

**Land between Hyde Lane and  
Swindon Lane, Cheltenham**  
Request for EIA screening opinion

Blenheim Strategic Partners LLP &  
Galliard (Cheltenham) Ltd

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## 1 Introduction

- 1.1 This report is submitted to Cheltenham Borough Council (CBC) as a formal screening request as to whether the proposed residential-led development at land between Hyde Lane and Swindon Lane, Cheltenham (see site location in figure 1) constitutes an environmental impact assessment (EIA) development as defined by the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended; hereafter the EIA Regulations). This request is made in accordance with the screening procedures laid out in Part 2 of the EIA Regulations.
- 1.2 This document has been prepared by tor&co, with input from a range of technical consultants (for example with respect to transport and ecology), to provide the necessary information to assist CBC in its consideration of this request. In the preparation of this screening document, we have followed the National Planning Practice Guidance (PPG): Environmental Impact Assessment (updated 2020), which provides guidance on the application of EIA in England. The flow chart from the PPG has been used to structure this report.
- 1.3 It should be noted that the EIA Regulations require all screening opinions to provide reasons behind the authority's decision (Regulation 5(5)(a)), which must be made available as part of the public record (Regulation 28(1)(h)).
- 1.4 The structure of this report is as follows:
- Site description
  - The proposals
  - Application of the screening process to the proposed development
  - Conclusion

## 2 Site description

- 2.1 The circa 40ha greenfield site is located on the northern edge of Cheltenham. The site is currently in agricultural use, comprising two large agricultural fields and four smaller fields, with hedgerow boundaries. The site is considered to be classified as agricultural grade 3a, with a small area of 3b land in the north east<sup>1</sup>.
- 2.2 The site is bisected north to south by over-head electrical lines on pylons. It is also bisected north-west to south-east by a small watercourse and public right of way, which is part of the Cheltenham Circular Route. The site is within a shallow valley, with varied topography across the area. Land immediately north of the southern boundary falls to the north towards the watercourse. To the north of the watercourse, the land rises again, up to the local high point, known as Hunting Butts Ridge. Land adjacent to the stream is relatively flat. There is some localised surface water flooding associated with the central section of the site.
- 2.3 The site's western boundary is formed by the Bristol-Birmingham main rail line, whilst to the south the site is bounded by Swindon Lane, with residential suburbs of Cheltenham beyond both. The north-eastern site boundary runs along Hyde Lane, with a line of properties (predominantly Victorian in age) to

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<sup>1</sup> Predictive Agricultural Land Classification Mapping, Defra

the north of the lane. The south-eastern boundary is adjacent to the disused Honeybourne railway line whilst the north-eastern boundary is formed by the top of the elevated ridgeline of Hunting Butts Ridge.

- 2.4 To the west of the railway line is the village of Swindon, which has a historic core of grade II listed buildings and a grade II\* church (incorporated into a conservation area covering much of the southern half of the village). To the north and west of Swindon Village is the proposed new development of Elms Park, a new neighbourhood to the north west Cheltenham for up to 4,115 new homes, district and local centres, a secondary school and two primary schools, transport links, open space and sports provision (ref 16/0200/OUT, consented May 2025). Further south west of the site is Kingsditch Retail Park.
- 2.5 Further afield to the east is Hunting Butts Farm (150m), the Cheltenham Rugby Football Club is approximately 1.2km to the north east, Cheltenham Racecourse is approximately 500m to the east and the associated heritage railway station (790m north east). The Cotswolds National Landscape lies 2.6km to the east at the closest point.
- 2.6 The registered park and garden (grade II) of Pittville Park is located just within the existing built up area of Cheltenham, approximately 600m to the south east. The Cheltenham town centre is approximately 2km to the south of the site, with a significant cluster of listed buildings. A large swathe of the central area of Cheltenham, from Pittville Park in the north to The Park and Leckhampton on the south of the town, is designated as the central conservation area<sup>2</sup>.

### **3 The proposals**

- 3.1 The proposed development will provide around 750 homes (including affordable homes), with a range of tenure types. In broad terms, the scale and massing is likely to be similar to that of adjacent residential areas.
- 3.2 It is anticipated that the proposal will provide four new access points. Two of which will be for vehicle access from Hyde Lane (likely to be in the form of a roundabout for the northern-most access and a ghost island right-turn lane for the southern-most), both will incorporate pedestrian and cycle access. There will also be two new accesses onto Swindon Lane, one comprising a priority junction for buses, emergency vehicles (utilising a bus gate), cycle and pedestrian access; the second for pedestrian and cycle access only. There will be no general vehicular access onto Swindon Lane.
- 3.3 The site will also provide a significant area of open space (anticipated to be approximately 20ha). The proposed development will seek to retain and enhance the existing field boundaries and provide an enhanced green corridor along the route of the watercourse and footpath. In addition to amenity/play space and informal recreation areas, allotments and/or a community orchard, the site will provide natural green space and deliver in excess of 10% biodiversity net gain.
- 3.4 The new homes will be constructed to an operational net-zero standard and surface water runoff from the scheme will be managed (to requisite greenfield

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<sup>2</sup> Covering around 599ha of most of the Victorian, Edwardian and some later 20<sup>th</sup> century suburbs.

run-off + climate change rates) via sustainable urban drainage features provided on site, ultimately discharging into the watercourse.

- 3.5 Further details of design measures to be incorporated within the scheme to avoid or prevent what might otherwise have been significant adverse effects on the environment are provided in Appendix A. It is envisaged that these measures will be secured by planning condition and/or legal agreement, as appropriate.

## **4 Application of the screening process to the proposed development**

### **Introduction**

- 4.1 The EIA Regulations are applied to certain types of development that may have significant effects on the environment. The Regulations categorise various development types as 'schedule 1' or 'schedule 2' development, with the nature of the proposals, their location, and scale being the determining factors as to whether they are likely to have significant environmental effects.
- 4.2 All schedule 1 developments and some schedule 2 developments, if they are likely to have significant environmental effects, are termed EIA development. Screening is the process of determining if a development should be categorised as EIA development. A planning application for EIA development must be accompanied by an environmental statement (ES).
- 4.3 This development proposal is not of a type described under schedule 1. In the case of schedule 2 development, the location must be examined to determine if the site is in a sensitive area as defined in the EIA Regulations. If the development is in a sensitive area and is likely to have significant effects on the environment, then it is EIA development.
- 4.4 If the development site is not within a sensitive area, the next stage is to assess whether the development proposals exceed or meet any of the applicable thresholds and criteria for that particular type / class of development. These thresholds and criteria relate to the attributes of a type of development (e.g. size of the site, production / output, capacity of a facility). Not exceeding or meeting the thresholds is a strong indication that EIA is not required<sup>(3)</sup>. If the development exceeds or meets any of the applicable thresholds and criteria, then it is termed a schedule 2 development.
- 4.5 The next stage is to assess if it is likely to have significant effects on the environment. If it is concluded that significant effects are likely, then the development is EIA development.
- 4.6 EIA screening guidance provided by the European Commission<sup>(4)</sup> is that, *"people with the qualifications and experience typically found in competent authorities, and by using information that is readily available about the project and its environment"* can carry out this determination process. Any uncertainty

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<sup>3</sup> Regulation 5(7) of the EIA Regulations enables the Secretary of State to direct that a development of a type described in schedule 2 is EIA development even if it does not exceed or meet any of the applicable thresholds and criteria. The local authority or a member of the public is able to make a request to the Secretary of State for such a decision.

<sup>4</sup> Office for official publications of the European Communities, 2017, *Environmental Impact Assessment of Projects: Guidance on Screening*.

arising from a lack of information should point towards a decision that EIA is required.

## **Schedule 2**

- 4.7 The proposed development is of a type described in section 10(b) of schedule 2: Infrastructure projects: Urban development projects.

## **Sensitive areas**

- 4.8 Sensitive areas as defined in the EIA Regulations include:

- Sites of special scientific interest
- National parks
- The Broads
- World heritage sites
- Scheduled monuments
- National landscapes (formerly known as areas of outstanding natural beauty)
- National site network sites
- Ramsar sites

- 4.9 None of these designations have been applied to the site or the nearby area. The site is not located in a 'sensitive area'.

## **Applicable thresholds and criteria**

- 4.10 The EIA Regulations define the applicable thresholds and criteria for the proposed type of development (schedule 2, paragraph 10(b)) as:

- The development includes more than 1ha of urban development which is not dwellinghouse development; or
- The development includes more than 150 dwellings; or
- The overall area of the development exceeds 5ha

- 4.11 The proposal is for around 750 dwellings on a site of circa 40ha, so the threshold is exceeded.

- 4.12 The requirement for EIA therefore rests on whether the proposed development will have significant environmental effects.

