fields and the former farmstead of Oakley Farm which is located towards the northern boundary of the site. To the south the site is bound by Harp Hill with residential properties situated along this road. To the west and north the site is bound by residential development. To the east the site is bound by residential development and the underground Hewlett's Reservoir.

SUPPORTING DOCUMENTS

The application will be accompanied by an Environmental Statement including a number of technical documents covering matters such as transport and access, hydrology, flood risk and drainage, landscape and visual impact, heritage and ecology.



JobCode | June 2019
© Copyright Pegasus Planning Group Ltd. © Crown copyright. All rights reserved.
Ordnance Survey Copyright Licence number 100042093
Promap Licence number 100020449.
Prepared by Pegasus Graphic Design

Business Reply Plus
Licence Number
RRYE-KZHU-GLZC



Pegasus Planning Group
Pegasus House
Querns Business Centre
Whitworth Road
Cirencester
GL7 1RT



2



APPENDIX 2

FLYER DISTRIBUTION AREA



Simpson's Fish and Chips

Priors Farm
Playground

Sainsbury's Oakley
Petrol Station

Sainsbury's

BATTLEDOWN

BA075

Cricket Club

Hales Rd

Ham Brook

Glenfall House

BA075

APPENDIX 3

EXAMPLE EMAIL TO ELECTED MEMBERS

P18-0847/SHF

20th June 2019

Councillor Matt Babbage
57 Hewlett Road
Cheltenham
Gloucestershire
GL52 6AD

Dear Cllr Babbage

Town and Country Planning Act 1990
Pre-application Public Consultation – Land at Oakley Farm, Battledown, Cheltenham - Residential development comprising up to 250 dwellings, vehicular and pedestrian access from Harp Hill and associated infrastructure and landscaping.

I am writing to invite you to a pre-application public consultation event that will be taking place on Wednesday 26th June at the Cornerstone Centre, 1 Severn Road, Cheltenham GL52 5QA. The consultation relates to the preparation of an outline planning application for land at Oakley Farm.

At this stage Pegasus Group is seeking the views of local residents on the proposal. The attached leaflet will be delivered to neighbouring addresses on Friday 21st June 2019. Any comments can be submitted to us through the post, by using the dedicated website www.oakleyfarmpegasusgroup.co.uk. or via the following email address oakleyfarm@pegasusgroup.co.uk.

An advert notifying the consultation event has been placed in the local press on 13th June 2019 and will be included again on 20th June 2019.

The private view for Ward and County Councillors will take place between 2:00pm and 3:00pm when members of the consultant team will be on hand to answer any questions you may have on the scheme. The consultation event will be open to members of the public between 3:00pm and 8:00pm in the evening.

I would be grateful if you could confirm receipt of this invitation and RSVP by 5pm on Monday 24th June 2019.

I look forward to meeting you on 26th June.

Yours sincerely,

Sarah Hamilton-Foyn
Senior Director
Sarah.Hamilton-Foyn@pegasusgroup.co.uk

Enc. Consultation Leaflet

APPENDIX 4

INDICATIVE MASTERPLAN



- Key:**
- Existing Public Right of Way
 - Principal Access
 - Pedestrian Access
 - Possible Emergency Access
 - Children's Play Area
 - Existing Trees Retained
 - Existing Hedgerow Retained
 - Proposed Trees
 - Proposed New Native Hedgerows
 - Residential
 - Garages
 - Proposed Indicative Landscaped Drainage Pond
 - Primary Street
 - Secondary Street
 - Re-graded land with new tree planting
 - Proposed Bound Gravel footpaths



Robert Hitchins
The Complete Development Solution

Site Name:
Land off Harp Hill, Battledown

Drawing Title:
Draft Illustrative Masterplan

Drawing Number:
333.P.3.5

Drawn By:
POK

Date:
25.02.2019

Scale:
1:1000@A1

The Manor, Boddington, Cheltenham, Gloucestershire, GL51 0TJ
Tel: 01242 680694
www.robert-hitchins.co.uk