

Dear Mr Allcock,

Many thanks for your email providing further clarification and a redacted version of your previous enclosure.

I note that your submission was intended to be a response to the [Examining Authority's request for further information from the Applicant](#) under Rule 17 of the Infrastructure Planning (Examination Procedure) Rules 2010 ("the Rule 17 request"). Please note that the Rule 17 request seeks specific information from the Applicant. Other Interested Parties are free to submit responses to the Rule 17 request by Deadline 2 (13 January 2022), however the information you have supplied appears to be a response to the Examining Authority's First Written Questions (ExQ1) and therefore unrelated to the information sought in the Rule 17 request.

Bearing this in mind, you will please need to formally resubmit your submission(s) for Deadline 2 using the online ['Make a submission' facility on the project webpage of the National Infrastructure Planning website](#). The Examining Authority will then need to consider whether they wish to accept this given that it does not relate to the Examination Deadline.

Please ensure that any submissions for Deadline 2 are made before 23:59 on 13 January 2022.

If you have any queries or concerns, including regarding the use of the 'Make a submission' facility, please do not hesitate to let me know.

Kind regards,

George Harrold  
Case Manager  
National Infrastructure Planning  
The Planning Inspectorate

Dear Mr Harold,

- 1) My response was to the email I received on 17<sup>th</sup> December 2017 (enclosed) which states a request for further information and gives a deadline of 13<sup>th</sup> January 2022 for my response to this request thus:

## **TR010056: A417 Missing Link Updates**

Hi George Allcock

The [Examining Authority's \(ExA\) letter notifying parties of Hearings to be held during the week commencing 24 January 2022](#) (PDF, 179 KB) has been published.

This letter includes a request for further information from the Applicant. The ExA requires responses to this request by Deadline 2 (13 January 2022).

- 2) My mistake – these contacts should have been deleted from my enclosure. Please remove the enclosure from my original email (Right click: Remove attachment) and use this one enclosed instead.

Regards, George

EurIng. George Allcock BSc. CEng. FISTructE.

GA Structural Consultancy Ltd  
27 Ravensgate Road, Charlton Kings Cheltenham GL53 8NR

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**From:** A417 Missing Link at Air Balloon <[A417MissingLink@planninginspectorate.gov.uk](mailto:A417MissingLink@planninginspectorate.gov.uk)>

**Sent:** 11 January 2022 09:15

**To:** [REDACTED]

**Cc:** A417 Missing Link at Air Balloon <[A417MissingLink@planninginspectorate.gov.uk](mailto:A417MissingLink@planninginspectorate.gov.uk)>

**Subject:** RE: A417 - Missing Link ExQ1 1.11.21

Dear Mr Allcock,

Many thanks for your email.

The deadline for receipt of responses to the Examining Authority's First Written Questions (ExQ1) was Deadline 1 of the Examination Timetable (14 December 2021). As such, please would you be able to advise as to the reason it was not possible to provide your submission by Deadline 1, as all submissions must be made by the appropriate Examination Deadline unless there are extenuating circumstances that the Examining Authority deems acceptable.

I also note that, as part of your submission, you have included an email chain comprising correspondence with other parties. Please would you be able to confirm whether the other parties in the chain have provided consent to their information being shared?

Kind regards,

George Harrold  
Case Manager  
National Infrastructure Planning  
The Planning Inspectorate

<https://infrastructure.planninginspectorate.gov.uk>

Twitter: [@PINSgov](https://twitter.com/PINSgov)

Email: [george.harrold@planninginspectorate.gov.uk](mailto:george.harrold@planninginspectorate.gov.uk)

Mobile: 07458 014607

Telephone: 0303 444 5376

General enquiries: 0303 444 5000

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Please consider the environment before printing this email.

**From:** [REDACTED]

**Sent:** 10 January 2022 15:58

**To:** A417 Missing Link at Air Balloon <[A417MissingLink@planninginspectorate.gov.uk](mailto:A417MissingLink@planninginspectorate.gov.uk)>

**Subject:** A417 - Missing Link ExQ1 1.11.21

My Representation:

"That the three signed crossings provided for PROW 77, 78, 80, 125 and 126 with Dog Lane and 91, 84 with Dog Lane and 127 (via A417 footway), and 86 with the A417 footway and 127 exist and are currently in use, and that: One good crossing be provided, in mitigation of the three listed above that will be closed, between the foot of the escarpment and the Bentham underpass, to link Dog Lane/new link replacing the A417 footway to the North and the new PMA replacing and reconnecting sections of PROW 74/77/126/84 to the South."