## **Potential for significant effects**

### ***Introduction***

- 4.13 Schedule 3 of the EIA Regulations sets out a series of selection criteria to be used in screening schedule 2 developments. These relate to the development's characteristics, the environmental sensitivity of the geographical areas likely to be affected, and the types and characteristics of the potential impacts. The assessment in this section of the potential for the proposed development to lead to significant environmental effects has been informed by these criteria.

- 4.14 In addition, the PPG includes an annex setting out a series of indicative thresholds relating to the size and scale of various types of schedule 2 developments that may result in significant effects on the environment, thus requiring EIA. With relevance to the site and proposals, the guidance states that, for section 10(b) developments, the following should be considered:

Developments proposed for sites that have not previously been intensively developed are more likely to require EIA if:

- i. The site area of the scheme is more than 5ha; or
  - ii. It would provide a total of more than 10,000m<sup>2</sup> of new commercial floorspace; or
  - iii. The development would have significant urbanising effects in a previously non-urbanised area (e.g. a new development of more than 1,000 dwellings).
- 4.15 In addition to the physical scale of such developments, the potential increase in traffic, emissions and noise are noted as key issues to consider.

#### ***Scale of development and types of impact***

- 4.16 The development site has an area of circa 40ha (meeting point (i)), but will provide around 750 dwellings, so falling below the 1,000 dwelling threshold in point (iii). In addition, the scale and massing of the proposed dwellings will be consistent with the existing urban area to the south, north and west. As a result, the proposed development is not considered to have a significant urbanising effect on the area in an EIA context.

#### ***Traffic***

- 4.17 There is currently no vehicle access point into the proposed development site, beyond field/agricultural accesses from both Swindon Lane and Hyde Lane.
- 4.18 It is anticipated that the proposal will provide four new access points, as described above. Appendix B of this EIA screening request provides an initial high-level assessment of the traffic and movement associated with the proposed development<sup>5</sup>.
- 4.19 The site is in a sustainable location on the edge of Cheltenham, with the town centre approximately 2.3km to the south. The nearest convenience store is approximately 400m to the south, on Windyridge Road, and the adjacent Swindon Village has a primary school, village hall and sports facilities. There are existing bus stops on Swindon Lane and on Wymans Lane to the west, providing services to Cheltenham centre, Gloucester, Cirencester, Swindon Village and Bishops Cleeve. Cheltenham Spa railway station is approximately 3.3km to the south, with services between Bristol and Birmingham.
- 4.20 Traffic surveys (undertaken in 2026) have recorded traffic movements of 13,783 AADT (annual average daily traffic) on Hyde Lane and 2,489 AADT on Swindon Lane. Growth factors were then applied to determine baseline flows in 2041. The anticipated vehicle trip generation from the proposed development is estimated at 3,949 daily trips, based on local donor surveys. These trips were

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<sup>5</sup> Rappor Consultants Ltd, April 2026, Land between Hyde Lane and Swindon Lane, Cheltenham: Scoping Note 3: Environmental Impact Assessment Screening

assigned to the immediate network to determine the increases likely to be experienced across the local road network. The highest operational increase in vehicle flow was on Wymans Lane south (16.8%), with most other links assessed experiencing between 10% and 16% increases, but with only 1.1% increase on Swindon Lane - due to the bus gate.

- 4.21 The *Institute of Environmental Management and Assessment (IEMA) Guidelines: Environmental Assessment of Traffic and Movement (2023)* state that traffic flows need to change by 10% (or more) in areas with particularly sensitive receptors (such as schools, hospitals, recreational areas and places of worship) to have the potential for significant effects, and 30% (or more) in other areas. The predicted traffic flows fall well below the 30% threshold and remain below the 10% threshold for sensitive links in most cases. Flows are expected to quickly dissipate across the network, thereby reducing the traffic effect.
- 4.22 A temporary increase in road traffic will be experienced during site preparation and construction phase, principally comprising construction worker/passenger car movements. There will also be an increase in HGV movements during this period. Construction effects are considered to be lower than operational effects and, therefore, not significant. In any event, the construction phase traffic will be controlled as part of a construction traffic management plan (CTMP), which is envisaged to be secured by condition on any planning permission. The CTMP will set out all details in relation to the arrival and departure of construction traffic, including traffic routing.
- 4.23 In summary, Appendix B demonstrates that the proposal will bring forward a sustainable access strategy, with embedded mitigation and sustainable transport improvements. The assessment also shows that the percentage impact on road links is below the normal 30% threshold at which EIA is typically required, and that, on sensitive links, flows are expected to quickly dissipate across the network, thereby reducing the traffic effect to below the 10% threshold for sensitive areas. The conclusion is that potential effects of the proposed development are unlikely to be significant in an EIA context.
- 4.24 The planning application will be supported by a transport assessment to address highways issues (including the relevant junction assessments), in accordance with national and local planning requirements. A travel plan will also be submitted, which will identify opportunities for the effective promotion and delivery of sustainable transport initiatives, such as walking, cycling and public transport.

### **Air quality**

- 4.25 The site is not located within an air quality management area (AQMA).
- 4.26 While there was an AQMA approximately 1.5km to the south of the site, covering a limited area of Poole Way and Swindon Road near to St Paul's<sup>6</sup>, this AQMA was revoked in August 2025. Currently, there are no AQMAs within the CBC area boundary. However, air quality monitoring is undertaken in the borough. The nearest nitrogen dioxide monitoring location is approximately 300m to the south<sup>7</sup> which recorded 12.2 µg/m<sup>3</sup> in 2024, well below the annual

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<sup>6</sup> High Street from junction of Gloucester Road and Tewkesbury Road to junction of Burton Street, Poole Way, Swindon Road from the junction of Poole Way to St Georges Street

<sup>7</sup> Monitoring point 44, 16 Seneca Way (CBC, 2025 Air Quality Annual Status Report, June 2025)

mean objective of  $40 \mu\text{g}/\text{m}^3$ . CBC also monitors particulate matter ( $\text{PM}_{10}$  and  $\text{PM}_{2.5}$ ) at an automatic monitoring station on Gloucester Road. In 2024 levels of  $15.1 \mu\text{g}/\text{m}^3$  and  $8.7 \mu\text{g}/\text{m}^3$ , respectively were recorded, well below the annual mean objective of  $40 \mu\text{g}/\text{m}^3$ . It is therefore considered that the baseline air quality of the site and surrounding area is likely to be good.

- 4.27 No large point source emissions (e.g. combustion plant or industrial installations) have been identified in the vicinity of the site. Road traffic on Swindon Lane and Hyde Lane is considered to be the primary source of existing emissions in the locality.
- 4.28 The movement of materials and personnel to and from a construction site will have associated emissions. However, guidance<sup>8</sup> suggests that an assessment is not required if traffic flows will increase by fewer than 100 HGVs or 500 other vehicles (AADT) outside an AQMA. Although the details of construction traffic are not yet known, the anticipated build-out rate of between 50 and 100 dwellings per year is unlikely to result in construction traffic in excess of these thresholds. Therefore, no significant effects are predicted with respect to air quality during construction.
- 4.29 While the anticipated operational vehicle trip generation will exceed the 500-vehicle threshold, it should be noted that the threshold only indicates that an assessment should be carried out; it does not provide an indicator of effect significance. The guidance states that, at exposure levels of less than 75% of the air quality assessment level (in this case, the annual mean objective of  $40 \mu\text{g}/\text{m}^3$ ), as is the case in the vicinity of the site, the degree of potential harm is likely to be small. Given this, and the fact that the nature of the proposed development means that there is no major point source of air quality emissions, no significant effects are expected in relation to air quality post-construction.
- 4.30 Site preparation and construction has the potential to generate dust, which, subject to meteorological conditions, can be deposited in the surrounding area. The significance of dust deposition tends to decrease with increasing distances from the source and is only commonly significant within 100m of the dust generation source. Standard and proven best practice construction measures, as set out in guidance<sup>9</sup>, seek to minimise temporary effects arising from dust generation. A construction dust risk assessment will be prepared as part of a construction environmental management plan (CEMP). This will identify the necessary measures to be implemented during construction, and therefore, no significant adverse effects are predicted.

### **Noise**

- 4.31 The proposed development has the potential to generate a temporary increase in noise as a result of site preparation and construction activities. However, standard and proven best practice construction measures, as set out in the BS 5228:2009+A1:2014 *Code of practice for noise and vibration control on construction and open sites* will be employed. Such measures can be required by condition on any planning permission. Therefore, no significant adverse effects in relation to construction noise are anticipated.

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<sup>8</sup> EPUK and IAQM, 2017, *Land-Use Planning & Development Control: Planning for Air Quality*.

<sup>9</sup> Institute of Air Quality Management (IAQM) 2024, *Guidance on the assessment of dust from demolition and construction (v2.2)*.

