

APPLICATION NO: 23/01691/REM	OFFICER: Mrs Lucy White
DATE REGISTERED: 4th October 2023	DATE OF EXPIRY : 24th January 2024
WARD: Battledown	PARISH: CHARLK
APPLICANT:	Vistry Homes Limited And Stonewater Limited
LOCATION:	Oakley Farm Priors Road Cheltenham
PROPOSAL:	Application for approval of Reserved Matters (access, appearance, landscaping, layout and scale) following outline planning permission for residential development of up to 250 dwellings and associated infrastructure, ancillary facilities, open space and landscaping, demolition of existing buildings and creation of a new vehicular access from Harp Hill (in accordance with the terms of outline planning permission 20/01069/OUT). Details are also submitted in relation to conditions 6 (phasing), 9 (Energy and Sustainability Statement), 13 (Harp Hill access junction details) and 25 (hard and soft landscaping and boundary treatment) of 20/01069/OUT.

REPRESENTATIONS

Number of contributors	55
Number of objections	52
Number of representations	3
Number of supporting	0

30 Greenway Lane
Charlton Kings
Cheltenham
Gloucestershire
GL52 6LB

Comments: 3rd November 2023

The access/egress to and from this development is restricted to entering/exiting Harp Hill from/to an already very busy traffic management of roundabouts and junctions at Priors Road/Hales Road/Hewlett Road, and to/from SixWays in Charlton Kings. The additional traffic could add considerably more congestion at these junctions.

It is possible that the additional flow of traffic from the development of 250 houses using Harp Hill, Greenway Lane and Mill Lane could be in excess of 1000 journeys per day if all reasons for travel and vehicle use are considered. This is an enormous increase of traffic that is unacceptable for reasons of noise, extreme pollution, the dangers to elderly and indeed all pedestrians on the steep slope of Harp Hill, particularly at night, the danger posed to children travelling to schools on bicycles, and the risk posed to nearby residents mental health matters.

Harp Hill has on road residential parking serving local residents and their guests and could not reasonably be altered without some considerable suffering.

The impact from extra delivery vehicles should not be forgotten, and I am most anxious that emergency vehicles could find extreme difficulty to access all areas during peak times. Legitimate on-street parked traffic and the sheer volume of additional traffic from this development could unacceptably hinder attendances in all areas surrounding Harp Hill, Greenway Lane and Mill Lane.

I am very concerned for the state of Greenway Lane at the traffic lights of SixWays that are programmed for very short periods of traffic movement allowing only a few cars to pass to the A40 at a time. I understand that it would be very difficult to change this programme as A40 traffic is prioritised.

It is not unusual these days for traffic to back well up Greenway Lane at peak periods with some waiting vehicles mounting grass verges to pass legitimately parked residents cars. The school run is notorious for parents parking cars that exacerbates the congestion issue. Extra Emergency vehicles could have difficulty passing or even accessing on this route.

Congestion caused by increased slow moving traffic from the proposed development could add to pollution levels that are unacceptable considering the present day attitudes to such healthy lifestyle.

Similarly, accessing Greenway Lane, Mill Lane or Aggs Hill, all of which have dire restriction for the safe flow of traffic is very short sighted indeed. Mill Lane is winding and very narrow in places and is locally considered not suitable for unsustainable increased levels of new traffic. Greenway Lane is largely unlit at night, is steep and does not have suitable pathways. All routes are used by joggers, dog walkers, nature lovers and horse riders.

Harp Hill, Greenway Lane and the surrounds were not designed nor built for this additional proposed traffic.

I strongly suggest that an alternative egress/access route for this development would be the best result for the project to relieve the gross mistake that the present plan would present. This alternative should be sited shorter in distance to more appropriate traffic allowance.

Beech Cottage
Harp Hill
Charlton Kings Cheltenham
Gloucestershire
GL52 6PR

Comments: 6th November 2023

As residents of Harp Hill, we have a clear interest in this development. We appreciate that there is a shortage of housing and that new developments need to take place. Our concerns do not relate to the proposed housing per se but rather the vehicular access to that housing estate coming solely from Harp Hill. The building of 250 houses means up to an additional 500 cars will be attempting to get up or down Harp Hill to access Cheltenham and surrounding areas.

As far as we can tell the only planned routes out from the bottom of new estate via Brockweir Road or Pillowell Close are cycling or walking routes. Why is a road access

not being considered there to at least halve the traffic having to use Harp Hill? It is simply not realistic to think that people will walk or cycle. Not all children will be able to attend the local schools and not all adults will work in the vicinity, meaning that they will need to use their cars. As parents of different aged children we know that it is also simply impossible to take children to different schools and then get on to our place of work without a car, so allowing only for walking or cycling routes for this new development is shortsighted. In addition, an increasing number of people use delivery services for both groceries and other purchases. These will not be by delivered by bicycle or on foot; they will come by road. Those who don't use delivery services use their cars to do their grocery shopping. The lack of vehicular access from the bottom of the development, where there are pre-existing good roads with pavements and lighting seems nonsensical.

The only access point is onto the fairly high slopes of Harp Hill. Harp Hill is not a town road, it is a lane up to open countryside in an area of outstanding national beauty. The lower slope is already an extremely busy road with many car users speeding through. It has several choke points along its ascent.

At the top of the hill, there is already substantial redevelopment from other approved housing developments (Cromwell Court and Sovereign View to name a couple). This has resulted in countless works vans, and additional car traffic without sufficient parking on site necessitating on-road parking. This then causes blind corners as people attempt to overtake these vehicles. Added to this, there are no footpath facilities meaning we feel very unsafe walking dogs or children along the road. It is already too fast and too busy for us to contemplate doing this safely. What is being proposed will exacerbate our safety concerns.

However, of most concern is the traffic at the bottom of the hill. You will be aware of the Battledown Centre for Children and Families. This already causes traffic chaos at pick-up and drop-off times. The families who need to use this facility must do so through the maze of parked cars at the bottom of the hill. Many of the houses on the lower slopes require road parking as their driveways only accommodate one car. Furthermore, the very successful and popular Hewlett Arms causes cars to park on Harp Hill due to the pub's insufficient car park. The current situation is dangerous enough for the children and families who need to use the Battledown facility or indeed other members of the public who wish to walk along the road to access local shops. Adding up to an additional 500 vehicles to the mix could be disastrous. Not only impacting pedestrians, it will cause a back-up of car traffic waiting to meet the double roundabout at the bottom of the hill at Prior's Road/B4075. It is already extremely challenging to turn right at this roundabout (ie towards Sainsbury's) and is not much better turning left, due to the lack of visibility. With the increase in traffic, this development may make Harp Hill into a virtual car park at busy times, with queues all the way up the hill. It will cause motorists to take more chances when turning right across traffic and we will see more collisions on the roundabout. Will there be a re-working of the road layout to accommodate this upturn in traffic exiting Harp Hill? Has a traffic survey been conducted?

Alternatively, any traffic which needs to exit out of the new housing estate and proceed up the hill and take the Greenway Lane turn to Sixways will be caught up in the already extremely time-consuming traffic lights there. It currently takes 6 minutes per traffic light cycle to wait for Greenway Lane's turn to join at Sixways. Imagine how many cars will be backed up if half of the additional vehicles use this route.

In other words, both exit routes (to Hales Road, or Greenway Lane) are struggling to cope with current traffic conditions. We cannot understand why an access point is not being considered at the base of the site at Brockweir Road, Pillowell Close or indeed along the farm track running between the Sainsburys site and Hillview Road turning onto Priors Road/B4075. It is for this reason that we strongly oppose the development as the plans stand.

14 Ashley Close
Charlton Kings
Cheltenham
Gloucestershire
GL52 6LF

Comments: 30th October 2023

This development will cause so much extra traffic congestion. It will affect the traffic on Harp Hill in both directions. It is currently a problem with traffic having to negotiate the parked cars at the bottom of Harp Hill and at the top of Harp Hill there are no pavements with pedestrians having to walk on the road.

Greenway Lane will also be greatly affected with the extra traffic, it is already a problem with traffic build up from the Six Ways traffic lights, even coming back as far as Ashley Close.

The schools, doctors and other facilities will be unable to cope with all the extra people, which could be as much as a further 1000 people.

Lastly the area of AONB would be lost.

18 Ashley Close
Charlton Kings
Cheltenham
Gloucestershire
GL52 6LF

Comments: 31st October 2023

I object to the proposed development firstly because the increase in traffic on Greenway Lane near where I live will make existing problems there much worse:

Vehicles frequently mount the pavement where Greenway Lane meets the A40 because cars parked near the junction cause those waiting at the lights on Greenway Lane into the middle of the road.

There are long queues on Greenway Lane near the Six Ways junction at peak times, especially at the Ashley Manor (formerly St. Edwards Preparatory) school's open and close times - when Ashley Manor holds an event, the traffic on Greenway Lane can be chaotic because parents park their cars on both sides of Greenway Lane, blocking both the road and pavement.

Greenway Lane floods regularly causing problems for both vehicles and pedestrians.

Vehicles entering Greenway Lane from the A40 in the direction of town often do so from the outside lane, through oncoming traffic - more traffic will cause more problems leading to accidents.

Secondly, the road is used by walkers, cyclists and horse riders, the increased traffic flow due to this development will certainly lead to a loss of amenity for all these people.

Thirdly, I object to any development on the AONB and on productive farm land.

Land Adj To
Gray House
Harp Hill
Cheltenham.

Comments: 8th November 2023

RE : OBJECTION TO PLANNING APPLICATION REF. 23/01691/REM

I am writing on behalf of my client, *****, whose property comprises the site of two new homes currently under construction at Land Adj. To Gray House, Harp Hill and which will be materially affected by the above proposed development.

In the last few days my client has received an incorrectly addressed consultation letter from your council notifying him of the above application.

As he has only just become aware of the submitted application he has not had an opportunity to respond to your council by the suggested deadline for comment (stated as the 3rd November 2023).

On initial review, my client considers that the submitted proposal fails to comply with requirements of NPPF policy guidance and the Local Plan and he therefore objects to this application. In this regard, I would confirm his intention to submit a detailed letter of objection by the 17th November 2023.

Given that he has only just received notification of the proposed development and could not have responded by the 3rd of November I would respectfully request that both this email and, in due course, his pending letter of objection should be taken into consideration by your council in determination of the above application.

Kind regards

High Grove
Greenway Lane
Charlton Kings Cheltenham
Gloucestershire
GL52 6LA

Comments: 31st October 2023

In this application for reserved matters, it is now possible to see the full detail of the scheme intended to provide up to 250 houses on the Oakley Farm Site. I am appalled to note that the sole vehicular access to the proposed development is to be via a T-junction with Harp Hill. Something of the order of 1000 vehicle entries to and exits from the development are anticipated per day. It is clear to anyone familiar with the driving conditions on Harp Hill and Greenway Lane that these additional vehicle movements will have a catastrophic effect on those of us who have to use these two roads routinely.

I live on Greenway Lane, very close to the junction with London Road, and I observe daily the effects of the current 'rush-hour' congestion largely generated by Ashley Manor School traffic and also the contortions that result from the passage of huge lorries taking construction materials and removing waste from the existing developments around the areas of the Hewlett Reservoirs (Cromwell Court, etc). The design of junctions and of the narrow roads themselves is inadequate for current conditions, even before the deluge of lorries, and ultimately cars, from Oakley Farm is unleashed on them.

This proposal should be rejected until a safe scheme of traffic management for the construction and the residential phases has been devised. The presently proposed scheme would create unsafe, unhealthy and utterly inconvenient conditions for large numbers of existing residents, plus unacceptable increases in carbon emissions.

Willow Bank
Harp Hill
Cheltenham
GL52 6PX

Comments: 19th October 2023

Harp hill is one of the worst maintained roads in Cheltenham and really dangerous to walk along. Traffic is awful already at peak times. Impact of development modelled as severe. Piecemeal offering through road widening at the bottom that will have little to no real impact. I read the discussion on traffic in the appeal, and the mitigation for this suggested by Robert Hitchens can basically be summarised as "the traffic will be so bad once the development is complete, that people will stop using the route". And the Secretary of State agreed with it. How can that be a reasonable position? How are these 250 extra cars going to get where they need to go in the mornings and evenings? Harp Hill completely unsuitable as an entrance to the development. Obvious to all including Gloucestershire Highways. Overridden by a Secretary of State who walked up it once.