Your queries:

1.11.21.	Cheltenham and Tewkesbury Cycling Campaign	<b>Public Rights of Way</b> a) Whilst you may wish to prepare a Written Representation, following your initial Relevant Representation [RR-015], the ExA are unclear as to the case put in the RR. Are you supporting or objecting? b) Are the mitigation measures proposed by the Applicant with respect of public rights of way acceptable? c) If not, why not?
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My responses to your queries:

- a) I am objecting to the closure of the three signed crossings mentioned in my Representation (above) without suitable mitigation.  
(Suitable mitigation: Provide one good crossing between the foot of the escarpment and the Bentham underpass).
- b) No
- c) Because completely severing the existing three signed crossings of the A417 referred to (for PROW 77, 78, 80, 125 and 126 with Dog Lane, 91 and 84 with Dog Lane and 127 (via A417 footway), and 86 with the A417 footway) necessitates a lengthy detour on both sides of the A417.

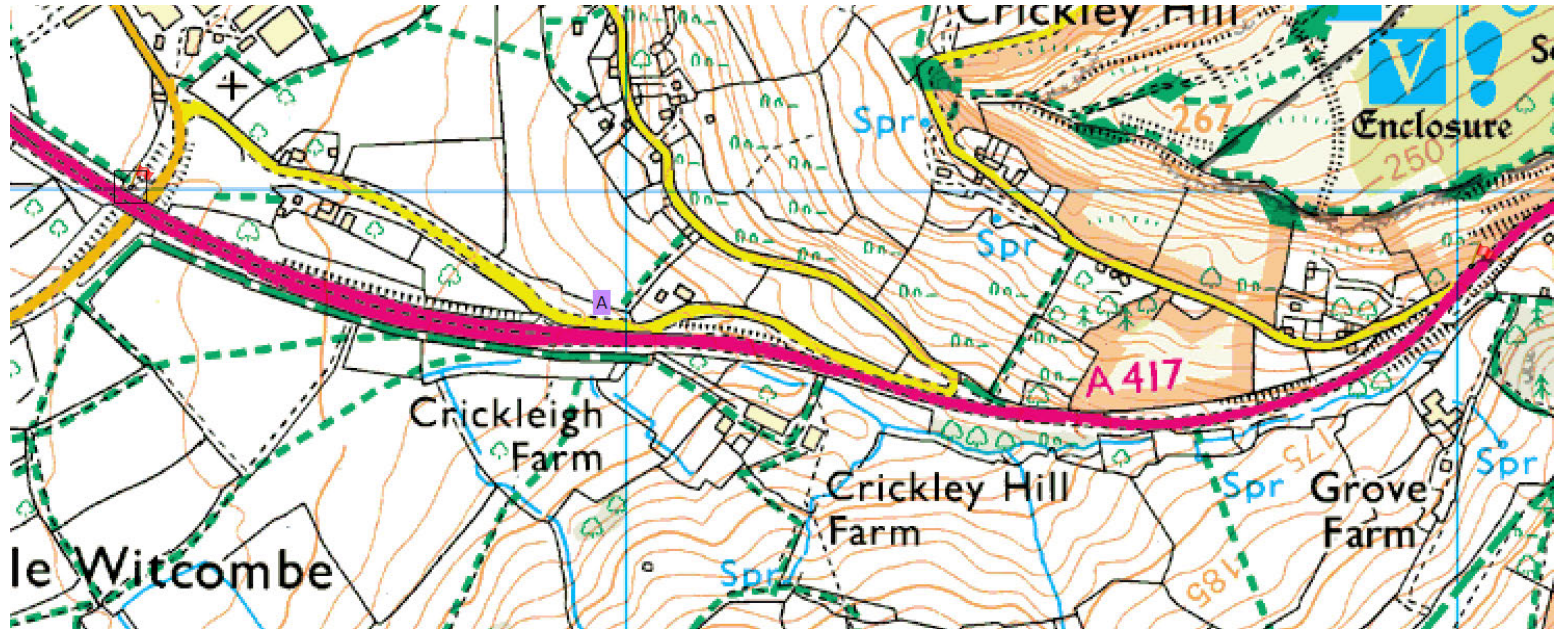
Regards, George

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**From:** [REDACTED]  
**Sent:** 22 January 2021 18:47  
**To:** 'Allan Pitt' <allan.pitt@arup.com>  
**Subject:** RE: A417 Missing Link - WCH Statement of Common Ground minutes

Hi Alan,

Thank you for the detailed explanations of why the crossings of the A417 (in particular Badgeworth footpath 80 and its tributaries in the vicinity of 'A') between the Bentham overpass some 600m to the West at the foot of the escarpment, and the proposed Grove Farm underpass some 1100m to the East and 100m vertically up the Escarpment cannot be maintained.