- 4.32 Whilst not directly relevant to EIA, the planning land use suitability of the site has been considered in relation to the noise and vibration associated with the adjacent railway line. Low potential for vibration was recorded on the western boundary, and whilst existing noise levels are slightly higher adjacent to the transport links (road and rail), at the detailed stage, appropriate design measures (e.g. building orientation, façade design of relevant frontages and glazing specification) can be put in place to ensure any operational noise experienced by future residents is acceptable.
- 4.33 The *IEAM Guidelines: Environmental Assessment of Traffic and Movement* state that, for a barely perceptible 1dB change in traffic noise (that would not be significant) to occur, traffic flows need to increase by 25%. A potentially significant increase of 3dB, requires traffic flows to increase by 100%. As discussed in the traffic section above, the proposed development is not predicted to increase traffic flows by 100% either during construction or operation. No significant traffic-related noise effects are therefore predicted.
- 4.34 Given the residential nature of the proposed development, no significant operational noise generation is anticipated post-construction. A noise assessment will nevertheless be submitted in support of the planning application, in accordance with local requirements.

### **Summary**

- 4.35 Having examined all the factors listed in the annex to the PPG, it is considered that the proposals will not have the potential to generate significant environmental effects.
- 4.36 However, with regard to schedule 3 of the EIA Regulations, there are some additional relevant environmental issues that warrant further attention, discussed below.

### **Natural heritage**

- 4.37 The initial ecological appraisal of the site (April 2026) did not identify any notable ecological constraints to development.
- 4.38 On-site habitats recorded include former arable land currently managed as modified grassland with common, early colonising ruderal species frequent, grass dominated fields, hedgerows, a watercourse with a scrub corridor along the bank top, a small block of early mature woodland and young planted trees along the northern boundary, standing deadwood, a small ephemeral pond, and a small number of mature trees.
- 4.39 The field habitat is suitable to support farmland birds, such as skylark. This species was recorded during the late winter and breeding bird surveys. Skylark is red-listed and on Schedule 1 of the Wildlife and Countryside Act 1981, therefore, it is protected from disturbance during nesting. Hedgerows, scrub and tree habitat on the site also have the potential to support nesting birds.
- 4.40 The proposal will result in the loss of grassland, as well as very limited loss of boundary trees and small sections of hedgerow / scrub. It will also result in the introduction of new external lighting to the site. As such, any necessary vegetation clearance will be undertaken outside the main breeding bird season (March to August inclusive), or an ecologist will be present immediately prior to

clearance to check vegetation for nesting birds. Any loss of skylark territories will be compensated for, for example with new plots secured in the surrounding farmland. The proposed development will also offer enhancements for breeding and wintering birds, through the provision of additional nesting opportunities in areas of new habitat planting and the provision of bird boxes, providing opportunities for species throughout the year. No significant adverse effects are anticipated in relation to breeding birds.

- 4.41 Great crested newts are known to have been present in some ponds in the local area west of the railway line (deemed to be a dispersal barrier to the movement of this species). During a recent site visit, it was confirmed that there is only one pond on-site, in the central area, which was found to be dry, making it unsuitable for breeding great crested newts. The on-site watercourse is also considered suboptimal due to very limited aquatic and marginal vegetation, which is needed for egg laying. The site is generally considered sub-optimal for supporting terrestrial great crested newts, although areas of dense vegetation, hedgerows / scrub and the area of woodland in the north potentially offer some areas of suitable terrestrial habitat for the species. An eDNA survey will be undertaken of suitable and accessible ponds within 250m of the site to determine the presence/absence of this species, although no ponds to the west of the railway line will be surveyed, for the reason referenced above. If the presence of great crested newts is confirmed, it is anticipated that appropriate mitigation will be implemented under licence<sup>10</sup> to ensure there is no adverse effect on this species.
- 4.42 Several trees on site have been identified as having bat roost potential, and the existing hedgerows are likely to provide forage and commuting opportunities for bats. Bat surveys are currently being undertaken to determine the extent of bat activity across the site. It is anticipated that the proposals will retain the majority of existing hedgerows and trees on site, and provide additional planting. Bat boxes will be provided and a sensitive lighting scheme will be implemented, including maintaining dark corridors along key areas of habitat, notably on the northern and eastern boundaries of the site. With sensitive site design and mitigation, significant effects on bats are not predicted.
- 4.43 The habitat in the field margins and along the watercourse may be suitable to support reptiles, with records of slow worm present in the local area. Accordingly, a reptile survey is currently underway. If the site is found to support a reptile population, to ensure no adverse effect occurs, a graduated vegetation clearance regime will be implemented or a translocation exercise undertaken to remove any reptiles from the affected areas of the site to a suitable receptor site.
- 4.44 The watercourse and associated vegetated corridor may support otter, with some suitable habitat in the surrounds. Desk study records of otter were returned more than 500m from the site boundary. Given otters are mobile, and given the presence of suitable habitat, an otter survey will be completed to determine their likely presence / absence.
- 4.45 Based on the results returned from the local ecological record search, and poor suitability of the watercourse on site, water voles have been scoped out of the assessment.

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<sup>10</sup> Potentially through the council's District Licensing Scheme.

- 4.46 No badger setts were recorded on site, and whilst the on-site habitats could be suitable for foraging badgers, no evidence of this species was recorded during site survey. However, as badgers are mobile, an updated badger survey will be undertaken before the commencement of works to determine presence/absence. Standard best practice construction techniques (e.g. the covering of excavations overnight and provision of means to escape) to safeguard against harming of mammals (such as badgers) will be utilised.
- 4.47 In addition to any species-specific design and mitigation measures, standard and proven measures will be put in place through the CEMP for the construction phase to ensure that protected species using the site will not be significantly affected. The layout of the scheme is being developed iteratively and has been shaped by site-specific ecological considerations, with sensitive habitats being retained and enhanced where possible, notably along the watercourse and the northern and eastern boundaries. The proposed green corridors, planting, sustainable drainage systems and open space will create new habitats on the site suitable for species confirmed to be present on-site and likely to be present in the local area.
- 4.48 The site lies approximately 10km to the north of the Cotswold Beechwood Special Area of Conservation (SAC). This 590ha site between Gloucester, Cheltenham, Cirencester and Stroud is designated for the internationally important beech woodland. The SAC is susceptible to increases in recreational pressure from residential growth within the identified zone of influence (15.4km). It is anticipated that mitigation in the form of a financial contribution to Strategic Access Management and Monitoring (SAMM) and Suitable Alternative Natural Greenspace (SANG) projects will be implemented to ensure there are no significant effects on the SAC. This will be tested through the Habitat Regulations Assessment (HRA) process, which is a separate and more stringent process than EIA. A shadow HRA report will be submitted with the planning application.
- 4.49 An ecological impact assessment will be submitted with the planning application. This will include the findings of the ecological surveys and a comprehensive ecological mitigation and enhancement plan and biodiversity net gain (BNG) assessment, which will demonstrate that a minimum of 10% BNG is achieved.

#### ***Landscape and visual effects***

- 4.50 There are no statutory landscape designations covering the site or adjacent to it. The Cotswold National Landscape is approximately 2.6km to the east and the site is designated Green Belt.
- 4.51 The site lies within National Landscape Character Area 106 Severn and Avon Vales, with the National Landscape Area 107 Cotswolds approximately 2.25km to the north east. The site is within the local landscape area of Settled Unwooded Vale – SV6B Vale of Gloucester.
- 4.52 A landscape and visual impact assessment (LVIA) is being undertaken, in accordance with the Landscape Institute's Guidelines for Landscape and Visual Impact Assessment (GLVIA), third edition, and other relevant Landscape Institute and Natural England guidance. As part of the initial landscape and visual studies of the site, a zone of theoretical visibility (ZTV), using LIDAR data

and anticipated development building heights, has been prepared. This initial visibility splay has been verified through a site visit.