Since the appeal was successful I expect there's little we can do now to change the fact the entrance will be on Harp Hill. I can only suggest Gloucestershire highways take a serious look at traffic calming measures, speed bumps, pedestrian crossings, re surfacing of the whole road including pavements and road widening at the single track bottleneck outside the school to name a few as a best effort mitigation for this impending catastrophe for local residents.

11 Ashley Close
Charlton Kings
Cheltenham
Gloucestershire
GL52 6LF

Comments: 30th October 2023

I am horrified to hear that with the Planning application for up to 250 dwellings on the area of AONB may go ahead.

I understand that the vehicular access to these houses is to be from the top of Harp Hill and Greenway Lane. Neither of these roads are able to cope with the volume of traffic which will be incurred.

Both roads are narrow with no chance to widen. Greenway Lane is a Rural country Road and just not suitable for the volume of extra traffic which will be incurred.

As it is at peak times the queue at the traffic lights into the London Road there are tail backs to Ashley Road.

The extra volume of traffic and pollution will be completely catastrophic and unsustainable.

I am opposed to this proposal.

12 Greenway Lane
Charlton Kings
Cheltenham
Gloucestershire
GL52 6LB

Comments: 3rd November 2023

I agree with other objectors that the environmental and particularly traffic impact of this development, exacerbated by only one point of access on Harp Hill, will be significant to the junctions at the bottom of Harp Hill and Greenway Lane.

But my particular objection is to the supposed purpose of this development. The housing crisis is caused by the lack of genuinely affordable housing, due to the sell-off and non-replacement of council housing. This development offers only a small percentage of 'affordable' houses and the likelihood is that, as in so many other new developments, this percentage will eventually be reduced, if not removed altogether, by the developers' 'non-viability' arguments. Even if the affordability quota survives, it only requires those properties to be available at 80% of local market prices. This remains way beyond the means of most people who are victims of the housing crisis. We need developments that provide only social housing at genuinely affordable prices.

Thaylin
11 Harp Hill
Charlton Kings
Cheltenham
Gloucestershire
GL52 6PY

Comments: 18th October 2023

Access to the proposed development from Harp Hill will cause significant issues for local residents.

We live towards the bottom of the hill and find it difficult to access and leave our property due to traffic at the junction with Hales and Priors Rd at peak times. The increase in vehicles on Harp Hill due to access to the new development will increase traffic significantly. Not only will this further impact our ability to access our property, but it will increase the risk to pedestrians trying to cross the road. This is of particular concern given that there is a school on Harp Hill.

From approximately 2/3 of the way up the hill there is only a narrow footpath on one side, meaning pedestrians often need to step into the road. At the top of the hill there is no footpath. This is already a dangerous situation so an increase in vehicles will increase the risk to life for pedestrians.

An increase in traffic transiting up Harp Hill will also impact traffic levels at the Six Ways junction in Charlton Kings. Traffic already queues back around the corner from the junction and often as far as Ashley Road during peak times. An increase in traffic would cause significant delays for residents and those attending the school.

The current condition of the road surface on Harp Hill is poor, with multiple potholes and scree washing down the hill during heavy rain. The corner between Oakley and Stanley Roads is also very narrow, with a concrete box restricting the width of the road. The condition and width of the road already cause pinch points so the increase in works vehicles during the build phase and vehicles of new residents will further degrade the surface and increase the risk of a head on collision between vehicles.

Harp Hill is not an appropriate access point for this new development.

3 Harp Hill
Charlton Kings
Cheltenham
Gloucestershire
GL52 6QB

Comments: 21st October 2023

Harp Hill is not a suitable access road to support the additional traffic which will be created through the building of 250 homes. It is a steep and narrow road which can already barely cope with the large number of vehicles using it. The pavements are narrow or non-existent in parts, which causes a danger to pedestrians. Cars parked along the road cause major bottlenecks. However if double yellow lines were to be painted to prevent cars parking, there would then be a greater risk of vehicles speeding up and down a road which is used as a commuter rat run.

The new development needs greater provision for parking and fewer houses to be built, so that there is not such a huge increase in traffic and we can ensure that Harp Hill is as safe as possible and doesn't become a really dangerous road.

31 Harp Hill
Charlton Kings
Cheltenham
Gloucestershire
GL52 6PY

Comments: 2nd November 2023

Response to Full Planning Application 02/11/23

Comments from 31 Harp Hill

These comments should be read in conjunction with my comments on the Outline Planning Application which I reiterate below.

My comments on this Full Application refer mainly to the increased traffic on local roads, principally on Harp Hill.

The Outline Planning documents already contained a letter (20/01069/OUT) dated 10 February 2021 from Highways Management to Planning requesting a deferral of the Outline Application on the grounds that the Traffic Assessment (TA) had not been fully addressed. Now the Outline Application has been approved, can we be assured that should the Full Application be approved, all 'improvements' to Harp Hill and other local roads associated with the development site should be based on an appropriate TA accepted by Highways Management? Moreover, I feel such assurances are needed at the pre-construction phase as well as at the pre-occupation phase; as regards the former, appropriate restrictions on the construction traffic will also need to be imposed and their adherence monitored in order to minimise the nuisance caused in what is a residential area.

In the meantime, I also note the numerous other comments on this Full Application detailing why Harp Hill is unsuitable as an access road (steepness, speeding, congestion, driving on pavements, poor condition, narrowness, lack/inadequacy of pavements, sensitive school location, hidden driveways, lack of pedestrian crossings at mini-roundabouts etc.). While I see little point in restating all that has been said elsewhere, I would additionally like to mention that the recent new Zone 15 parking restrictions have also led to increased parking and subsequent congestion on Harp Hill.

Response to Outline Planning Application 06/08/20

My home, 31 Harp Hill, forms part of the Battledown Estate and in the first instance I should like to give my strongest endorsement to the objection submitted by the Trustees of Battledown Estate on 29 July 2020.

In addition I should like to add the following:

1. The Biodiversity Report makes no mention of deer. In fact, various photos of roe deer on the Oakley Farm site are readily available elsewhere on the internet and muntjac deer have also been observed there. Moreover, Harp Hill has signage for deer at various places. A number of roe deer are permanently resident in this area of the Battledown Estate and have been known to stray onto Harp Hill on occasions, which must present a traffic hazard under any circumstances, let alone with increased traffic levels.

2. The Transport Assessment does not discuss the extra traffic flow which will be generated on Aggs Hill, being the continuation of Harp Hill up the Cotswold escarpment. Aggs Hill is a particularly narrow, steep and winding country road which not only gives direct access from Cheltenham to the Cotswolds Way footpath, but also can potentially be used as a rat run towards Andoversford. Any significant increase in traffic on this hill would be highly dangerous and very unwelcome.

3. The Transport Assessment makes no mention of Gloucestershire County Council's plans to increase pupil numbers at the Battledown Centre for Children and Families (23, 25 Harp Hill) in the coming years, see:
<https://glostext.gloucestershire.gov.uk/documents/g9396/Public%20reports%20pack%20Wednesday%2017-Jun-2020%2010.00%20Cabinet.pdf?T=10>

This expansion has the potential to generate considerable extra traffic, on-street parking and congestion on Harp Hill and should be taken into account.

4. Both Harp Hill and Aggs Hill are cycle routes (hill climbs) of national importance, see e.g.

<https://www.climbbybike.com/climb/Aggs-Hill/9992>

In particular, Harp Hill featured in the 2014 Tour of Britain cycle race when large crowds gathered on the hill. As such, these hill climbs generate considerable cyclo-tourism. The introduction of the proposed new junction on Harp Hill would provide an extra hazard for cyclists, particularly if the junction is steep and cars are pulling out quickly into gaps in a busier traffic flow. Additional traffic on Harp Hill would also necessarily also increase the overall danger to cyclists.

5. I have concerns about the impact and duration of the building works associated with the proposed new development. The flow of contractor vehicles up and down the hill would be immense and, as has been seen with recent construction work higher up the hill, the lorries most often do not carry tarpaulins (thus often shed soil etc.) and frequently speed, so that monitoring of this construction traffic for adherence to regulations would need to be strict and properly enforced, remembering that Harp Hill is a residential area.

6. I have related concerns about the disruption which would be caused by the proposed mitigation works on the mini-roundabouts at the foot of Harp Hill, which would undoubtedly lead to major congestion not only on the hill but in the broader local area.

20 Harp Hill
Charlton Kings
Cheltenham
Gloucestershire
GL52 6QG

Comments: 18th October 2023

As a resident of Harp Hill, I have concerns relating to the traffic impact of this new development. Harp Hill is a minor road and already struggles with the volume of traffic it has to cope with, particularly at morning and evening commuting/school times when it's used as a cut-through to avoid the A40. Some days I struggle to get out of my driveway for quite some time and there's been cases of gridlock, where cars going down the hill and waiting to access the roundabout queue so far up the hill, past Battledown school,

that cars cannot get up the hill due to cars being parked on the road. Adding a further 250 households is going to add further congestion to this junction as well as noise/health implications for local residents.

Harp Hill was not designed to carry this volume of traffic. It is in a state of disrepair near to the peak of the hill and in my view, not wide enough as it is to support the homes that already need access. And being a hill, when it rains heavily, unsafe levels of water can be seen to run down it. Adding more traffic is going to increase the likelihood of traffic accidents. I lost one of my cats recently, run over outside Battledown School by a car coming at speed down Harp Hill.

I am also concerned about the impact that 250 additional homes will have on the provision of local services - Schools, GPs, water supply, drainage, broadband, etc.

Manurewa
16 Harp Hill
Charlton Kings
Cheltenham
Gloucestershire
GL52 6QG

Comments: 23rd October 2023

Having studied the proposed plans I object to the number of dwellings on the development. I think there are too many squeezed onto the site and not enough adequate parking for the cars that will be associated with the number of dwellings. Cars will end up being parked along the access roads making it dangerous to access for emergency vehicles and refuse lorries. Young children will be at risk if parked cars block line of sight of drivers. The number of houses built should be reduced, as adding additional parking will only add to the increase run off of rainwater coming from the hill and leave the area vulnerable to flooding. Reduce the number of dwellings built.

Comments: 18th October 2023

Has anyone who permitted this application ever tried to walk or drive up or down Harp Hill at rush hour? After perhaps a heavy rain storm? I would suggest not, as currently there is an issue with too many cars, lorries and vans using this road. At parts the road tapers and narrows, so it is dangerous for two vehicles to pass safely, let alone a pedestrian who may be trying to reach a local school (one of which is situated on the bottom of the hill). Half the hill has no pavement, yet is a direct link to The Cotswold Way. So adding to this the additional amount of cars that 250 new houses will bring with their only access as Harp Hill, seems thoughtless. The truth is there is no safe or sensible access to this proposed development. The uneven surface of the road, problematic drainage issues (road is constantly being dug up, or patching potholes), and lack of speed control is already a mounting issue. If developers have to push these things through then why are we not making sure the access is suitable before they break ground.

Good luck getting a local secondary school place that your children can walk or cycle to if you live here, both local schools are over subscribed already.

There's not much point reflecting on the damage to wildlife, AONB destruction, or the increased flood risk to North East Cheltenham, as it's already been permitted but the access and traffic issues could be addressed, there is still time.

It is worth noting that the increase of traffic will also greatly affect Ham, Charlton Kings Six Ways, Priors Road, Hales Road and Hewlett Road.

The whole thing is tainted with bullying big companies and greed being put before local communities.

3 Battledown Cottages
Harp Hill
Charlton Kings
Cheltenham
Gloucestershire
GL52 6QG

Comments: 2nd November 2023

I write with a formal objection to development at Oakley Farm, Ref Planning Application 23/01691/REM.

Safety - As a resident on Harp Hill for the past 18 yrs, I have witnessed increased volume and speed of traffic on the hill. The footpaths are narrow and non-existent towards the top of the hill where access to the new development is proposed. As a pedestrian, walking on Harp Hill has become a hazard, the increased volume and swerving of pot-holes is an accident waiting to happen.

Access in and out of properties, including the school, The Battledown Centre, is also a daily hazard and we simply cannot cope with more traffic impacting our daily lives. Congestion of adjoining roads and the bend at the Hewlett Reservoir is also a major issue.

If this development goes ahead we will count the days until a serious accident occurs.

