

APPLICATION NO: 17/01411/OUT		OFFICER: Miss Michelle Payne
DATE REGISTERED: 19th July 2017		DATE OF EXPIRY : 18th October 2017
WARD:		PARISH:
APPLICANT:	Finch Investments Ltd	
LOCATION:	Phase 1, Land At Old Gloucester Road, Cheltenham	
PROPOSAL:	Outline application for proposed residential development of up to 90 dwellings, associated open space, landscaping and infrastructure, including new vehicular access to Old Gloucester Road	

REPRESENTATIONS

Number of contributors	1
Number of objections	1
Number of representations	0
Number of supporting	0

Haydon
Old Gloucester Road
Cheltenham
Gloucestershire
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Comments: 15th August 2017

We object to this proposal on three grounds. Our objections relate to the residential development on Phase 1 land.

1. Preservation of the Green Belt outside Cheltenham.

In the planning statement, in section 6.6, it states that 'With regard to the Application site (and the adjacent phase 2 and 3 land), the JCS Inspector specifically identified that this land should be removed from the Green Belt.' This would obviously imply that there is no reason for the phase 1 land to be removed from the Green Belt and should therefore remain as Green Belt. It is proposed that 20 houses are built at this site. In the event that the residential development starts in phase 2 and 3 land, Pilgrove Brook would form a natural boundary that would continue to preserve the Green Belt outside Cheltenham.

2. Increase in flood risk.

It is well known that Pilgrove bridge becomes flooded during heavy rains. This is in spite of the bridge being replaced a few years ago. With houses, roads and associated tarmacking on phase 1 land, the flow of water down hill will only increase the problem. The statement in the planning application 'Moreover, the development will not increase flood risk to the wider catchment area as a result of suitable management of surface water run-off discharging from the site' is only a statement of hope.

3. Possibility of an increase in road traffic accidents.

Before the new tarmac was laid in 2012, there were numerous accidents on the Old Gloucester Road. In one year, we counted 11 accidents (RTA) outside our house! It was only after these incidents that a speed limit restriction was enforced with suitable markings. However, even these markings have been damaged in recent years. The natural bends in the road are the primary cause of these accidents. The increase in traffic has meant that it is virtually impossible to walk from our house to the shops in Gallagher Park during the so-called rush hour. It is even more

difficult for those living further up the hill. The bends also make it difficult for pedestrians to walk on the 'correct' side of the road. An increase in car numbers would make it even more difficult.

The ATC survey referred to in the planning application was carried out in April. It also numbers the traffic in one hour intervals. It does not show the intensity of traffic - ie, it does not show how many cars pass each other per minute. Therefore this survey is of limited value in assessing the probability of RTA. Even with the numbers of cars as shown in the survey, the traffic noise is quite unbearable. This will only worsen with the new development.

4. Danger to pedestrians and cyclists.

We have already stated that the planned residential development will lead to increased traffic along the Old Gloucester Road and across Pilgrove Bridge. It is not clear from the submitted plans, of any new pedestrian or cycle pathway.

The new pedestrian bridge is marked, but it is not clear how it will join on to a pedestrian/cycle path along Old Gloucester Road. This development will result in more car journeys at the expense of pedestrians and cyclists. This is contrary to the national drive to reduce car use.

Summary

We object to the the residential development on phase 1 land on the basis of:

- noise/disturbance resulting from the increase in traffic.
- the increase in traffic will result in more RTAs and PICs.
- the loss of the Green Belt would be a disaster for West Cheltenham.
- there will be no improvement in any amenities associated with the development.

While we have no objection to residential development to ease the housing crisis, it is our belief that the residential development should be carried out on phase 2 & 3 land. The roads adjacent to phase 2 & 3 land have more capacity to handle increased traffic. Also, Tewkesbury Road is wide enough to enable proper cycle/foot paths to be constructed. With such a plan, the Green Belt, with its natural boundary being Pilgrove brook could be kept intact.