- 4.53 Views of the site are largely limited to immediately south, from the western end of Swindon Lane, which offers wide panoramic views north across the site towards the Malvern Hills and higher land at Teddington and Brehon Hill. Glimpsed views of the site may be experienced by rail passengers; however, the movement of the receptors will mean that the proposed development is likely to be seen as part of the wider built development on the northern urban edge of Cheltenham.
- 4.54 Hunting Butts Ridge, along the northern boundary, limits visibility of the site from the north. Any views experienced from the north are at very close proximity to the site and set in the context of the existing settlement edge.
- 4.55 Glimpsed views towards the site are attainable between properties on the edge of the Swindon Village conservation area. Long-distance elevated views of the site may be possible from Cotswolds National Landscape, but the proposed development will be seen in the context of the existing settlement edge, with Cheltenham racecourse, a dominant feature in the landscape, in the foreground.
- 4.56 Users of the Cheltenham Circular footpath will experience the site directly.
- 4.57 With respect to the visual assessment, following the site visit, representative viewpoint locations are proposed from:
- Nearby residential areas to the north of Wyman's Brook and Hyde Lane
  - Transport routes (Swindon Lane, Hyde Lane, Wymans Lane, Brockhampton Lane, Windyridge Road, Evesham Road and the railway line)
  - Recreational routes (Cheltenham Circular route and public rights of way to the north and east of the site, and relevant routes in the National Landscape to the east)
  - Recreational areas (Smarta Energy Training Ground and Swindon Village Park)
  - Education – a representative viewpoint from Swindon Village Primary School was unattainable.
- 4.58 With regard to mitigating visual effects, development will be set back from the northern boundary, avoiding the most elevated and visible areas of the site. A central green corridor along the route of the watercourse and public right of way will be retained and enhanced as a key feature of the scheme. Further mitigation will be included as part of the landscape strategy, which is likely to include structural planting and new trees to break up the built form and help integrate the development into the landscape.
- 4.59 The planning application will be supported by a landscape and visual impact assessment (LVIA), in accordance with local requirements.

### ***Cultural heritage***

- 4.60 A desk-based assessment of archaeological potential has been undertaken, and a geophysical survey of the site has been completed. No designated archaeological assets are identified within or near to the site, and the site is

considered to have generally low potential for prehistoric, Roman and Anglo-Saxon evidence. Whilst, ridge and furrow and a medieval deer park are present, which are recorded as non-designated archaeological assets in the Gloucestershire Historic Environmental Records (HER), these are considered to be of no more than local significance.

- 4.61 The geophysical survey reconfirmed the presence of the ridge and furrow features (of local significance only) in some parts of the site, corresponding with the data recorded in the HER, but no other potential archaeology was identified. The development of the site may result in the removal of extant earthworks associated with the ridge and furrow but would not have a significant archaeological impact because of the low archaeological potential of the site.
- 4.62 With respect to built heritage, the site is well integrated into the landscape, and the scheme design will retain historic hedgerow features where possible. There are no designated heritage assets on the site. Those in the wider area include a number of listed buildings (at Swindon Village and the central area of Cheltenham), conservation areas and a registered park and garden (grade II Pittville Park).
- 4.63 The Swindon Village conservation area is approximately 80m to the west at the closest point. However, this conservation area focuses on the cluster of listed buildings in the centre of the village (including grade II\* listed church of St Lawrence). The conservation area appraisal for Swindon Village includes a number of key viewpoints, which are predominantly inward-looking or out towards the west of the village. There is one identified view eastwards towards the site from the playing fields to the east of the village. However, due to the topography of the site, and intervening railway line, only those parts of higher elevation (towards Hunting Butts Ridge) are visible from the conservation area. It is therefore considered that the proposed development would be unlikely to generate significant effects with respect to the setting of heritage features.
- 4.64 A desk-based heritage assessment (including the geophysical survey) will be submitted in support of the planning application, but no significant adverse effects from the proposed development are predicted in relation to cultural heritage.

### ***Contamination***

- 4.65 The site currently comprises agricultural fields. There may be some isolated hotspots of contamination associated with farming activities (typically localised fuel spills/leaks and the use of fertiliser or pesticides), but the site is not considered to have potential for high levels of contamination. Given the limited potential, it is considered that any hotspots encountered during construction will be suitably mitigated for through the use of standard good practice construction techniques and the use of standard personal protective equipment. In the unlikely event that contamination is encountered during the construction phase, contaminated material will either be removed from the site and disposed of at an appropriately licenced facility, or small-scale remediation may be undertaken on site.
- 4.66 The residential nature of the proposed development means that post-construction significant levels of contamination are not likely to be generated.
- 4.67 No significant effects are predicted in relation to contamination.

### **Water environment**

- 4.68 The Environment Agency's online flood-mapping tool<sup>11</sup> shows the whole site to be within flood zone 1 (at low risk from flooding). An area through the centre of the site (associated with the watercourse and field drains) is affected by surface water flooding. It is anticipated that surface water drainage will be managed via on-site sustainable drainage features. Such operational run-off is managed at the requisite greenfield run-off rate inclusive of the allowance for climate change. The flood risk on and off-site will not be increased.
- 4.69 The British Geology Survey (BGS) mapping<sup>12</sup> shows the site is located in an area of Charmouth mudstone, with a small area of alluvium-clay, silt, sand and gravel (superficial deposit) adjacent to the watercourse. The site is not underlain by an aquifer, is not located in a groundwater source protection zone, drinking water protected area or drinking water safeguard zone.
- 4.70 Standard and proven construction methodologies will be utilised to minimise the potential for adverse effects on water quality during construction. Sustainable drainage systems with best practice pollution control measures will be used to prevent water pollution post-construction. No significant effects are envisaged.
- 4.71 The design of the scheme will be shaped by the surface water flooding, with residential development sited outside the affected areas.
- 4.72 No significant effects in respect to the water environment are anticipated.
- 4.73 The site is in excess of 1ha, therefore, a flood risk assessment will be submitted in support of the planning application in accordance with national and local requirements.

### **Waste and natural resources**

- 4.74 While construction will generate waste, the majority of the waste will be re-used or recycled, in accordance with best practice. This will be implemented through a site waste management plan (SWMP), which is anticipated to be secured by condition on any planning permission. Given the number of dwellings proposed, operational waste generation is likely to be negligible in the context of the existing domestic waste generation within the CBC area. No significant effects are predicted in relation to waste.
- 4.75 The site is classified by Defra's Predictive Agricultural Land mapping as being mainly grade 3a good quality land with a small area of 3b moderate quality. However, the loss of a relatively small area (approximately 40ha) of agricultural land is not significant when considered in the context of the extent of arable agricultural land within Gloucestershire (approximately 66,300ha)<sup>13</sup>.

### **Risk of major accidents and / or disasters**

- 4.76 There are no Control of Major Accident Hazards (COMAH) sites, and no high-pressure gas pipelines, within or close to the site. There is one COMAH site (recording flammable liquids and gases) approximately 1.2km to the south of the

<sup>11</sup> <https://flood-map-for-planning.service.gov.uk>.

<sup>12</sup> <https://www.bgs.ac.uk/map-viewers/geoindex-onshore>

<sup>13</sup> <https://www.gov.uk/government/statistical-data-sets/structure-of-the-agricultural-industry-in-england-and-the-uk-at-june>

site, however, as it is within the Cheltenham urban area and in close proximity to existing residential development, it is considered unlikely to represent a significant risk. A review of Zetica's on-line mapping<sup>14</sup> shows that the risk from unexploded ordnance (UXO) on the site is low.

- 4.77 The residential nature of the proposed development means that it does not have the potential to lead to major accidents. The risk from flooding is addressed in the 'water environment' section above, and the location and nature of the proposed development mean that it is no risk from other forms of disaster. There is therefore no risk of major accidents or disasters.

### **Cumulative effects**

- 4.78 Schedule 3 of the EIA Regulations requires the potential for cumulative effects, with other existing and / or approved development, to be considered. The existing baseline has been examined in the topic sections above and, where relevant, consideration has been given to other large-scale developments in the vicinity of the site which have been approved and could lead to the potential for significant cumulative effects.
- 4.79 It should be noted that a planning application receiving a 'resolution to grant subject to S106' is not a planning permission (until the decision notice is issued). There are several schemes in the north-west and north of Cheltenham (allocated sites) in this situation. Notwithstanding the legal position, consideration has been given to such proposals.
- 4.80 The following cumulative developments were identified:

- Elms Park (16/02000/OUT), outline application for up to 4,115 homes, elderly person accommodation, 24ha of employment, hotel, community uses, primary and secondary education, open space, transport hub (outline planning consent, May 2025). This scheme lies to the west of Swindon Village and has a resolution to grant (the timeframe for which is currently October 2026).  
The Elms Park development was accompanied by an environmental statement (ES), which identified the potential residual effects associated with that scheme, along with any necessary mitigation measures. The Elms Park ES does not identify significant adverse effects following the implementation of mitigation<sup>15</sup>. That proposed mitigation will be secured by conditions and financial contributions (set out in the S106 in due course). No significant cumulative effects are therefore anticipated.
- Oakley Farm, Priors Road (20/01069/OUT and 23/0191/REM) up to 250 dwellings, new access, open space and associated infrastructure (outline allowed at appeal and reserved matters consent). This scheme is approximately 2.9km to the south-east of the site, in the Battledown area of Cheltenham. Given the distance between the two schemes and the intervening built development, there is limited / no opportunity for cumulative effects, e.g. traffic trips dissipating across the network by the time interaction is likely to occur. No potentially significant cumulative effects with this scheme have been identified.