Damage to Buildings & Infrastructure: Many of the period properties on Harp Hill do not have foundations and will not withstand the vibrations from heavy construction traffic. Evidence of this can be produced, with the previous development (Birdlip Road), our house required re-plastering, inside and out, since cracks formed due to the daily vibration of the lorries carrying hardcore to/from the site.

Flooding is evident from the Birdlip Road development, and this will cause further problems with more homes generating waste. Drainage cannot cope with the additional water which will cause damage the roads and dwellings.

Local facilities, shops, schools, surgeries and supermarkets are inadequate for further residents in the Battledown / Charlton Kings area.

The traffic noise is also problematic, vehicles accelerating up the hill and speeding down cause a constant nuisance.

We also should reflect on the destruction of AONB, the loss of this natural habitat and impact to wildlife is astonishing - we should be preserving this site.

If valid surveys had been conducted this planning would never go ahead.

The impact of an additional 250 houses will adversely impact the local community causing much stress and a decline in the quality of life for residents.

The site is simply not suitable for the development. I strongly recommend that the decision is reviewed, and the proposed planning for dwellings cancelled or at least reduced.

2 Harp Hill Villas
Harp Hill
Charlton Kings
Cheltenham
Gloucestershire
GL52 6PX

Comments: 2nd November 2023

As residents of Harp Hill, we strongly object to the access approach outlined in this application and believe the impact on the local road network will be severe and make travel in the surrounding area (by car, foot, and bike) much more dangerous.

Regardless of some of the conclusions drawn in the appeal decision regarding post-covid traffic decreasing due to self-redistribution, working from home and e-scooter schemes, this is not our experience living on Harp Hill. This development is likely to introduce over 1,000 extra journeys into the surrounding small and poorly maintained roads. Roads that already experience circulatory issues at the bottom and top of the hill, plus at the junction with Greenway Lane and the traffic lights to the A40 at Six Ways.

For pedestrians the danger will be compounded by the narrow or lack of pavement on both sides of the hill, which will not be remedied by the footpath on the development. Whilst appreciating the addition of a planned footpath on the development, crossing the road to get to it might be riskier than it's worth. It is currently impossible to push a double buggy up the hill without going on the road and looking at the current plan, taking one through the estate will also be difficult without using the access road.

Placing the access entrance just over the brow of Harp Hill would also seem to be a dangerous development for cars, pedestrians, cyclists and horse riders.

Harp Hill is already widely used as a short cut to avoid the A40 and traffic lights, particularly during peak school times and the additional 1,000+ car journeys will add to the often chaotic scenes at the Battledown Children's Centre during morning drop off and afternoon pick up. Particularly given the lack of parking restrictions on the hill resulting in cars being parked on both sides of the road.

There is no public transport on Harp Hill which will restrict any movements on sustainable transport modes and add to the pedestrian and car journeys on Harp Hill.

Whilst appreciating the developers will pay £64,500 to support local traffic improvements, it is difficult to judge whether this amount is sufficient or will be appropriately used without sight of the associated plans. The small roundabout at the bottom of Harp Hill is already congested with local traffic movements and through traffic. A speed limit of no more than 20mph will surely be needed to manage traffic movements on the hill, Greenway Lane already has traffic calming measures.

It seems strange that the GCC Highways Planning Liaison Officer was not consulted for this application given the implications of the access proposed.

Adding the car fumes of another 1,000+ journeys into the air around Harp Hill must have an impact on the air quality of the surrounding area.

Having seen the substantial impact of the recent development of just three houses on Harp Hill, the introduction of heavy vehicles moving up and down the hill on multiple journeys during the construction phase is a very worrying consideration. The speed of the lorries, often full of spoil or heavy building materials, for the three developments was completely inappropriate for the gradient of the hill and very dangerous and they also further damaged an already poor road surface.

Golspie
Harp Hill
Charlton Kings
Cheltenham
Gloucestershire
GL52 6PX

Comments: 2nd November 2023

The development will cause a number of ongoing and long-term problems to Harp Hill and its' residents. These issues will greatly impact both the residents of Harp Hill and also the council and parties that maintain and / or provide services to or via Harp Hill. Some issues will be ongoing and some will be occasional, but all will have a severe impact.

In no particular order, we list some that quickly spring to mind:

- The road Harp Hill is already extremely busy. We have issues getting cars in and out of our drive during the day. The impact of an extra 250 houses will cause misery for residents of Harp Hill, the surrounding roads such as Hales Road, Hewlett Road and Greenway Lane. The residents on the proposed estate will suffer as permission has been granted for too many houses. There is insufficient parking on the proposed new estate and cars will encounter severe problems getting in and out of the estate. An access road (and the only one for the development) onto Harp Hill is simply unworkable.

- The road is already dangerous as it is narrow and down to one lane from the Oakley Road turning due to the number of parked cars. There are always numerous vehicles parked outside our house and all the way down the Hill. These include overspill from the Battledown Centre, the Hewlett Arms, residents, visitors and tradespeople working at houses on the Hill. They need to park on the road, double yellow lines are not a viable

option as then there would be nowhere for residents to park. We are next to Zone 15 so residents, visitors and others already can't easily park elsewhere.

- From time to time, it is unavoidable that the road will be closed for maintenance and services work. Road traffic always comes with wear and tear and increased heavy traffic accelerates the wear. The provision or improvement of services around Harp Hill and any development may require road closure. The geography around Harp Hill is such that there is ground movement, which will result in road work and consequential road closure every once in a while. The list goes on but inevitably the road will have to be closed for maintenance work from time to time, even if occasionally. If Harp Hill is closed and if the only access to and from the development is via Harp Hill, then a consequence will be hours of congestion with people in the development effectively being locked in. In some circumstances it may result in traffic moving via Greenway Lane causing a complete block and lock of the area surrounding Harp Hill. The only viable solution is access to the development via Priors Road.

- Emergency services. With a large development it is inevitable that emergency services will be called upon unpredictably from time to time. A congested road with (within reason) no guaranteed access smacks of negligence and the council / highways will be liable. Again, the obvious and only solution is access via Priors Road.

- Opening up access onto Priors Road is the proper solution to many problems. Early on we attended a meeting at Whaddon Hall and did not get a clear answer as to why this was not to be considered, only obfuscation. The existing track connecting Priors Road is wide enough to be turned into a road. It connects to a very wide road where traffic is already controlled by lights. Is this a ransom strip? Is there a connection with the previous Oakley government site? What is the problem with developing the track into an access road?

Finally, why wasn't a judicial review of the application grant lodged? A JR would have been a low-cost option, so this is puzzling to say the least. Was this discussed internally and if so then what was discussed? Can we please see the minutes?

For everyone's information:

Freedom of information (FOI) is the right of anyone to access information held by public authorities. It is a fundamental right that allows people to hold their governments and other public bodies to account.

The Freedom of Information Act 2000 (FOIA) gives everyone the right to request information from public authorities in the UK. This includes information about how they spend public money, the decisions they make, and the services they provide.

Public authorities have a duty to respond to FOI requests promptly and within 20 working days. They must release all information that they hold, unless it is exempt under one of the exemptions in the FOIA.

Cloud Haven
Harp Hill
Charlton Kings
Cheltenham
Gloucestershire
GL52 6PX

Comments: 25th October 2023

I have lived on Harp Hill with my family for over 20 years. In that time I have noted traffic volumes increase significantly. I have noted occasional efforts at traffic-calming to be short-lived and largely ineffective.

This proposal involves the creation of high-density housing in an area where the existing infrastructure, notably highways, will struggle to cope with the additional burdens that this will create. Harp Hill is a narrow road with a steep section running from Battledown School all the way to the junction with Stanley Road. There are no pedestrian pavements from Stanley Road eastwards.

Harp Hill is already being used as a 'rat-run' between London Road and the B4075 (Priors Road) and also from the Cotswolds to the B4075. Commonly cars speed in both directions, the perception being that this is the edge of town. Cars going up hill typically are very noisy, as engines need to be gunned hard to gain speed.

Harp Hill is one of the entrance points from Cheltenham into the Cotswolds for both pedestrians and cyclists. It is much to be preferred to the B4632, A40, A435 and Leckhampton Hill, all of which are larger roads, designed to accommodate heavy traffic flows, and where it takes much longer before leisure walkers/cyclists are into the countryside. However, it is self-evident that as traffic volumes increase, so the amenity value of Harp Hill for walkers and cyclists diminishes. Pedestrians and cyclists face unnecessary risks currently. For pedestrians there is no pavement beyond Stanley Road: one should be installed ideally all the way to the junction with Birdlip Road. For cyclists, going up hill most will be slow and wobbly, there is an unsighted corner before Stanley Road at one of the steepest points. Coming down hill, the road surface - even after recent remedial efforts - is poor, uneven and pot-holed. The road surface needs to be completely re-instated and a 15mph limit introduced.

My perception is that this development is likely to go ahead, regardless of the views of current local residents. I consider that suggestions to mitigate its impact are therefore more likely to be adopted. To this end I suggest:

The design of the estate should have additional direct exit(s) onto Priors Road and encourage eventual residents to prefer exit onto Priors Road which is a large road. Possibly a one-way system would be needed with, say, ingress via the existing Oakley estate and egress via the existing farm track onto Priors Road. Clearly measures would need to be incorporated to deter motorists from using the estate as a cut-through from Harp Hill to Priors Road, eg a 10mph speed limit, chicanes, speed humps etc.

During development, construction traffic should access the site from Priors Road through the existing farm-track.

The whole of Harp Hill from its junction with Priors Road to its junction with Birdlip Road should be designated as a 15mph zone and enforcement efforts should be robust and effective.

A hard-pavement should be installed on Harp Hill all the way from Stanley Road to the junction with Birdlip Road.

Harp Hill should be resurfaced to a very high standard, with a particular regard for the safety of cyclists, who will be going up hill very slowly and coming down hill at speed. Particular safety measures to slow cars at the blind corner near Stanley Road should be adopted.

Effective measures need to be taken to address the flow of water down Harp Hill in times of heavy rainfall. There is little point resurfacing the road unless the problem of drainage (and springs) is addressed.

Harp Hill should have a vehicular size/weight restriction to deter coaches and lorries from using this route except for access.

The New House
Harp Hill
Charlton Kings
Cheltenham
Gloucestershire
GL52 6PX

Comments: 19th October 2023

Dear Madam

This is the second time I have objected to the proposed development. My husband and I have lived on Harp Hill for 35 years and when we moved here Harp Hill was a relatively quiet backwater of Cheltenham. Now it is a rat run in the mornings and afternoons . You must realise this is a short cut to London Road and with the additional traffic created by the proposed new development it will be made far worse. The hill is unsafe for pedestrians and desperately needs resurfacing PROPERLY. Years of patching up is not good enough. We have incredibly poor paths, where they exist and also road subsidence. Some drains are totally blocked up and with heavy rain we have water gushing down the hill onto Hales Road causing flash flooding. In addition we also have increased noise pollution year on year and this would be made far worse with additional vehicles from the proposed estate. The access for this housing estate should be on Prior's Road NOT on Harp Hill !

I firmly object to full planning permission being obtained.

Sudeley
Harp Hill
Charlton Kings
Cheltenham
Gloucestershire
GL52 6PX

Comments: 2nd November 2023

I am writing with the following comments as an OBJECTION to the application reference 23/01691/REM.

It is inconceivable that an application would be allowed in any area that had already been identified as AONB. Once done it cannot be undone. The impact on the local flora and fauna is irreversible, and the damage to the broader appeal of Cheltenham as the centre of the Cotswolds as more development is allowed on their very foothills and as Cheltenham grows will continue.

The hedgerows surrounding the site provide much needed habitat for our wildlife, an ever increasing need to support our environment and bio-diversity. These hedgerows must be maintained as they take significant time to establish and given the current climate challenge we have we cannot afford to eliminate already established environments.

As a resident of Harp Hill I witness on a daily basis the level of traffic that already uses Harp Hill and the dangerous consequences from a Health and Safety perspective that would result from any increase in traffic flow.

As someone who regularly walks and cycles up Harp Hill the level of speeding (in general in excess of the speed limit, and often significantly more so) is dangerous and will result in a fatality if something is not done about it. The increasing number of journeys will only increase the traffic volumes and make it more dangerous for pedestrians, cyclists and motorists. Those who plan, allow the approval, and build this project will be responsible for those injuries sustained and lives cost as a result in future.