However, I need to take issue with some of the reasoning in your document HE551505 justifying the proposed severences, which I will do below.

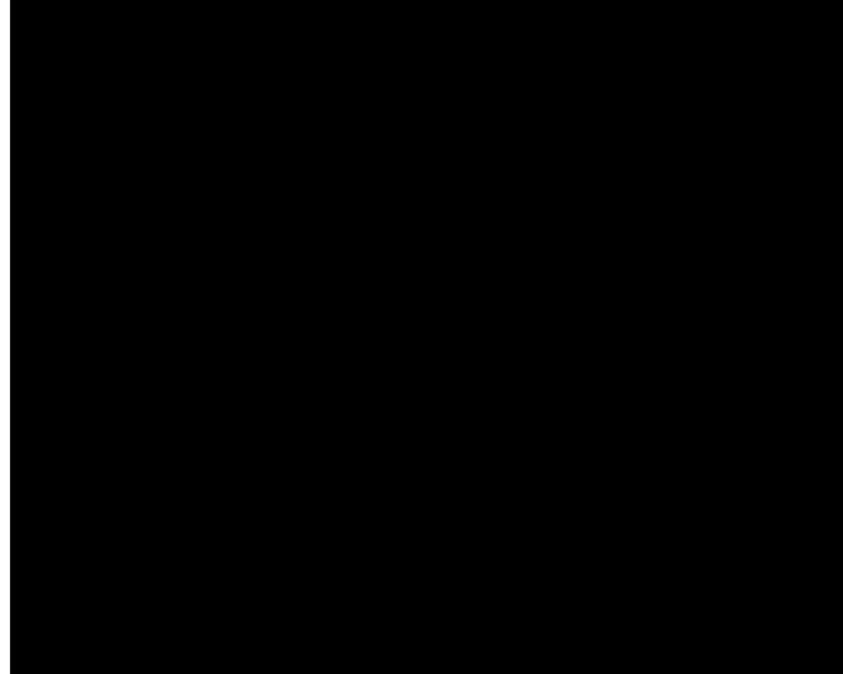
My comments are directed mainly at the severances of FPs 77/74/80/84 from the South of The 417 to Dog Lane (Point 'A' on the above map), which is where the most connectivity would be lost.

2.21: Fig 2 shows the existing formal provision of FPs 77/74/80/84 from the South of The 417 to the edge of the A417 to the South, but does not show the corresponding access to the North, where it states that there is no connection. The Google Earth images (below, marked up with the approximate FPs 80 position in brown) contradict this – a clear existing connection is shown slightly to the West. There is a fence and locked iron gate across the path, but there is a chicane access between the two to enable unrestricted passage. (Noted that this chicane is not obvious from the South, although the gate and access of course is).