<sup>14</sup> <https://zeticauxo.com/guidance/risk-maps/>

<sup>15</sup> Beyond that associated with the loss of 65 ha of grade 2 or a 'best and most versatile' agricultural land.

- Southern Parcel, West Cheltenham allocation (23/01875/OUT and 26/00001/REM both approved, the latter in April 2026) for up to 576 homes plus an innovation centre and supporting development. The development incorporates necessary mitigation to address effects generated, which are secured by condition and S106. Given the distance between the two schemes and the intervening built development, there is limited / no opportunity for cumulative effects, e.g. traffic trips dissipating across the network by the time interaction is likely to occur. No potentially significant cumulative effects with this scheme have been identified.
  - MLPL/St Modwen, West Cheltenham allocation (22/01817/OUT and 22/01107/OUT) this cross boundary application for 1,100 dwellings received a resolution to grant in October 2025, subject to the S106. The proposed development incorporates the necessary mitigation to address any effects generated (secured by condition or via S106, in due course). Given the distance between the two schemes and the intervening built development, there is limited / no opportunity for cumulative effects, e.g. traffic trips dissipating across the network by the time interaction is likely to occur. No potentially significant cumulative effects with this scheme have been identified.
  - Northern Parcel, West Cheltenham allocation (23/01874/OUT) for 491 homes (resolution to grant April 2026). The proposed development incorporates the necessary mitigation to address any effects generated (to be secured by condition and S106). Given the distance between the two schemes and the intervening built development, there is limited / no opportunity for cumulative effects, e.g. traffic trips dissipating across the network by the time interaction is likely to occur. No potentially significant cumulative effects with this scheme have been identified.
- 4.81 There is a planning application for up to 1,700 residential dwellings at land south west of Church Farm, Tewkesbury Road (26/00303/OUT). This site lies adjacent to the North West Cheltenham allocation; the application was submitted in April 2026 and is under consideration. At the time of writing, it is not an approved scheme and is not considered in a cumulative context in this EIA screening request.
- 4.82 Further to the applications associated with the West Cheltenham allocation (Joint Core Strategy Strategic Allocation SA7) set out above, there is one additional scheme in the allocation where the planning application has yet to be determined. This scheme is not considered in a cumulative context in this EIA screening request.

### **Summary**

- 4.83 Having examined the indicative thresholds listed in the annex of the PPG and the relevant criteria from schedule 3 of the EIA Regulations, it is considered that the proposed development is **not likely** to generate significant environmental effects.

## **5 Conclusion**

- 5.1 Blenheim Strategic Partners LLP and Galliard (Cheltenham) Ltd are formally requesting a screening opinion from CBC to determine whether the proposed residential development at land between Hyde Lane and Swindon Lane is EIA development.

5.2 This report has worked through the screening process and concluded that:

- The proposed development is schedule 2 development
- The development site is not within a sensitive area
- The development proposals exceed the applicable threshold
- The proposed development is not considered likely to have significant environmental effects

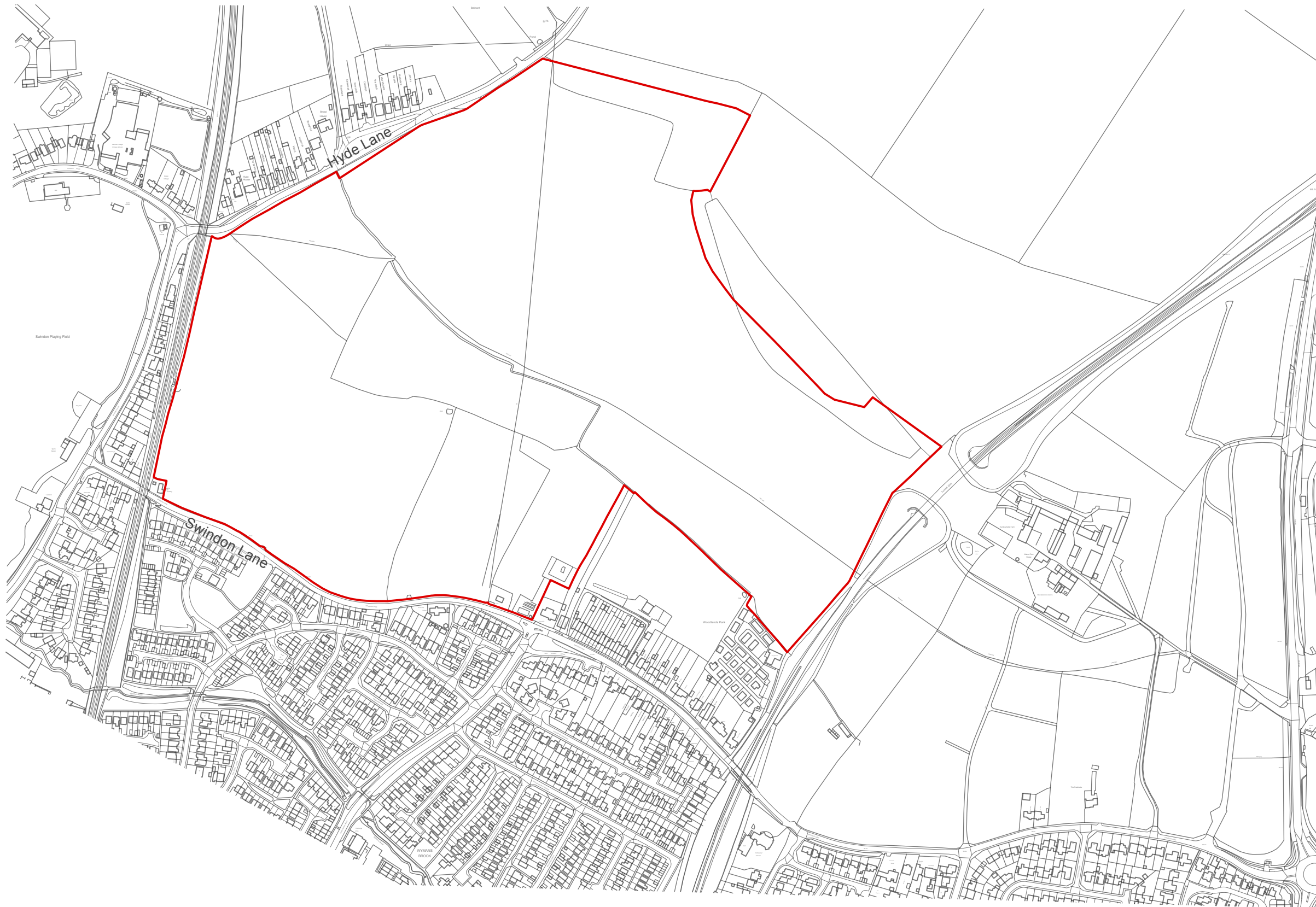
5.3 While the decision rests with CBC, this report concludes that ***the proposed development will not require EIA*** as it is considered unlikely to result in significant environmental effects.

5.4 It is expected that the screening opinion issued by CBC will state the main reasons for any conclusion reached with reference to the relevant criteria listed in schedule 3 of the EIA Regulations, in accordance with Regulation 5(5)(a). If CBC considers that the application does require EIA, these reasons would form the initial scope of the EIA.

5.5 It should be noted that, the EIA Regulations require screening opinions concluding EIA is not required to state any features of the proposed development and measures envisaged to avoid or prevent what might otherwise have been significant adverse effects on the environment (Regulation 5(5)(b)).

5.6 The following environmental supporting information will be submitted with the planning application so that CBC has sufficient information on which to determine it:

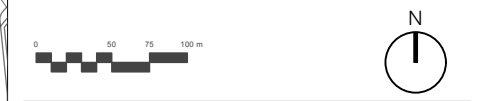
- Arboricultural survey and report
- Biodiversity net gain assessment (and metric calculation)
- Ecological impact assessment
- Shadow Habitat Regulations Assessment
- Flood risk assessment, including drainage strategy
- Heritage statement
- Landscape and visual impact assessment
- Transport assessment and travel plan
- Sustainability and energy statement
- Noise and vibration assessment
- Utilities report



 Site boundary

Notes/Revisions

**Swindon Lane, Cheltenham**  
 Blenheim Strategic Partners & Galliard Homes



**Site Location Plan**

Status:		Drawn by:	Checked by:
		JR	IP
Project Number:	Scale @ A3:	Date:	
264710	1:5000	01/05/2026	
Drawing Number:			Revision:
TOR-SK008			

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## Appendix A – Mitigation measures to prevent significant adverse effects

Regulation 6(2)(e) of the EIA Regulations provides for the screening request to include information on any features of the proposals or any measures envisaged to avoid or prevent what might otherwise have been significant adverse effects on the environment. This appendix sets out the details of these measures, which have been identified through technical work undertaken to support the text in the main body of this report. It is envisaged that these measures will be secured by planning conditions or through a section 106 agreement, as appropriate.