The road itself can also not sustain an increased volume of traffic - it is already disintegrating, and I fear that increased traffic, especially heavy traffic, will have consequences for the state of existing houses up Harp Hill.

I do not believe that an adequate road traffic survey has been conducted in recent times during typical high volume flow (within a normal working week, outside school holidays, and since the impacts following lockdown during COVID-19 have returned to normal).

250 houses will result in far too dense housing, with invariably insufficient space for vehicles to be parked off the road, and a significant impact on the surrounding road usage in terms of frequent journeys into and out of the area, and supporting services.

The road surface is in constant need of attention and only the very deepest of holes are ever filled, resulting in dangerous driving conditions, exacerbated by heavy traffic trying to pass and swerve holes as obstacles in the road.

There are already a smaller number of developments which have increased the heavy goods vehicles up Harp Hill to an unprecedented level, most recently requiring the

installation of traffic lights to control flow on the road, which otherwise would be free flowing. I have concerns for the impact on foundations on houses situated in the proximity of such increased traffic.

The road and surrounding area already suffer from flooding following heavy rain, and further building on green land will further exacerbate the issue for existing residents in the area.

Given the reduction in surface area for drainage, through inevitable paving and housing, I am concerned that similar flooding will occur lower down the hill into Priors Road such as during the floods of 2007.

There is also the significant issue of lack of facilities in the local area (and across Cheltenham) to support this number of houses. There are insufficient school spaces, and the area of proposed development does not currently fall within any secondary school catchment for schools located nearby, propagating yet more transport needs. A similar level of challenge exists for other necessary services such as medical, GP and dentists.

I cannot believe that the proposed development on Oakley Farm has got this, certainly in the round about way that has been achieved.

None of the issues raised during the consultation or subsequent planning processes have been addressed.

How can this proceed setting such a precedent for total disregard for AONB in future.

The significant concerns over road safety have been ignored - I want the warning of the likelihood of serious accident on this road noted given the increased volumes of traffic following and during completion (including unsuitable heavy goods and construction traffic). The road is already in a dreadful state and this will only increase, impacting cyclists in particular as well as normal vehicular traffic.

Please take all these points as an OBJECTION to the application.

37 Birdlip Road
Cheltenham
Gloucestershire
GL52 5AJ

Comments: 27th October 2023

Totally agree with all previous posts who have expressed serious concern over the traffic implications of this development and in particular, the impact this will have on Harp Hill. This road is already dangerous and unfit for purpose at both ends. At the bottom end, it is practically a single lane carriageway as traffic already has to queue and weave in and out of parked cars. At the top end near the bend with Greenway Lane, the road is very narrow, traffic is frequently travelling too fast at this point and it is inevitable that there will be accidents following the significant increase in volume. Pedestrians are also going to be at risk as construction traffic towards the top of Harp Hill have frequently been blocking the footpath, forcing pedestrians onto the road. If the planning inspector did indeed visit Harp Hill and subsequently gave his opinion that the development will not have any significant impact on local traffic, this beggars belief.

19 Birdlip Road
Cheltenham
Gloucestershire
GL52 5AJ

Comments: 1st November 2023

I would like to raise an objection to this scheme around the poorly thought out vehicle access and general traffic management. The access on to the existing road at Harp Hill is dangerous and will lead to an accident, either due to frustrated drivers undertaking risky manoeuvres on an already congested road or at the proposed junction where it will join on a short section of straight road in between 2 bends.

Harp Hill already suffers from significant congestion, is very steep and also poorly maintained. There are a large number of vehicles that are parked along the street side leading to the road becoming in effect a single lane. This leads to frustration, speeding and generally poor driving at the current traffic levels. Introducing 250 more dwellings will clearly make this worse. I regularly cycle along Harp hill and on most occasions I have to swerved to avoid oncoming cars who are on the wrong side of the road whilst passing parked vehicles. The current road surface makes cyclists ride further out from the curb due to cracking and the parking and congestion problem makes drivers "take their chance" to pass parked vehicles whilst cyclists and other vehicles (with the right of way) are coming towards them. There are also poorly lit areas, a blind bend and the steep hill to contend with. Adding 250 houses with single access via this road is going to create real issues.

In addition the top section of the road (from the Battledown entrance onwards) is unpaved. There are many walkers and runners who use this section regularly to take exercise or simply travel by low carbon modes but the the lack of pavement makes this dangerous. More cars will increase the hazard. The developers need to propose a system of safe traffic management both during construction of the development and for residents after completion. Significant funds should be held from the developers as a deposit via an S106 agreement to ensure that these requirements are met.

Comments: 31st October 2023

The footpaths that links this development to the green space at the edge of Birdlip Road will result in increased access through the pathways that link the eden Villas development with Oakley Grange. This area already has a problem with motorcycles (and sometimes cars) using these paths as a short cut up and down the hill. This type of use will need to be addressed with suitable street furniture to prevent motorised vehicles using it

25 Birdlip Road
Cheltenham
Gloucestershire
GL52 5AJ

Comments: 19th October 2023

Having lived on Birdlip Road, accessed via Harp Hill, for the last 6 years, it is abundantly clear that Harp Hill is not adequate for the current level of traffic, let alone from 250 more homes. The state of disrepair of Harp Hill will be at the forefront of the minds of anyone who lives in the area, as the road is frequently full of potholes which seem only to be filled when they are causing damage to vehicles and result in a badly patched up road which is not fit for purpose. However, even if the road were to be adequately resurfaced to handle the construction traffic, and then adequately repaired once construction is completed to handle the traffic from 250 additional homes, the road itself is not equipped to handle such a volume of traffic. Much of the road, particularly towards to bottom of the hill, is obstructed by parked cars on one or both sides of the road leading to significant delays and blocking traffic at the roundabouts at the bottom of the hill. These parked cars appear to be both from residents of homes on Harp Hill, and additionally from Battledown Centre for Children and Families towards the bottom of the hill. An increase in traffic via Harp Hill would only further these issues.

Recent construction work to just a handful of homes (new developments and enhancements to existing properties) has resulted in heavy construction traffic and dangerous blockages to the road as the road had become single-track for such a long stretch that visibility beyond the construction traffic was not possible. This resulted in significant delays, which would likely be exacerbated by construction work to such a large number of new homes.

The local amenities are also not sufficient to handle such a large number of new homes in the area - local schools are already substantially oversubscribed, as are local childcare providers, and anti-social behaviour and crime continues to be a problem in the nearby housing development which ranges from Sainsbury's Oakley all the way up to Birdlip Road.

Also, while it may seem unlikely given the presence of the large Sainsbury's supermarket nearby, I am confident that such a large number of new homes would result in further traffic chaos at the local Tesco Express store on Hewlett Road which frequently sees cars parked on the double yellow lines and blocking traffic flow on both Hewlett Road and Mersey Road.

23 Birdlip Road
Cheltenham
Gloucestershire
GL52 5AJ

Comments: 3rd November 2023

Reference 23/01691/REM

We object to the proposed vehicle access to Harp Hill from the related development.

Harp Hill already has more road users than the road is suitable for. It is used as a 'rat run' to get to A40 as well as A435. There are also three schools (Battledown Childrens Centre, Glenfall and Ashley Manor) where Harp Hill is one of the access roads. Additional vehicles trying to access Harp Hill will only cause further issues. When there are parked cars it makes the road single lane which causes frustration and near misses as it is.

There is already insufficient infrastructure (paths, road width) for pedestrians and cyclists, adding more vehicles onto an already over-used road will only likely cause an accident. There are already too many vehicles cutting across the junction with Greenway Lane when turning right from Harp Hill which is an accident waiting to happen. The bend on Harp Hill at this junction towards Mill Lane/Aggs Hill is also too narrow, there is also regular flooding of this section of road. Additional traffic from Harp Hill to Greenway Lane will cause extra delays at the Sixways Junction. Race traffic already exacerbates the above points as it is.

The planning for the development where we live was limited to 40 houses having direct access to Harp Hill due to concerns over traffic-an additional 250 having access to Harp Hill simply won't be safe.

There is limited public transport options for local routes which may enable the volume of local traffic to be reduced if it was more readily available.

Wessex House
3 Sovereign View
Cheltenham
Gloucestershire
GL52 6FD

Comments: 25th October 2023

My objection is solely that the access to the site off Harp Hill is just not practical. The volume of traffic using Harp Hill already is a major issue and to significantly increase the traffic will create absolute chaos and congestion. It's already impossible to drive up or down the hill without having to take your life in your own hands as there is far too much traffic now, so I dread to think what the position will be like adding even more cars on to the hill.

I do find it incredulous that whoever approved the original outline planning position thought that the hill was capable of accommodating more traffic. It can't! I have little

confidence though that any comments will be considered and the application will be approved regardless but it truly is a ridiculous state of affairs if this is approved given the genuine concerns residents have. My objection is not about the houses, I understand the need to build more homes, but the access from Harp Hill which is already oversubscribed and a danger to road users. Is there no other alternative access that could be considered which prevents the Hill from being used?

High View
Harp Hill
Charlton Kings
Cheltenham
Gloucestershire
GL52 6PR

Comments: 24th October 2023

We actively objected to the outline planning permission for this development on numerous grounds, key among which was the total unsuitability of Harp Hill as the access/egress for this development. In his report, the Planning Inspector stated that he had visited the site on several occasions and did not believe the development would create serious traffic problems. In this (as in much else) he was utterly wrong.

Harp Hill is essentially a country lane which has been pressed into service as a major commuter route. It has street lighting (because GCHQ bullied the council into installing this the while the Oakley site was active) but no pedestrian pavement for much of its length, with pedestrians and vehicles sharing the road. The lower stretch is frequently congested as thru-traffic in both directions weaves between parked cars. This is especially true at peak commuter periods. It also carries large volumes of traffic (including buses and coaches) on race days (in particular during the Festival) when much of the traffic arriving in Cheltenham from the east on the A40 uses Greenway Lane and Harp Hill to approach the racecourse. The idea that an additional 1000 vehicle movements a day (250 houses x 2 cars x 2 journeys) can be added to all this without chaos resulting is risible.

In addition, it is difficult to see how so many vehicles will be able to get out of the new estate onto Harp Hill at peak times. In my own daily experience, it can be problematic for a single car to find a break in the traffic flow to safely pull out. I would anticipate a long line of cars trying to get onto Harp Hill from the new estate with a great deal of frustration and frequent altercations resulting.

Sadly it seems inevitable that this appalling and locally unwanted development will go ahead but it must surely be possible to find a better solution to the access problem than that proposed.

Hanover House
1 Sovereign View
Cheltenham
Gloucestershire
GL52 6FD

Comments: 24th October 2023

We live at the top of the hill, where the new builds have caused all sorts of problems and disruption due to the extra amount of vehicles needed for the workman to carry out their jobs on site. This would equate to only 20-30 extra vehicles a day, times that by 10 and it is very clear that Harp Hill is not suitable to accommodate access for 500 cars a day (average 2 per a household). Several parked cars on the curbs all the way down harp hill, sometimes on blind corners and opposite large potholes means daily I have to take a blind risk and hope nothing is coming when driving up and down the road. Towards the bottom end of Harp hill it bottle necks everytime I go up and down the hill, meaning ques of cars have to nip in and out of spaces allowing large volume of traffic to pass to enable a clear passage. I'd also like to consider the sound and light pollution to the residents on the road, where the access is being considered the land lies on a slope, with a long and windy road network planned, headlights from the traffic will be evident to the residents particularly where the acces is being considered, bright head lamps lighting up people's private space all evening everyday. Also we must consider harp Hill has already taken a huge increase in traffic due to the top end of the Oakley Estate Can only be accessed via harp hill. There is only so much capacity the small hill lane can take. There is a farm access rout that already exist tin the farm site, this shoudl be utilised and not destructed all the AONB in the field where there is many wild animal habitats that will collapse by putting roads and public places through it. We shoudl also consider the environmental changes over the winter months, where the road twice last year was impossible due to snow and ice, i watched and have evidence of cars sliding to the bottom crashing into walls and one narrowly missing my 10 year old walking up, if you plan to let 500 -700 more cars through its only a matter of time that there will be a fatal accident on this road, its just numbers game, the more cars the more likely. In a era when we are all told to consider the environment, and the climate, respect our wildlife more you rip right through the heart of it all with terrible planning permissions agreed before you have even considered or confirmed access. The only real solution is to cancel the planning but if that is to far now the access to the site must remain at the bottom of the estate on flat terrain minimising the increased number of cars using the hill and minimising the damage to a 12 acre field just for cars to access an estate that isn't there yet. Also, to mention the development stage where large artic lorries and workforce vehicles will destroy that road and cause mayhem ,accidents and potential fatalities using this as access to build such sites. This cause mayhem for two years from building 3 new dwellings on harp hill, let alone 250, the area and residnese need a rest!