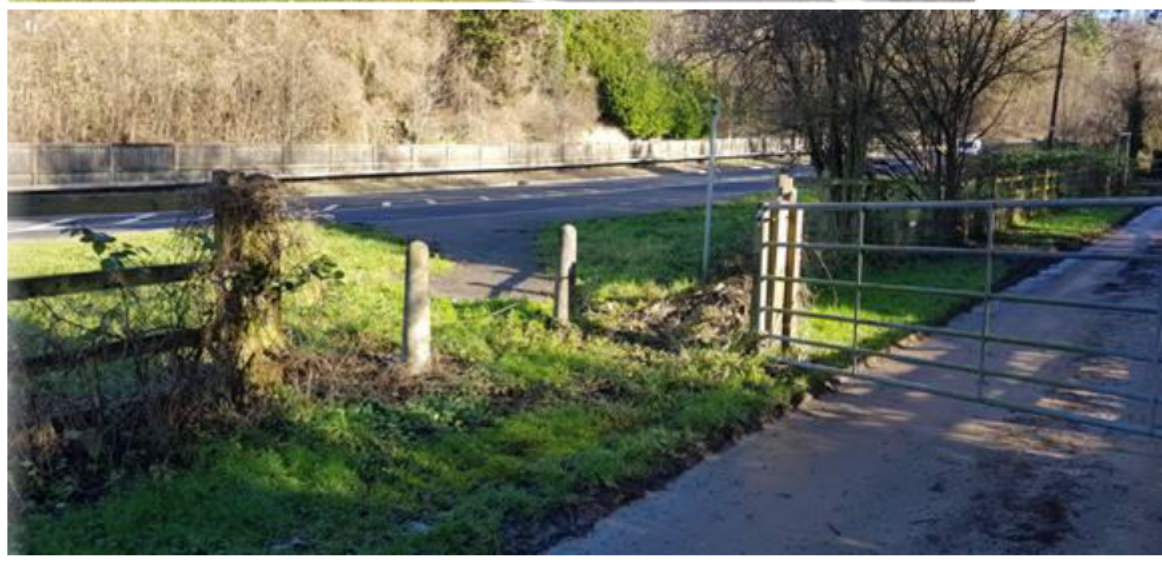
Here is the North connection – you do not even have to climb a style, simply walk around the open chicane. Both photos clearly show significant signs of use by the wear on the ground around the end of the chicane.





I made two visits as my daily exercise. The first time a gentleman (complete with haversack and walking pole) actually walked through from the far side of the road while I was there. Regrettably, he was adamant that I do not publish my photo of him walking through the chicane, even with the face redacted. (Londoner?). However, if anyone is really interested, I could reasonably show them a clip only showing his boots? One of me using it instead.

Here are snaps of the (ample) central reservation at the crossing, and the Southern access of FP80. I had no difficulty finding a gap in the traffic where the lane I was crossing had no visible traffic, but the lockdown will have reduced traffic generally.



The second visit I decided to cycle the loop of Dog lane and Bentham Lane, and also investigate the accessibility of the Badgeworth footpath 29, nearer to the foot of the escarpment.

At the hook of Dog Lane, here is the onward access, a footway along side the A417 (a nasty stretch, this, too close to the road for comfort, but only about 90m is like that. The new Dog Lane/Cold Slad Lane off road link will be a great improvement.



Gets better. Second photo shows the access to FP86. Fingerpost to the extreme right; not easy to see, so blow-up shown on the right. There was no visible sign of use across the verge to FP86 on this side, but read on...





While I cycled round the loop, I passed six groups/singles, and asked them if they ever crossed the A417 via the chicane. Two (a retired couple and a young lady) said that they used it regularly. Both were living on Dog Lane. Neither was aware that there was a proposal to extinguish the chicane link (and all other crossings below the foot of

the escarpment) as part of the Missing Link upgrade. Both expressed outrage at the prospect of having their local walks blocked.

Furthermore, the young lady volunteered that she also crossed all three lanes to use FP87 from time to time on one of her circular routes! I didn't expect that this crossing would still be in use, but apparently it is. I would be reluctant to cross all three lanes, myself - I must be getting old!

In summary, there is ample evidence that when the A417 took its current form, careful provision was in fact made to service all of these crossings by providing a footpath alongside the A417, that the FPs 77/74/80/84 access is effective, unobstructed and in active use, and should be maintained.

Taking your other points against the maintenance of a FPs 77/74/80/84 & Dog Lane crossing:

- 1) 'Any crossing in this area would be in excess of 60m long and be totally dark without lighting.'

Lighting for any underpass crossing of the A417 could be addressed by a division of the central reservation to accommodate a light well. Additional sensor activated lighting powered by solar panels could be provided without undue additional cost.

Comments about bats noted.

- 2) 'A new underpass offset from the bat underpass could potentially provide a dedicated crossing point for pedestrians further east again and in the vicinity of Badgeworth Footpath 86.'

We welcome this new proposal. Provided that access is provided from this crossing to FPs 77/74/80/84 on the South side of the A417 in some way (essential), this would in our opinion give adequate mitigation/provision for crossings between the foot of the escarpment and the Bentham Lane underpass. I personally would then support the entire scheme.

Regards, George

(as an individual, and on behalf of Cheltenham & Tewkesbury Cycle Campaign)

EurIng. George Allcock BSc. CEng. FISTructE.

GA Structural Consultancy Ltd

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