Proposed measure	Effects avoided
<b><i>Design measures included in the proposals</i></b>	
Development to be set back from the northern boundary to avoid the elevated areas of the site	Effects on view into the site and on the landscape character of the surrounding area
Elevated northern areas to be retained as open space, with enhancement to the existing tree planting, creating a strong green edge of the proposed development	
Proposals to be accommodated within the existing landscape framework of the site (retaining hedgerows and trees as far as possible)	
A central green corridor along the route of the water course will be retained and enhanced as a key feature of the scheme	
A significant element of the footpath through the centre of the site to be retained within the area of open space adjacent to the watercourse	
New open space and/or landscaping to be provided alongside the route of the public right of way to minimise impact on amenity	
New homes to be predominantly two storeys in height	
Green streets and corridors (running in a broadly north-south orientation) are proposed, to provide landscaped views through the site from the existing residential areas of Wymans Brook/Swindon Lane	
Landscaped sustainable drainage features to form an integral part of the open space within the site	
Scheme design will ensure that residential development is located outside of the areas of surface water flooding (the central valley and northern area of the site)	
Flood extents will continue to be accommodated within the site through the use SuDS basins and other drainage features	Increased impermeable area of the site and increased runoff from the site
Sustainable drainage systems with best practice pollution control measures will be implemented to	Increased water runoff from the site and pollution of controlled waters.

prevent water pollution post-construction, and no significant effects are envisaged	
New vehicle access points onto Hyde Lane, with bus access only on to Swindon Lane. Pedestrian and cycle access will be provided	Increased vehicular traffic on local road network
New planting along watercourse and strengthening of boundary planting and new planting along green routes/corridors	Loss or fragmentation of existing habitats, which may be used by bats, birds and other fauna
<b><i>Additional mitigation measures proposed</i></b>	
Standard best practice methods to safeguard ecological receptors on the site during construction (including further survey work, timings of works, covering excavations overnight, control of construction lighting)	Disturbance of habitats and protected species during construction (specifically birds, bats, badgers and reptiles)
Implementation of good practice construction techniques through a CEMP	Generation of noise, dust, waste and pollution during construction, including potential for adverse effects on water quality
Preparation of a travel plan to promote sustainable travel	Increased vehicular traffic and associated effects on air quality, noise and pedestrian safety
The scheme will make a financial contribution towards off-site provision of services (e.g. healthcare and schools) as appropriate	Increased demand on local services
A sensitive lighting scheme will be implemented at the site, including maintaining dark corridors along key areas of bat habitat, notably on the northern and eastern boundaries of the site. Bat boxes will also be provided	Disturbance of bats and other nocturnal fauna

**Appendix B – Transport scoping note 3: Environmental Impact  
Assessment Screening, Rappor Consultants Ltd (April 2026)**

rappor



# Land between Hyde Lane and Swindon Lane, Cheltenham

Galliard Cheltenham Ltd & Blenheim Estates

Scoping Note 3: Environmental Impact Assessment Screening





## Document Control

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Job No.	260287	
Project Name	Land between Hyde Lane and Swindon Lane, Cheltenham	
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Status	Draft 01	
Client	Galliard Cheltenham Ltd & Blenheim Estates	
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Checked By	Tom Peters	April 2026
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Revision	Date	Details	Made By

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## Executive Summary

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This Environmental Impact Assessment (EIA) Screening Note considers whether a proposed development of around 750 homes between Hyde Lane and Swindon Lane, Cheltenham, requires a full Environmental Statement in relation to traffic and movement. Prepared by Rappor Consultants Ltd for Galliard Cheltenham Ltd and Blenheim Estates, the assessment forms part of a wider transport scoping exercise and follows national and local policy, including the National Planning Policy Framework (2025), the Gloucestershire Local Transport Plan and the Cheltenham Strategic Local Plan, alongside IEMA's 2023 guidance on traffic and movement.

The development includes multiple vehicular, pedestrian and cycle access points, a bus gate, and a layout designed to prioritise active travel. These measures aim to reduce car dependency and improve connectivity to local facilities, the Honeybourne Line and existing public transport routes.

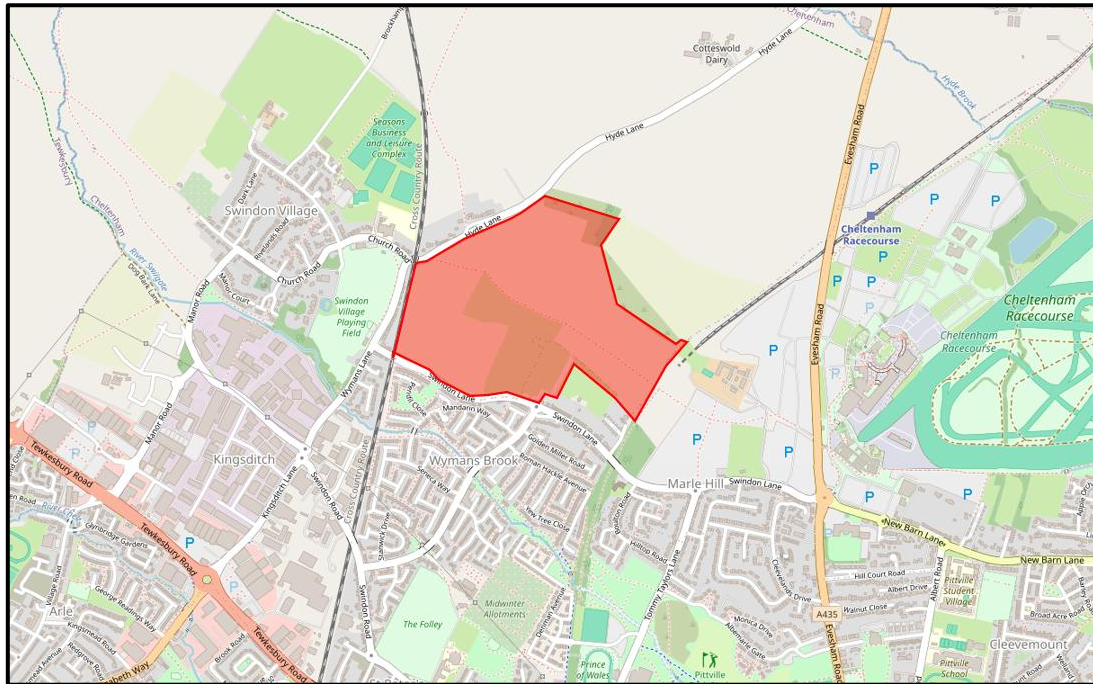
Traffic surveys undertaken in 2026 recorded 13,783 AADT on Hyde Lane and 2,498 AADT on Swindon Lane. Using TEMPro growth factors, flows were projected to 2041. Trip generation for the development was estimated at 3,949 daily trips, based on locally derived trip rates. When these flows were assigned to the network, the highest increase on any link was 16.8% on Wymans Lane South, with most links experiencing increases between 10% and 16%. Swindon Lane would see only a 1.1% increase due to the proposed bus gate. These values fall well below the 30% threshold typically associated with significant environmental effects and remain below the 10% threshold for sensitive links in most cases. Construction impacts are expected to be temporary and lower than operational impacts.

A cumulative assessment was undertaken to account for the North West Cheltenham (Elms Park) development of 4,115 homes. After applying committed mitigation from that scheme, cumulative impacts from the proposed development were found to be negligible to minor, with a maximum increase of around 11% and effects dissipating quickly across the wider network.



# 1 Introduction

- 1.1 Rappor Consultants Ltd have been instructed by Galliard Cheltenham Ltd and Blenheim Estates to prepare Scoping Note 3: Environmental Impact Assessment (EIA) Screening in relation to a future residential development of c. 750 dwellings at Land between Hyde Lane and Swindon Lane, Cheltenham. The site location is indicatively shown in **Figure 1.1** below.



**Figure 1.1 Site Location**

- 1.2 This SN3 is part of a series of Transport related Scoping Notes submitted to GCC, however sits somewhat independent of other notes given the specific nature of EIA. On this basis, it is understood that this Note will be submitted to the Local Planning Authority (LPA) to help determine if the site constitutes EIA development and therefore requires the submission of an Environmental Statement (ES). It is not proposed at this stage to submit the Note directly to GCC, as any consultation will be undertaken by the LPA.
- 1.3 The purpose of this SN3 is to support the wider EIA screening process through the provision of a high level assessment of possible EIA effects. It should be noted that this is a high level assessment undertaken at an early stage in the process, and so outputs and conclusions are subject to change as the wider assessment progresses.