Cleevesyde
Harp Hill
Charlton Kings
Cheltenham
Gloucestershire
GL52 6PR

Comments: 3rd November 2023

Neutral

We made huge efforts, with employed professional advisers in both planning and highways, in objecting against the initial outline application 20/01069/OUT for 250 houses on the site with access onto Harp Hill. Our main focus and concern was, and always will be, the impact of the access and additional traffic associated with the development on Harp Hill and the enjoyment of our home. We remain of the opinion that it is totally inappropriate to add so many additional vehicles to the traffic load on Harp Hill and the connecting roads.

Unfortunately our efforts to have the scheme rejected were in vain and this totally inappropriate scheme has been granted. So we are now wanting to try to put forward our best hopes and concerns over the scheme's details in an effort to make the best of a bad situation.

We fully realise that this is a scheme that has been passed and this latest application 23/01691/ REM is for the finer details of the site layout, houses and its entrance. With this in mind, we want to put across our thoughts and concerns as adjacent residents to the scheme and access road.

We understand that the appeal inspector, in determining the outline planning application 20/01069/OUT, agreed flexibility in the final position of the site access onto Harp Hill.

This is limited by condition to a position within an identified Highway Corridor Flexibility Zone (HCFZ) shown on drawing P18-0847-02 on sheet 03 Rev F.

The illustrative layout plan submitted with the outline application 20/01069/OUT showed the site access to be directly opposite our house entrance and Half Acre's entrance and we are, of course, relieved that that location is not possible/not a viable option given site levels. In the planning compliance statement submitted by Nexus, they state that the entrance as indicated in 20/01069/OUT was unachievable being "incompatible with site gradients" (page 21 - condition 5). They indicate that the site access position submitted as part of the reserved matters application does however comply with condition 5 of the outline consent. We do feel awful for the residents of those properties who now sit directly opposite to the site access as shown on this reserved matters application. They too should not have to suffer this traffic, noise and light pollution either.

It is in our opinion and that of our qualified Highways consultant (Helix Transport Consultants), which formed part of his statement submitted in objection to 20/01069/OUT, that the location of the HCFZ is not in the best place. This should be reviewed.

At the time of our last objection our highways consultant submitted a statement that suggested the better position for the site entrance was not in front of the 6 houses where the current HCFZ is indicated, but further down the slope in an area opposite Camp Road or Stanley Road. The visibility at these locations would be better and more importantly the impact on houses and the wellbeing of the residents on Harp Hill near the junction would be minimised as there would only be a road opposite the new access as opposed to houses. In this location the impact of light and noise pollution would be kept to a minimum.

While I understand that the design and location of the access in this reserved matters application 23/01691/REM has taken into account the site design and specific slopes and access requirements for the road on the new site in accordance with planning guidelines and the outline planning consent (condition 5) with the proposed location for the entrance is as low as it can be with the agreed HCFZ, we question whether the developers would have positioned the access lower down i.e. opposite Camp Road or Stanley Road had the HCFZ extended that far down Harp Hill. We suspect so.

We feel that the HCFZ needs moving down the hill to improve the access gradients still further and lower the impact on local neighbours.

Our comment on this application is, as we see it, a neutral one. Whilst we object to the entire scheme and consider any access onto Harp Hill to serve 250 dwellings to be a bad/incorrect decision, we acknowledge that sadly that's not what is currently in question and whilst we are supportive of the relocation of the access away from our own property, for the sake of our neighbours, would push for the idea of moving the HCFZ further down Harp Hill.

Can the HCFZ be extended down the hill?

Better still, can the access be amended to a minimise the impact on Harp Hill by having a one way system, (thus instantly reducing the traffic on Harp Hill by 50%), IN from Harp Hill and OUT via the old farm access onto Priors Road? (We know from our highways consultant that this section of Road is 6m wide and compatible with 150 houses volume of traffic in accordance with site and highways design) Or, as with the old GCHQ development, could it not be determined that a split in access arrangements where a large proportion of the site use Priors Road and a smaller proportion of the site use Harp Hill? (Reducing the Harp Hill traffic volume even more).

When planning was granted for the houses that occupy the old GCHQ site with access onto Aggs Hill (which is the continuation of Harp Hill) in 01/00637/CONDIT it states that Aggs Hill and Harp Hill should be restricted to 40 units. Surely a similar limitation should be used in this case and the HCFZ be revisited. Given the opposition, should not the options for access to this new site be reconsidered?

With regards to the rest of the reserved matters to be considered in this application, 23/01691/ REM, we have no design concerns over the site landscaping and housing layout to comment on.

Half Acre
Harp Hill
Charlton Kings
Cheltenham
Gloucestershire
GL52 6PR

Comments: 3rd November 2023

I attended, gave evidence and fundamentally objected to the original planning application and remain very disappointed that planning was ultimately granted in principal for up to 250 houses on an AONB location, with access from Harp Hill (within a designated Highway Corridor Flexibility Zone - HCFZ shown on drawing P18-0847-02 on sheet 03 Rev F).

I understand this current planning application to be a 'reserved matters application' which has to adhere to the conditions of the already approved scheme namely; 250 houses and the access road within the HCFZ. Therefore, I will not repeat all of the many valid objections, which all residents, CBC and GBC (Highways), all provided as part of the original planning application resulting in an unanimous objection to the scheme e.g. impact on greenbelt, lack of local amenities in the local area and road safety.

My current objection, as part of the reserved matters application is therefore focused on the planned location of the access road (and the HCFZ) and the direct link to road safely (both vehicular and pedestrian/cyclist). Harp Hill can barely cope with the current volume of traffic (in particular around the school at the bottom) as well as the direct impacts to Mill Lane, Greenway Road and Sixways traffic joining London Road.

In addition, all 6 residents at the top of Harp Hill and within the HCFZ (of which I am one), will inevitably object to the positioning of the road, if it is directly opposite their property. There will be noise impacts to all residents, together with light pollution directly in residents properties.

The location of the road should be where it has the least impact to properties at the top of the hill and is the safest location from a Highways perspective. I strongly urge the Council and planning committee to revisit the span of the HCFZ, it is clear that visibility would increase if access was further down the hill (beyond the current HCFZ), with the added benefit of reducing the impact to ALL houses at the top of the hill. For example, the planning committee should consider introducing a mini roundabout for a 4-way intersection with Camp Road (or Stanley Road), Harp Hill and the new access road to better control traffic flow and reduce speeding on Harp Hill.

Alternatively, if this is not a consideration then I strongly recommend the Council revisit a one way system with vehicle access to the new estate from Harp Hill and vehicle access out of the estate via Priors Road. I understand this is counter to the already approved HCFZ, however given the impact on the local infrastructure this must surely be considered.

ONLY IF the HCFZ cannot be moved as a point of planning law (which I am clearly not an expert in), and the access road has to be within the currently defined parameters of the HCFZ, we would reluctantly have to remain neutral on this point. ONLY because the planned access road is not directly opposite our house and therefore the direct impacts are marginally reduced to our property. We sincerely hope it will not come to this and the Council are able to work with the Highways and other planning authorities to change the parameters of the HCFZ.

As a final point, the fact that the road has been at different positions within the HCFZ in previous planning applications/discussions, to my mind bears no weight to the current application.

Overall, I object whole heartedly to both the volume of houses and access point. We understand that this was approved by the national planning authority, however we are ever hopeful the local planning authorities can challenge the already agreed parameters to improve road safety and reduce direct impacts to all residents.

Elba House
Harp Hill
Charlton Kings
Cheltenham
Gloucestershire
GL52 6PR

Comments: 3rd November 2023

We are writing to you with regard to the recent application for approval of reserved matters
Ref 23/01691/REM.

We wish to add our voice to the already existing opposition to this application.

Unfortunately, we understand that the building of 250 houses and the exit road onto Harp Hill has already been given approval and there is little that we can do to alter this. We do passionately feel, that the planning committee should give full and detailed consideration to the decision to allow vehicular access from Harp Hill.

At present this road is designated as a country lane and the number of cars that currently use it as a short cut from the London Road is already phenomenal. In the past ours and our neighbours' children were able to safely walk to school and to visit friends along Harp Hill, Mill Lane and Greenway Lane. Even now with the volume of traffic this is not safe for pedestrians and with an increase of traffic from the proposed development would become nigh on impossible. We as residents are unable even to walk our dogs safely on this road. We have had several near misses to ourselves with cars speeding along Harp Hill and we have had our dog hurt by a speeding motorist using the road as a rat run. How long is it before it is a child who is injured?

As well as the direct effect on residents of Harp Hill this vehicular access will have a wider negative effect on the surrounding areas eg Sixways and the roundabout at the bottom of Harp Hill.

We believe that there are several options that may mitigate the negative effects on this increase in traffic and pollution.

The first, and most important option, is to form a one-way system in and out of the new estate - the entrance being on Harp Hill and the exit from the new estate on the northern pathway out onto Priors Road (using the developer's proposed cycle lane.) This would immediately cut the traffic flow by 50%.

Secondly, we believe the vehicular access from Harp Hill should be moved further to west of the permitted zone, ideally at the junction of Stanley Road and Harp Hill or Camp Road and Harp Hill. This would take the entrance away from any housing therefore not directly affecting any residents at the top of Harp Hill. No one would be happy with a junction directly opposite their house.

Gloucestershire Highways and all independent Highway Officers who have been engaged to look at the proposed vehicular access on Harp Hill have stated that it is not a suitable site.

We would therefore urge you to take a closer look at all residents' and professionals' objections and come to the conclusion that this decision **MUST** be challenged.

Haytor
65 Harp Hill
Charlton Kings
Cheltenham
Gloucestershire
GL52 6PR

Comments: 4th November 2023

Re: Objection to The Proposed Change of Site Entrance - Oakley Farm New Residential Development

Planning Application Reference: - 23/01691/REM

Dear Mrs White and the Planning Committee, Members of the Cheltenham Borough Council,

I am writing to express my deep concerns, strong objection and appeal against the proposed change of site entrance for the Oakley Farm New Residential Development project which would position the entrance directly opposite my residence, and also the current 'Highway Corridor Flexibility Zone' (HCFZ) on Harp Hill. This project entails the construction of 250 houses in an area of outstanding natural beauty in Cheltenham, United Kingdom.

I am deeply concerned that the proposed site entrance, if allowed to proceed, will have grave implications for the safety and well-being of my family, particularly my children who commute to and from school, the safety of my neighbours, the pedestrians and animals, as well as the safety of the construction workers and the imminent residents of the construction site.

Moreover, it will adversely impact my ability to continue providing life-saving emergency coronary angioplasty procedures as an Interventional Consultant Cardiologist to the people of Gloucestershire who suffer life-threatening heart attack.

I would like to highlight several key points that outline the compelling reasons for my appeal:

A-Traffic congestion, safety concerns, personal and environmental impacts

1-Traffic congestion

The proposed entrance directly opposite my house would introduce a significant increase in traffic, including construction vehicles, delivery trucks, and the eventual residents' vehicles calculated as a total of 481 cars as per the parking spaces allocated to the 250 dwellings (427 parking places for the properties plus 54 visitors parking spaces).

The sheer volume of additional vehicles that will result from the nearly 480 future site residents' cars will introduce a daunting level of traffic congestion on Harp Hill, which, is at risk of being transformed into a congested and potentially hazardous thoroughfare. The existing residents, and not the site developers will stand to suffer from the increased traffic and altered traffic patterns.

The proposed construction project is projected to span at least three to five years if not longer, making it a prolonged and extensive endeavour. This extended period of construction will introduce a multitude of disturbances, noise, increased traffic, and

disruptions to the neighbourhood. Such a long-term construction project carries with it a myriad of implications that pose significant challenges. This construction may also have significant impact on the timely access of emergency services like ambulances and fire trucks, which are critical for everyone's safety.

2-Safety concerns

- Safety of my family and neighbours

This construction project threatens the safety and well-being of my family members and neighbours who reside in the vicinity. The increased traffic, noise, and disturbances are not only inconvenient but also pose safety risks to those living nearby. The dangerous implications of dark, cloudy weather conditions combined with these disruptions compound the potential hazards.

This would significantly raise the risk to the safety of my family and my children as they commute to and from school. Their daily journey is presently undertaken with the assurance of a quiet and safe residential area. The proposed entrance change threatens to shatter this peace of mind and expose my family to unnecessary danger.

My profound concern lies in the perilous impact this project will have on the safety and well-being of my family, specifically my son, who is reliant on a hearing aid, and whose sense of direction is impaired.

I wish to expound on this particular concern, as it is of paramount importance:

My Son uses a hearing aid to navigate the world around him. His hearing aid is an essential tool that allows him to communicate, learn, and engage in daily activities.

However, the proposed construction, with the accompanying cacophony of machinery, heavy vehicles, and construction work, presents an imminent danger to my son.

The incessant noise and disruptions caused by construction activities will not only disturb my son's daily routine but also hinder his ability to communicate effectively and safely.

This amplified noise level can potentially damage his hearing, affecting his education and overall quality of life. Additionally, the altered traffic patterns and increased traffic congestion resulting from the proposed entrance change will put my son at a heightened risk as he journeys to and from school.

It is crucial to recognize that there are vulnerable members of our community who require special consideration, such as individuals with impaired senses or unique needs. My son, in his use of a hearing aid and his impaired sense of direction, falls into this category. His safety should be of utmost concern in any decision that impacts our community.

I beseech the Cheltenham Borough Council to earnestly deliberate on the unique needs of my son and other vulnerable individuals within our community.

- The safety of my patients and impact on my professional duties

It is vital to recognize that my patients' lives depend on the expedient delivery of medical care. The ability to perform emergency coronary angioplasty procedures hinges on seamless and unhindered access to the hospital, even in adverse weather and road conditions. The proposed construction directly jeopardizes the lives of my patients by introducing delays that may prove fatal.

As an Interventional Consultant Cardiologist working at Gloucestershire NHS Trust, my role involves performing emergency coronary angioplasty procedures to save the lives of people suffering from heart attack, a life-threatening condition. Time is of the essence in these critical situations, where every minute can be the difference between life and death. Timely arrival at the hospital is absolutely essential for me to carry out these procedures effectively.

These interventions demand immediate attention, often within minutes, to save lives. A delay caused by increased traffic congestion, road closures, or accidents resulting from

the proposed entrance change could have dire consequences for patients in need of immediate medical care. My ability to provide timely and life-saving treatments will be significantly compromised.

- Safety of pedestrians, runners, and animals:

The proposed construction project directly affects the safety of a diverse group of individuals and wildlife that frequent Harp Hill. This unique area has long been cherished for its accessibility to pedestrians, runners, athletes, cyclists and the local wildlife. The anticipated increase in traffic and disruptions resulting from the project and the new site access threatens the safety of pedestrians and runners who use Harp Hill for recreational activities, exercise, and commuting, in addition to animals. There has been in the recent past, significant accidents where pedestrians and animals have been affected. The potential for accidents and injuries is a serious concern, particularly when considering schoolchildren, residents with special needs, and anyone who relies on Harp Hill for safe and convenient access.

- The safety of future residents

The safety of all residents, particularly schoolchildren and those with special needs, is at stake as the volume of traffic surges. The potential for accidents, road closures, and safety risks during peak traffic hours becomes a very real concern. The altered landscape and new traffic patterns could impact the safe access to homes and amenities, creating a substantial safety hazard for all.

Beyond the immediate safety concerns, it is essential to consider the implications for the future residents of the construction site. The proposed entrance's altered traffic patterns may result in congestion, accidents, and potential difficulties in accessing the newly constructed houses, thereby impacting their quality of life and safety.

3- Privacy concerns

The increased traffic, pedestrian activity, and construction would compromise the privacy that we have enjoyed in our neighbourhood for years.

The altered traffic patterns will bring vehicles and pedestrians much closer to our homes, potentially encroaching on our personal space.

Privacy is not merely about physical boundaries but also the peace of mind and quality of life that come with a sense of security and personal space.

4- Effect of car lights on our residence

Another significant concern that arises from the proposed site entrance directly opposite our house is the potential effect of direct car lights shining at our residence, particularly during night time hours. The anticipated increase in traffic, including both construction vehicles and residents' cars calculated as more than 450 cars, will introduce a heightened level of artificial illumination in our immediate surroundings.

The bright and invasive lights emanating from vehicles during the night will undoubtedly be very disruptive. It threatens to compromise our family's ability to enjoy a peaceful and restful night's sleep. Sleep disturbances have been linked to various health issues, and it is essential that we continue to benefit from the tranquil nights that our neighbourhood has offered.

Moreover, as cars will be driving in an upward direction from the proposed site onto harp hill, the glare from car lights can infiltrate our living spaces, including bedrooms and common areas, creating discomfort and potentially affecting our overall quality of life. The potential impact of such lighting disturbances is not just a matter of convenience but also a significant concern for our well-being and that of our neighbours.

5-Impact on my work from home

In my capacity as an Interventional Consultant Cardiologist, my professional duties often extend beyond the hospital walls, necessitating that I work from my home office. This arrangement is essential for responding to medical consultations, and reviewing patient records.

The proposed construction project introduces a disquieting and disruptive element that could hinder my ability to effectively work from home. The expected noise and disturbances from construction activities can undermine my focus and concentration, affecting the quality of my work. This, in turn, may have implications for patient care and research activities that are reliant on my home office.

The disruptions from the construction work threaten to compromise my ability to provide the high level of care and expertise expected of a cardiologist. They not only jeopardize my professional duties but can also impact my ability to balance my responsibilities as a healthcare professional and a family member, ultimately affecting my family's quality of life.

6-Noise and air pollution from the construction

Construction projects are inherently noisy, with heavy machinery, vehicle movement, and construction work generating constant and sometimes intense noise levels. This noise can be both disruptive and invasive, seeping into our homes and compromising the sense of peace and relaxation that we hold dear.

The anticipated increase in traffic volume, especially at peak times, threatens to heighten noise levels and disturbances in our residential neighbourhood.

The disturbances from construction activities can also disrupt daily routines, making it challenging for residents to work, study, or engage in recreational activities. This impact may be felt not only by my family but by all of our neighbours, further eroding the sense of community and well-being.

The noise from construction and the increased traffic will disrupt the peaceful atmosphere of our residences and impact our ability to enjoy our homes and outdoor spaces. Noise can have a significant impact on our health and mental well-being, beyond just being annoying or disturbing sleep. Noise can lead to an increase in an individuals' risk of developing more serious health problems such as heart attacks, strokes, diabetes, depression and stress and anxiety. This is not a trivial issue and should not be underestimated.

With the increased number of vehicles, the environmental impact of the construction project extends to the increased carbon emissions, air quality issues, and additional stress on the area of outstanding natural beauty.

7-Visual Impact Concerns

The introduction of extensive construction work and a potentially increased number of vehicles directly opposite our residences poses a substantial threat to the visual harmony and charm of our community. The aesthetic value of our homes and the visual appeal of the environment may be significantly compromised. The visual appeal of our neighbourhood is not just a matter of personal preference; it contributes to the overall well-being and the sense of pride we take in our community.

8-Property Value Preservation

The proposed new site entrance will significantly impact the ability to preserve our property value and the existing homeowners and the desirability of the neighbourhood.

B-Concerns about lack of transparency during the application process

1. Lack of Notification Transparency and Public Consultation

There has been a clear lack of notification from the developers, transparency and public consultation in the process with regard to the proposed new site access change. Nexus reached out to the Friends of Oakley Farm Slopes (FOFS) to engage in a consultation on 09 August 2023 with residents impacted by the development. Those directly impacted on Harp Hill opposite the access zone, however, were not notified about, nor invited to the meeting, nor was notice of the meeting provided on the FOFS website, Facebook or signed up to Friends of Oakley. Furthermore, the minutes, attendees and presentation made The FOFS engagement were not provided in the Statement of Engagement or its Action Tracker (Appendix 2) and, therefore, this FOFS meeting was not a representation of ourselves or fellow Harp Hill neighbours.

It has been stated in the application to the planning committee that a presentation was made to the Friends of Oakley Farm Slopes (FOFS) on the 09th of August 2023, but there has been no documentation about the details of the presentation, who attended the meeting and more importantly what was the outcome of such presentation and the local residents' views on the proposed change.

By doing so, it gives the planning committee the impression that they have fulfilled their public duty and consulted with and engaged the relevant local residents, which is clearly not the case.

This oversight may be a violation of transparency and community engagement standards. There is a well-defined community but clearly there has been no Harp Hill resident's engagement.

We, as Harp Hill residents have a right to be informed about changes that could affect our safety, well-being, and quality of life.

Additionally, no information has been provided that could justify the relocation of the access on Harp Hill. We are unclear of the rationale behind the proposed change in site access and particularly at this stage of development. The access has been moved west to a point outside two properties that have only a single driveway entrance exit which often requires reversing of vehicles on to Harp Hill and would subsequently be into the access junction creating a hazard for all road users and the risks blocking access for emergency services along Harp Hill and onto the Oakley Farm development.

The impact of this proposed change has to be thoroughly assessed, and residents' concerns are heard and addressed through proper channels.

2. Impact Assessment:

In light of the above concerns, and on the basis of transparency and the right to have access to public information, we request a comprehensive impact assessment, which should include considerations for safety, traffic, environmental impact, noise, and disruptions to daily life. Such assessments should be conducted with the involvement of the residents of Harp Hill.

C- Cheltenham Borough Council's Responsibility for Safety

It is imperative to underscore that the Cheltenham Borough Council bears a significant responsibility for the safety and well-being of its residents. This responsibility extends to any accidents and incidents that may occur as a result of the proposed site entrance change.

The decision to approve the site entrance change directly impacts the safety of Harp Hill residents. The council holds a duty to ensure that this decision is made with careful consideration of the potential consequences and risks it introduces. In the event of

accidents, injuries, or harm to residents, the council must be prepared to accept responsibility for the decisions it makes.

I implore the Cheltenham Borough Council to carry out its responsibilities with the utmost diligence and to make decisions that prioritize the safety and well-being of all residents. Safety must be paramount in the council's considerations, and it must be ready to accept accountability for the outcomes of those decisions.

D- Alternative Site Entrance Proposal

1- Access to the Development from Harp Hill opposite Stanley Road

I respectfully propose an alternative solution to the issue of the site entrance for the Oakley Farm development project. While it is essential to address the housing needs of our community, it is equally vital to do so in a manner that safeguards the safety, tranquillity, and quality of life for all residents.

I propose the exploration of an alternative site entrance that does not directly face our residences on Harp Hill. An entrance situated opposite to Stanley Road, with due consideration to traffic flow and safety, would help mitigate the disruptive and potentially dangerous consequences that the current proposal presents.

The current Highway Corridor Flexibility Zone overall retains a greater safety risk and environmental impact than is necessary and has been raised in the multiple objections of neighbouring homes which we support.

A more suitable location on Harp Hill, therefore, is opposite the Stanley Road junction providing for a safer access and also reducing the impact on the natural landscape.

This access point is at an existing junction and not directly opposite any properties and their subsequent driveways which ensure no vehicles are exiting their driveway onto the new Oakley Farm access road.

The access from Oakley Farm onto Harp Hill at the Stanley Road junction is effectively level thereby enabling a more direct, shorter access road, reducing the amount of green land converted to hard landscaping.

By accessing Harp Hill opposite an existing road rather than opposite existing homes, the issue of headlight pollution into homes is eliminated.

This junction also connects to a footpath down Harp Hill thereby increasing the safety of the int Traffic flow will be further eased by reducing the impact on Battledown traffic entering Stanley Road from the East of Harp Hill.

We note that the junction comfortably satisfies the minimum 43m sight lines required for the 30mph speed limit on Harp Hill.

The consultations with and submissions from the GCC Highways authority in relation to the original submission (20/01069/OUT) support this, as do the independent professional highways consultant submission ('Helix transport consultants obo half acre and cleavesyde', dated 22 September 2020).