## Policy and Guidance

### Legislative Context, Technical Guidance and Best Practice

#### *Policy Context*

- 1.4 The assessment will be carried out with reference to national and local planning policy including:
- National Planning Policy Framework (NPPF) (2025);



- b) Gloucestershire Local Transport Plan (2020 – 2041);
- c) The Joint Core Strategy (JCS( 2011-2031;
- d) The Cheltenham Plan 2011-2031;and
- e) The emerging Strategic and Local Plan (SLP).

*Guidance and Best Practice*

1.5 The following guidance documents are relevant to the environmental assessment of traffic and movement:

- a) Institute of Environmental Assessment Guidelines: Environmental Assessment of Traffic and Movement (2023);
- b) Manual for Streets, Department for Transport (2007);
- c) Manual for Streets 2, Chartered Institution of Highways & Transportation (2010);  
and
- d) Design Manual for Roads and Bridges (DMRB).



## 2 Development Proposals

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- 2.1 The proposals comprise circa 750 residential dwellings with access taken from both Hyde Lane and Swindon Lane.

### Access Arrangements

- 2.2 The proposals include four access points to the site. Two of which will be for unrestricted vehicular movements from Hyde Lane, including a roundabout to the northeast, and a ghost island right turn lane to the southwest both of which also provide pedestrian and cycle access. In addition there will be two accesses from Swindon Lane, comprising a priority junction for bus access with pedestrian and cycle access, and a separate pedestrian and cycle access only.
- 2.3 The pedestrian and cycle only access will be provided along Swindon Lane to the southwest of the site, to provide direct permeability into the existing footways through Wymans Brook to the south of the site towards key facilities including the Kingsditch Trading Estate. It is anticipated the pedestrian / cycle access will increase the number of short journeys made by active travel and reduce reliance on the car for such journeys.

### On-Site Measures

- 2.4 To support active travel permeability, several on-site measures will be put in place. Initial concept information relating to these measures can be found in Scoping Note 1: Sustainable Transport Strategy.
- 2.5 A bus gate is proposed within the site, which will be accessed from Swindon Lane. This will provide opportunities for bus stops within the site and possible bus route diversions.
- 2.6 The Concept Masterplan has been designed with pedestrians and cyclists at the top of the user hierarchy. Footways and cycleways are provided throughout the development to enable active travel connections between the site and key facilities within the local area.
- 2.7 Footway CHS12 routes from the northwest to southeast of the site and will be maximised as part of the development. The Honeybourne Line runs from Pittville Park to the site, connecting with the PRoW via a permissive path. Discussions are ongoing with GCC on the potential enhancement of the path where the Honeybourne Line runs adjacent to the site.

### Off-site Measures

- 2.8 There are several proposed off-site measures to promote sustainable travel which includes walking and cycling improvements as well as the potential diversion of nearby bus routes.
- 2.9 The proposals will ensure pedestrians as well as cyclists are connected to existing infrastructure which includes potential footway/cycleways and crossings provided along Hyde Lane to connect towards Swindon Village. The main pedestrian and cycle accesses are proposed along Swindon Lane which connect into existing pedestrian infrastructure towards nearby bus stops and local facilities. In addition, a footway along the northern side of the carriageway and crossing points are being explored to enhance connectivity.



- 2.10 The bus gate from Swindon Lane would allow local bus services to divert through the site from its existing route and service bus stops within the site. In addition, discussions are ongoing on potential improvements to local bus stops.



### 3 Future Baseline Assessment

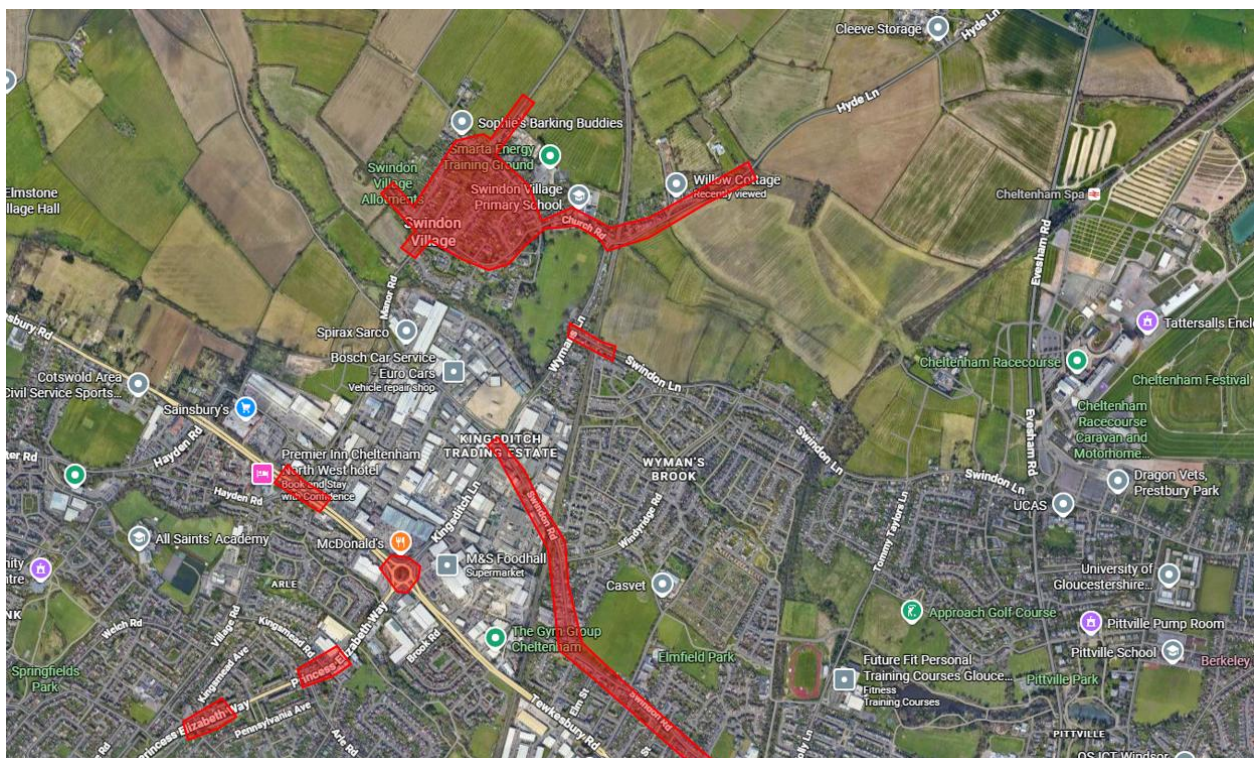
#### Proposed Assessment Methodology

3.1 The Institute of Environmental Management and Assessment (IEMA) Guidelines for the Environmental Assessment of Traffic and Movement suggest in Paragraph 2.16 that two broad rules of thumb could be used as a screening process to determine the scale and extent of assessment. These are:

- a) Rule 1: include highway links where traffic flows will increase by more than 30% (or the number of heavy goods vehicles will increase by more than 30%); and
- b) Rule 2: include any other specifically sensitive areas where traffic flows have increased by 10% or more.

3.2 There are sections along the following roads which could be considered sensitive, or have already been identified as such in the nearby North West Cheltenham application. These are demonstrated in **Figure 3.1**.

- a) Church Road;
- b) Hyde lane;
- c) Wymans Lane;
- d) Swindon Road;
- e) Tewkesbury Road; and
- f) Princess Elizabeth Way.



**Figure 3.1 Map of Potentially Sensitive Areas**



- 3.3 These roads are typically considered sensitive because they are minor routes in proximity of the proposed development site. It should be noted some of these sensitive areas have been included to ensure consistency with the NW Cheltenham Environmental Statement, despite it being unlikely that they will be significantly effected by the proposals.
- 3.4 This section will therefore set out a percentage impact assessment to demonstrate the likely increase the proposals would have on traffic flows along the local road network relative to the two rules of thumb for determining assessment requirements.

### Baseline Environment

- 3.5 Two 14-day Automatic Traffic Count (ATC) surveys were undertaken along Hyde Lane and Swindon Lane in February / March 2026. **Table 3.1** demonstrates a summary of the recorded trips across a 24-hour period on an average day (Monday – Sunday) (AADT).

Location	24-Hour AADT
Hyde Lane	13,783
Swindon Lane	2,498

**Table 3.1 Summary of ATC Traffic Volume**

- 3.6 As demonstrated in **Table 3.1**, the ATC survey recorded 13,783 two-way vehicular trips across an average 24 hour period along Hyde Lane. The ATC recorded 85<sup>th</sup> percentile speeds of 34.3mph eastbound and 32.0mph westbound.
- 3.7 Along Swindon Lane, the ATC recorded two-way AADT flows of 2,498 two-way trips. The ATC recorded 85<sup>th</sup> percentile speeds of 33mph eastbound and 32.2mph westbound.