We also note that, the Design Panel, in its notes dated 10 September 2023 (Statement of Engagement, Appendix 3) has highlighted it's concern for 'scars in the landscape through the 'green' zone above the housing' thereby indicating support for alternative proposals which enable a reduction of the green zone impact.

2- Enhanced Option - One way access route with entrance at Harp Hill/ Stanley Road and exit to the North/ West onto Priors Road

This could be further enhanced by utilising the track access to Oakley Farm as a one-way access to split the traffic load across two separate entry and exit points.

It is noted that, during the Developers consultation on 16 August 2023, Highways raised the question 'Review whether connections through the northern boundary are possible' confirming that Highways preference would be to utilise a Northern point to at least

reduce or eliminate the traffic congestion on Harp Hill which suggests this proposal still retains wider support.

This alternative entrance would help minimize traffic impact, enhance safety as a paramount consideration, preserve our privacy, maintain aesthetics, reduce environmental impact and will help provide me with easy access via Stanley Road to the main roads and subsequently to Gloucester Royal Hospital and will enable me to fulfil my professional duties as a consultant interventional cardiologist performing time-sensitive and life-saving emergency procedures.

I kindly request that the Cheltenham Borough Council considers this alternative site entrance proposal as a means to address the housing needs of our community while safeguarding the safety, tranquillity, and quality of life that we have enjoyed.

By us, proposing an alternative solution, clearly we are demonstrating our willingness to work collaboratively with the council in addressing the housing needs while considering the safety and well-being of all residents.

Conclusion

In light of these substantial concerns, we strongly object to the access point to the Oakley Farm Development being within the current 'Highway Corridor Flexibility Zone' (HCFZ) on Harp Hill, and specifically, the revised location of the access point.

I earnestly request the Planning Committee, Cheltenham Borough Council to carefully study all circumstances and take all of the above genuine concerns into consideration before making a decision regarding the change of site entrance. It is imperative that the alternative solutions provided above, be explored to mitigate the potential dangers and disruptions posed by this construction project. The safety and well-being of the residents of Harp Hill, including patients in need of immediate medical care, must be prioritized.

I implore you to consider these life-threatening implications carefully and make the necessary adjustments to ensure the safety and quality of life for all residents of Harp Hill and Cheltenham.

Comments: 3rd November 2023

65 Harp Hill
Charlton Kings
Cheltenham
GL52 6PR

Re: Objection to The Proposed Change of Site Entrance - Oakley Farm New Residential Development

Planning Application Reference: - 23/01691/REM

Dear Mrs White and the Planning Committee, Members of the Cheltenham Borough Council,

I am writing to express my deep concerns, strong objection and appeal against the proposed change of site entrance for the Oakley Farm New Residential Development project which would position the entrance directly opposite my residence, and also the current 'Highway Corridor Flexibility Zone' (HCFZ) on Harp Hill. This project entails the construction of 250 houses in an area of outstanding natural beauty in Cheltenham, United Kingdom.

I am deeply concerned that the proposed site entrance, if allowed to proceed, will have grave implications for the safety and well-being of my family, particularly my children who commute to and from school, the safety of my neighbours, the pedestrians and animals, as well as the safety of the construction workers and the imminent residents of the construction site.

Moreover, it will adversely impact my ability to continue providing life-saving emergency coronary angioplasty procedures as an Interventional Consultant Cardiologist to the people of Gloucestershire who suffer life-threatening heart attack.

I would like to highlight several key points that outline the compelling reasons for my appeal:

A-Traffic congestion, safety concerns, personal and environmental impacts

1-Traffic congestion

The proposed entrance directly opposite my house would introduce a significant increase in traffic, including construction vehicles, delivery trucks, and the eventual residents' vehicles calculated as a total of 481 cars as per the parking spaces allocated to the 250 dwellings (427 parking places for the properties plus 54 visitors parking spaces).

The sheer volume of additional vehicles that will result from the nearly 480 future site residents' cars will introduce a daunting level of traffic congestion on Harp Hill, which, is at risk of being transformed into a congested and potentially hazardous thoroughfare. The existing residents, and not the site developers will stand to suffer from the increased traffic and altered traffic patterns.

The proposed construction project is projected to span at least three to five years if not longer, making it a prolonged and extensive endeavour. This extended period of construction will introduce a multitude of disturbances, noise, increased traffic, and disruptions to the neighbourhood. Such a long-term construction project carries with it a myriad of implications that pose significant challenges. This construction may also have significant impact on the timely access of emergency services like ambulances and fire trucks, which are critical for everyone's safety.

2-Safety concerns

- Safety of my family and neighbours

This construction project threatens the safety and well-being of my family members and neighbours who reside in the vicinity. The increased traffic, noise, and disturbances are not only inconvenient but also pose safety risks to those living nearby. The dangerous implications of dark, cloudy weather conditions combined with these disruptions compound the potential hazards.

This would significantly raise the risk to the safety of my family and my children as they commute to and from school. Their daily journey is presently undertaken with the assurance of a quiet and safe residential area. The proposed entrance change threatens to shatter this peace of mind and expose my family to unnecessary danger.

my profound concern lies in the perilous impact this project will have on the safety and well-being of my family, specifically my son, who is reliant on a hearing aid, and whose sense of direction is impaired.

I wish to expound on this particular concern, as it is of paramount importance:

My Son uses a hearing aid to navigate the world around him. His hearing aid is an essential tool that allows him to communicate, learn, and engage in daily activities.

However, the proposed construction, with the accompanying cacophony of machinery, heavy vehicles, and construction work, presents an imminent danger to my son.

The incessant noise and disruptions caused by construction activities will not only disturb my son's daily routine but also hinder his ability to communicate effectively and safely. This amplified noise level can potentially damage his hearing, affecting his education and overall quality of life. Additionally, the altered traffic patterns and increased traffic congestion resulting from the proposed entrance change will put my son at a heightened risk as he journeys to and from school.

It is crucial to recognize that there are vulnerable members of our community who require special consideration, such as individuals with impaired senses or unique needs. My son, in his use of a hearing aid and his impaired sense of direction, falls into this category. His safety should be of utmost concern in any decision that impacts our community.

I beseech the Cheltenham Borough Council to earnestly deliberate on the unique needs of my son and other vulnerable individuals within our community.

- The safety of my patients and impact on my professional duties

It is vital to recognize that my patients' lives depend on the expedient delivery of medical care. The ability to perform emergency coronary angioplasty procedures hinges on seamless and unhindered access to the hospital, even in adverse weather and road conditions. The proposed construction directly jeopardizes the lives of my patients by introducing delays that may prove fatal.

As an Interventional Consultant Cardiologist working at Gloucestershire NHS Trust, my role involves performing emergency coronary angioplasty procedures to save the lives of people suffering from heart attack, a life-threatening condition. Time is of the essence in these critical situations, where every minute can be the difference between life and death. Timely arrival at the hospital is absolutely essential for me to carry out these procedures effectively.

These interventions demand immediate attention, often within minutes, to save lives. A delay caused by increased traffic congestion, road closures, or accidents resulting from the proposed entrance change could have dire consequences for patients in need of immediate medical care. My ability to provide timely and life-saving treatments will be significantly compromised.

- Safety of pedestrians, runners, and animals:

The proposed construction project directly affects the safety of a diverse group of individuals and wildlife that frequent Harp Hill. This unique area has long been cherished for its accessibility to pedestrians, runners, athletes, cyclists and the local wildlife. The anticipated increase in traffic and disruptions resulting from the project and the new site access threatens the safety of pedestrians and runners who use Harp Hill for recreational activities, exercise, and commuting, in addition to animals. There has been in the recent past, significant accidents where pedestrians and animals have been affected. The potential for accidents and injuries is a serious concern, particularly when considering schoolchildren, residents with special needs, and anyone who relies on Harp Hill for safe and convenient access.

- The safety of future residents

The safety of all residents, particularly schoolchildren and those with special needs, is at stake as the volume of traffic surges. The potential for accidents, road closures, and

safety risks during peak traffic hours becomes a very real concern. The altered landscape and new traffic patterns could impact the safe access to homes and amenities, creating a substantial safety hazard for all.

Beyond the immediate safety concerns, it is essential to consider the implications for the future residents of the construction site. The proposed entrance's altered traffic patterns may result in congestion, accidents, and potential difficulties in accessing the newly constructed houses, thereby impacting their quality of life and safety.

3- Privacy concerns

The increased traffic, pedestrian activity, and construction would compromise the privacy that we have enjoyed in our neighbourhood for years.

The altered traffic patterns will bring vehicles and pedestrians much closer to our homes, potentially encroaching on our personal space.

Privacy is not merely about physical boundaries but also the peace of mind and quality of life that come with a sense of security and personal space.

4- Effect of car lights on our residence

Another significant concern that arises from the proposed site entrance directly opposite our house is the potential effect of direct car lights shining at our residence, particularly during night time hours. The anticipated increase in traffic, including both construction vehicles and residents' cars calculated as more than 450 cars, will introduce a heightened level of artificial illumination in our immediate surroundings.

The bright and invasive lights emanating from vehicles during the night will undoubtedly be very disruptive. It threatens to compromise our family's ability to enjoy a peaceful and restful night's sleep. Sleep disturbances have been linked to various health issues, and it is essential that we continue to benefit from the tranquil nights that our neighbourhood has offered.

Moreover, as cars will be driving in an upward direction from the proposed site onto Harp Hill, the glare from car lights can infiltrate our living spaces, including bedrooms and common areas, creating discomfort and potentially affecting our overall quality of life. The potential impact of such lighting disturbances is not just a matter of convenience but also a significant concern for our well-being and that of our neighbours.

5- Impact on my work from home

In my capacity as an Interventional Consultant Cardiologist, my professional duties often extend beyond the hospital walls, necessitating that I work from my home office. This arrangement is essential for responding to medical consultations, and reviewing patient records.

The proposed construction project introduces a disquieting and disruptive element that could hinder my ability to effectively work from home. The expected noise and disturbances from construction activities can undermine my focus and concentration, affecting the quality of my work. This, in turn, may have implications for patient care and research activities that are reliant on my home office.

The disruptions from the construction work threaten to compromise my ability to provide the high level of care and expertise expected of a cardiologist. They not only jeopardize my professional duties but can also impact my ability to balance my responsibilities as a healthcare professional and a family member, ultimately affecting my family's quality of life.

6- Noise and air pollution from the construction

Construction projects are inherently noisy, with heavy machinery, vehicle movement, and construction work generating constant and sometimes intense noise levels. This noise

can be both disruptive and invasive, seeping into our homes and compromising the sense of peace and relaxation that we hold dear.

The anticipated increase in traffic volume, especially at peak times, threatens to heighten noise levels and disturbances in our residential neighbourhood.

The disturbances from construction activities can also disrupt daily routines, making it challenging for residents to work, study, or engage in recreational activities. This impact may be felt not only by my family but by all of our neighbours, further eroding the sense of community and well-being.

The noise from construction and the increased traffic will disrupt the peaceful atmosphere of our residences and impact our ability to enjoy our homes and outdoor spaces. Noise can have a significant impact on our health and mental well-being, beyond just being annoying or disturbing sleep. Noise can lead to an increase in an individuals' risk of developing more serious health problems such as heart attacks, strokes, diabetes, depression and stress and anxiety. This is not a trivial issue and should not be underestimated.

With the increased number of vehicles, the environmental impact of the construction project extends to the increased carbon emissions, air quality issues, and additional stress on the area of outstanding natural beauty.

7-Visual Impact Concerns

The introduction of extensive construction work and a potentially increased number of vehicles directly opposite our residences poses a substantial threat to the visual harmony and charm of our community. The aesthetic value of our homes and the visual appeal of the environment may be significantly compromised. The visual appeal of our neighbourhood is not just a matter of personal preference; it contributes to the overall well-being and the sense of pride we take in our community.

8-Property Value Preservation

The proposed new site entrance will significantly impact the ability to preserve our property value and the existing homeowners and the desirability of the neighbourhood.