### Future Baseline Assessment

- 3.8 In accordance with IEMA guidelines, recorded traffic has been factored up to future baseline as appropriate, which in this case has been selected as 2041 to correspond with the end of the emerging SLP. This has been done using TEMPro derived growth rates, which for 2026 – 2041 have been calculated showing growth rates of 1.1242 across an average day for the Cheltenham 001 output area. Applied to the recorded flows along Hyde Lane and Swindon Lane in **Table 3.1**, **Table 3.2** shows the baseline assessment.

Direction	2026 AADT	2041 AADT
Hyde Lane	13,783	15,495
Swindon Lane	2,498	2,808

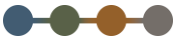
**Table 3.2 Baseline Assessment**

### Traffic Impact

- 3.9 To estimate the number of vehicle trips that are likely to be generated by the proposals, traffic surveys were undertaken at a comparable site nearby which forms the donor site comprising 215 dwellings. Further details of the derived trip rate can be found within Scoping Note 2: Trip Generation. **Table 3.3** demonstrates the resulting trip rate per dwelling and the proposed trip generation across an average day (24-hour period).

Proposed Trip Rate	Proposed Trip Generation (750 Dwellings)
5.265	3,949

**Table 3.3 Proposed Trip Rate and Generation – Daily**



- 3.10 **Table 3.3** demonstrates a 24-hour trip rate of 5.265 trips per dwelling, applying the trip rate to the proposals (750 dwellings) equates to 3,949 trips across a 24-hour period.
- 3.11 Based on a high level trip distribution exercise, utilising 2011 'Travel to Work' Census data, it is anticipated that 61% of traffic would be distributed southwest along Hyde Lane with 39% distributed northeast along Hyde Lane towards the Hyde Lane / Evesham Road / Southam Lane / Cheltenham Road junction. The trip assignment is demonstrated in **Table 3.4**.

		Route		%
1	Hyde Lane Southwest	Church Road West		5%
		Wymans Lane South	Princess Elizabeth Way South	27%
		Wymans Lane South	Swindon Road Southeast	24%
		Wymans Lane South	Tewkesbury Road West	5%
2	Hyde Lane Northeast	Southam Lane		1%
		Evesham Road		22%
		Cheltenham Road		16%
<b>Total</b>				<b>100%</b>

**Table 3.4 Trp Assignment**

- 3.12 **Table 3.4** demonstrates in either direction traffic quickly dissipates into the wider network, and therefore traffic from the proposed development reduces quickly routing away from the development such that the expected impact would be reducing.

### Impact Assessment

- 3.13 Applying the trip distributions to the proposed development trips set out in **Table 3.3**, **Table 3.4** summarises the likely percentage impact at various links surrounding the site. The link locations are identified in **Figure 3.2**. Minimal development traffic along Swindon Lane is anticipated as a result of the newly proposed bus gate within the southeast corner of the site.
- 3.14 It should be noted that to understand the baseline flows along Wymans Lane (Link A), the north-west Cheltenham application has been utilised and converted from 12 hour to 24 hour AADT.



**Figure 3.2 Percentage Impact Locations**



Link	2041 Baseline Flows	Trip Distribution	Proposed Development Flows	Percentage Impact
Wymans Lane South (A)	13,124	56%	2,211	16.8%
Hyde Lane Southwest (B)	15,495	61%	2,409	15.5%
Hyde Lane Northeast (C)	15,495	39%	1,540	9.9%
Swindon Lane (D)	2,808	0%	30 (bus trips)	1.1%

**Table 3.5 Percentage Impact Assessment**

- 3.12 **Table 3.5** demonstrates the percentage impact at each link which shows Link A is anticipated to experience an increase of 16.8%, Link B is anticipated to experience an increase of 15.5% along Hyde Lane to the southwest. Southwest beyond these links trips will dissipate substantially, including c.25% along Swindon Road, and therefore it is forecast that beyond these links the percentage impact will be close to or below 10%.
- 3.13 The Hyde Lane northwest, Link C, would experience a 9.9% increase. Along Swindon Lane, an estimation of 30 bus trips (twice per hour across a 15-hour period) has been used to calculate percentage impact which results in a 1.1% impact, considered to be negligible (below 10%).
- 3.14 Based on **Table 3.5** and applying the rules of thumb in Paragraph 3.1, it is suggested that the traffic flows are not substantial enough to warrant environmental impact assessment and should therefore be scoped out of the EIA.

### Construction Traffic

- 3.15 The impacts during the construction phase will be less than the operation phase and temporary in nature and therefore it is concluded that they do not warrant assessment..



## 4 Cumulative Assessment

- 4.1 An outline application (16/02000/OUT) is currently pending consideration for 4,115 homes at north-west Cheltenham, commonly referred to as Elms Park, subject to the signature of S106 agreements. The cumulative impacts of this scheme have therefore been accounted for within the following assessment.
- 4.2 This application was accompanied by a supporting Environmental Statement, which concluded that, following proposed mitigation of associated effects, including extensive junction capacity works, public transport enhancements and active travel infrastructure, the residual impacts of the proposals on Traffic and Movement would range from minor adverse, negligible and minor beneficial.
- 4.3 Given these mitigation measures are secured through condition and contribution, they are considered committed to and therefore this represents the cumulative baseline and that the proposals for NW Cheltenham cannot come forward without the implementation of such mitigation.
- 4.4 Table E5.1 '*Impact of Wider Masterplan Development Traffic in 2031 AM Peak Hour*' and Table E5.2 '*Impact of Wider Masterplan Development Traffic in 2031 PM Peak Hour*' set out the future traffic scenarios of 2031 Traffic + development, which incorporated the associated mitigation and reassignment committed to as part of that application. This information is summarised in **Table 4.1**.

Links	2031 + NW Cheltenham	
	AM Peak (08:00 – 09:00)	PM Peak (17:00 – 18:00)
Hyde Lane	1,783	1,733
Swindon Lane	1,465	1,387
Wymans Lane, North of Swindon Lane	1,530	1,474
Wymans Lane South of Swindon Lane	1,928	1,819

**Table 4.1 North-west Cheltenham Development Flows (AM and PM Peaks)**

- 4.5 Utilising a AM+PM peak hour to AADT conversion factor of 6.69 the above traffic flows have been updated to reflect AADT.

Links	2031 + NW Cheltenham
	24-Hour AADT
Hyde Lane	23,522
Swindon Lane	19,080
Wymans Lane, North of Swindon Lane	20,097
Wymans Lane South of Swindon Lane	25,067

**Table 4.2 North-west Cheltenham Development Flows (24-Hour AADT)**

- 4.6 **Table 4.3** demonstrates the impact of the proposed development using a cumulative assessment taking into account the North West Cheltenham application, noting that Hyde Lane has been split into two links to reflect the proposed development.



Links	Development Traffic in 2031	Proposed Development Flows	Percentage Impact
	24-Hour AADT		
Hyde Lane North east	23,522	1540	6.5%
Hyde Lane South West	19,080	2409	10.2%
Swindon Lane	20,097	30	0.2%
Wymans Lane, North of Swindon Lane	25,067	2211	11.0%
Wymans Lane South of Swindon Lane	23,522	1264	5.0%

**Table 4.3 Cumulative Impact Assessment**

- 4.7 **Table 4.3** demonstrates that the proposed development flows would have a maximum cumulative impact of around 11% when considering the north-west Cheltenham application. This is negligible and will be reduced further by mitigation strategies proposed by the neighbouring application which have mitigated the impacts of the North West Cheltenham application. These mitigation strategies will be bought forward prior to the total cumulative impact materialising and therefore ensure there will not be any unintended cumulative effects.
- 4.8 It can therefore be concluded that the development impact will be negligible or at worse minor and it is proposed EIA is scoped out of the application works.



## 5 Conclusions

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- 5.1 Rappor have been instructed by Galliard Cheltenham Ltd and Blenheim Estates to prepare this Environmental Impact Assessment Screening note (SN3) to provide details on the requirement for an EIA with regards to traffic and movement resulting from the future *Outline planning application with all matters reserved (except access) for the development of around 750 homes (including affordable housing) with associated open space and infrastructure* at Land between Hyde Lane and Swindon Lane, Cheltenham.
- 5.2 The assessment shows that the proposals would bring forward a sustainable access strategy and embedded mitigation with sustainable transport improvements. This would reduce the environmental impacts of the proposals. The assessment demonstrated the percentage impact on surrounding links are below the normal level of 30% where EIA is typically required and along sensitive areas, traffic flows are anticipated to dissipate which would reduce traffic impact to below 10% (threshold for sensitive areas).
- 5.3 When assessed cumulatively with the North West Cheltenham application which itself has provided extensive mitigation to mitigate its own impact the residual impacts are forecast to be negligible, with maximum percentage impacts of 11%, which quickly dissipate away from the site. This report therefore demonstrates that an Environmental Impact Assessment is not necessary for traffic and movement purposes.

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