B-Concerns about lack of transparency during the application process

1. Lack of Notification Transparency and Public Consultation

There has been a clear lack of notification from the developers, transparency and public consultation in the process with regard to the proposed new site access change. Nexus reached out to the Friends of Oakley Farm Slopes (FOFS) to engage in a consultation on 09 August 2023 with residents impacted by the development. Those directly impacted on Harp Hill opposite the access zone, however, were not notified about, nor invited to the meeting, nor was notice of the meeting provided on the FOFS website, Facebook or signed up to Friends of Oakley. Furthermore, the minutes, attendees and presentation made The FOFS engagement were not provided in the Statement of Engagement or its Action Tracker (Appendix 2) and, therefore, this FOFS meeting was not a representation of ourselves or fellow Harp Hill neighbours.

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By doing so, it gives the planning committee the impression that they have fulfilled their public duty and consulted with and engaged the relevant local residents, which is clearly not the case.

This oversight may be a violation of transparency and community engagement standards. There is a well-defined community but clearly there has been no Harp Hill resident's engagement.

We, as Harp Hill residents have a right to be informed about changes that could affect our safety, well-being, and quality of life.

Additionally, no information has been provided that could justify the relocation of the access on Harp Hill. We are unclear of the rationale behind the proposed change in site access and particularly at this stage of development. The access has been moved west to a point outside two properties that have only a single driveway entrance exit which often requires reversing of vehicles on to Harp Hill and would subsequently be into the access junction creating a hazard for all road users and the risks blocking access for emergency services along Harp Hill and onto the Oakley Farm development.

The impact of this proposed change has to be thoroughly assessed, and residents' concerns are heard and addressed through proper channels.

2. Impact Assessment:

In light of the above concerns, and on the basis of transparency and the right to have access to public information, we request a comprehensive impact assessment, which should include considerations for safety, traffic, environmental impact, noise, and disruptions to daily life. Such assessments should be conducted with the involvement of the residents of Harp Hill.

C- Cheltenham Borough Council's Responsibility for Safety

It is imperative to underscore that the Cheltenham Borough Council bears a significant responsibility for the safety and well-being of its residents. This responsibility extends to any accidents and incidents that may occur as a result of the proposed site entrance change.

The decision to approve the site entrance change directly impacts the safety of Harp Hill residents. The council holds a duty to ensure that this decision is made with careful consideration of the potential consequences and risks it introduces. In the event of accidents, injuries, or harm to residents, the council must be prepared to accept responsibility for the decisions it makes.

I implore the Cheltenham Borough Council to carry out its responsibilities with the utmost diligence and to make decisions that prioritize the safety and well-being of all residents. Safety must be paramount in the council's considerations, and it must be ready to accept accountability for the outcomes of those decisions.

D- Alternative Site Entrance Proposal

1- Access to the Development from Harp Hill opposite Stanley Road

I respectfully propose an alternative solution to the issue of the site entrance for the Oakley Farm development project. While it is essential to address the housing needs of our community, it is equally vital to do so in a manner that safeguards the safety, tranquility, and quality of life for all residents.

I propose the exploration of an alternative site entrance that does not directly face our residences on Harp Hill. An entrance situated opposite to Stanley Road, with due consideration to traffic flow and safety, would help mitigate the disruptive and potentially dangerous consequences that the current proposal presents.

The current Highway Corridor Flexibility Zone overall retains a greater safety risk and environmental impact than is necessary and has been raised in the multiple objections of neighbouring homes which we support.

A more suitable location on Harp Hill, therefore, is opposite the Stanley Road junction providing for a safer access and also reducing the impact on the natural landscape.

This access point is at an existing junction and not directly opposite any properties and their subsequent driveways which ensure no vehicles are exiting their driveway onto the new Oakley Farm access road.

The access from Oakley Farm onto Harp Hill at the Stanley Road junction is effectively level thereby enabling a more direct, shorter access road, reducing the amount of green land converted to hard landscaping.

By accessing Harp Hill opposite an existing road rather than opposite existing homes, the issue of headlight pollution into homes is eliminated.

This junction also connects to a footpath down Harp Hill thereby increasing the safety of the int Traffic flow will be further eased by reducing the impact on Battledown traffic entering Stanley Road from the East of Harp Hill.

We note that the junction comfortably satisfies the minimum 43m sight lines required for the 30mph speed limit on Harp Hill.

The consultations with and submissions from the GCC Highways authority in relation to the original submission (20/01069/OUT) support this, as do the independent professional highways consultant submission ('Helix transport consultants obo half acre and cleevesyde', dated 22 September 2020).

We also note that, the Design Panel, in its notes dated 10 September 2023 (Statement of Engagement, Appendix 3) has highlighted it's concern for 'scars in the landscape through the 'green' zone above the housing' thereby indicating support for alternative proposals which enable a reduction of the green zone impact.

2- Enhanced Option - One way access route with entrance at Harp Hill/ Stanley Road and exit to the North/ West onto Priors Road

This could be further enhanced by utilising the track access to Oakley Farm as a one-way access to split the traffic load across two separate entry and exit points.

It is noted that, during the Developers consultation on 16 August 2023, Highways raised the question 'Review whether connections through the northern boundary are possible' confirming that Highways preference would be to utilise a Northern point to at least reduce or eliminate the traffic congestion on Harp Hill which suggests this proposal still retains wider support.

This alternative entrance would help minimize traffic impact, enhance safety as a paramount consideration, preserve our privacy, maintain aesthetics, reduce environmental impact and will help provide me with easy access via Stanley Road to the main roads and subsequently to Gloucester Royal Hospital and will enable me to fulfill my professional duties as a consultant interventional cardiologist performing time-sensitive and life-saving emergency procedures.

I kindly request that the Cheltenham Borough Council considers this alternative site entrance proposal as a means to address the housing needs of our community while safeguarding the safety, tranquility, and quality of life that we have enjoyed.

By us, proposing an alternative solution, clearly we are demonstrating our willingness to work collaboratively with the council in addressing the housing needs while considering the safety and well-being of all residents.

Conclusion

In light of these substantial concerns, we strongly object to the access point to the Oakley Farm Development being within the current 'Highway Corridor Flexibility Zone' (HCFZ) on Harp Hill, and specifically, the revised location of the access point.

I earnestly request the Planning Committee, Cheltenham Borough Council to carefully study all circumstances and take all of the above genuine concerns into consideration before making a decision regarding the change of site entrance. It is imperative that the alternative solutions provided above, be explored to mitigate the potential dangers and disruptions posed by this construction project. The safety and well-being of the residents of Harp Hill, including patients in need of immediate medical care, must be prioritized. I implore you to consider these life-threatening implications carefully and make the necessary adjustments to ensure the safety and quality of life for all residents of Harp Hill and Cheltenham.

56 Wessex Drive
Cheltenham
Gloucestershire
GL52 5AU

Comments: 7th November 2023

We strongly object to the proposed housing development on the basis of the below points.

1. Overshadowing/proximity to our house. The proposed layout of the houses will negatively impact our property through overshadowing, specifically plot 57 on the proposed plans. The lowest level of our garden is some 6 metres below the highest point of the footpath. Your proposal states that plot 57 will be built with a side elevation facing the rear of our property, which will be in the region of 8 metres high - causing a nett effect of 14 metres below the apex of the proposed dwelling. This will reduce light into our property and cause overshadowing. From looking at the plans, a small hedgerow has been retained between the path and the back of our property - therefore there is not much of a barrier to reduce the feeling of being loomed over.
2. Proximity of pedestrian access point to our house. From looking at the plans, it looks like there is a pedestrian access point opposite the boundary of our property. Although in subsequent documents it is not shown - it is not clear from the presented documents which document takes precedent. We are strongly against having an access point opposite our boundary, due to the noise and disturbance generated from people passing through this access point.
3. Noise. We currently live in a peaceful, quiet neighbourhood. We enjoy listening to birdsong and at night-time the owls who use the neighbouring field. The addition of 250 houses will increase noise pollution from activities such as traffic and anthropogenic noise (e.g. loud music), whilst also removing the ecological soundscape.
4. Water run off. During intense rainfall events (e.g. Storm Ciaran in October 2023), an excessive amount of water runs down Harp Hill (leading to water pooling at the double roundabouts at the intersection between Harp Hill and Priors Road) and the path leading from Harp Hill to the track by Pillowell Close (this then pools at the bottom of the track by Priors Road). Our concern is that with the addition of 250 houses there will be an

increase in surface run off and that the proposed hydrology solutions will not be adequate.

5. Traffic. The traffic on Harp Hill and Priors Road is already congested - the addition of another 500 cars (assumed 2 per household) will only make the situation worse. We already find it difficult exiting Hillview Road (leading to Wessex Drive). When using the kissing gate (from the path running behind Wessex Drive) at the top of Harp Hill, we find it difficult to cross the road owing to the amount of traffic travelling up or down Harp Hill. Drivers are often driving at excessive speed around this blind bend and we have witnessed a number of near misses (vehicles narrowly avoiding pedestrians). The road surface on Harp Hill is already poor and needs completely resurfacing; the addition of 500 cars will increase the degradation in road surface quality. We understand that the developers carried out a traffic survey during half term; we feel this is not representative of the actual traffic volume around the estate - this work needs to be re-done during school term time to more accurately reflect the true traffic volumes.

6. Highway safety. As alluded to in point 5, the blind bend between the exit of the Harp Hill path and the Stanley Road entrance to the Battledown estate is particularly dangerous with cars excessively speeding around the blind bend. The footpath between these two sections is very narrow with a lot of overgrown vegetation - there is not enough space for two people to pass safely (with people having to step into the road to pass each other). The footpath section onwards to Agg Hill is none-existent and is currently inadequate for pedestrian use. Traffic calming measures, the introduction of purpose-built footpaths and their regular maintenance will need to be introduced. A pedestrian crossing from the top of the Harp Hill-Pillowell Close footpath is an absolute necessity.

7. Scale of development. We feel that the scale of the development is much too large for the site, for the main reasons outlined above.

8. Appearance. The design of proposed properties is not in keeping with the landscape and the neighbouring properties.

9. Wider impacts to the community and the environment. We are deeply unhappy with the loss of habitat for local wildlife, namely songbirds, owls, deer, bats and fox. The current local services are already over-subscribed (e.g. doctors, local schools) and the increase in the local population will only exacerbate this situation.

We are strongly against the proposed development of Oakley Farm pastures.

42 Wessex Drive
Cheltenham
Gloucestershire
GL52 5AU

Comments: 2nd November 2023

We object to the construction of a three storey house within a few metres of our garden fence which will directly and closely overlook our garden and into our kitchen window. This is a substantial change from the outline Application which showed a drainage structure at this location.

The development should not be permitted until an adequate traffic safety and management scheme has been developed for Harp Hill. This should incorporate reduction in use of the route as a 'rat run' by non residential traffic avoiding the London Road junctions, effective measures to reduce speeding (acknowledged recently by the Police as a problem at this location) and improvements to pavement safety along the narrow section at and immediately either side of the road bend. The present situation is

dangerous for pedestrians as larger vehicle wing mirrors often overhang the narrow pavement, the impact risk will increase as the traffic volume rises.

A yellow no entry box or other suitable measure is required at the junction of Hillview Road and Priors road to ease exit onto Priors Road when the increased traffic flow from the development is realised. Exit is already difficult at peak and some other times, with traffic queuing one or both ways between Harp Hill and the Sainsbury traffic lights.

The creation of a cycle way along the existing farm track will not encourage cycling as it exits only onto an already busy and increasingly congested Priors Road. It may also increase anti social behaviour by creating a track and focal point for the use of off road motorcycles and other vehicles. The elevation of the planned cycle way and path should not be above that of the existing farm track to preserve current water run off routing and to maintain privacy for adjacent properties. Lighting which is understood to be low level bollard based, should be located at no higher than one metre above current elevation level, to reduce light pollution nuisance.

44 Priors Road
Cheltenham
Gloucestershire
GL52 5AA

Comments: 16th November 2023

I understand that there is a proposal to build a cycle lane from the new estate along the lane adjacent to Sainburys, which joins with Priors Rd.

I would like to strongly object, at present it is like a country lane used to walk dogs. It's full of wildflowers and birds. A cycle lane would also mean electric scooters, dangerous for dog walkers, and there will enough other ways to get around, than adding 150m of tarmac.

If it were tarmaced then CBC would start cutting it , NO MORE wildflowers.....It is one of the few areas not cut fortnightly by CBC. Please leave it alone.

Photographs attached.

33 Pillowell Close
Cheltenham
Gloucestershire
GL52 5GJ

Comments: 25th October 2023

Vehicle access:

When was the traffic survey completed? I have only found references to a survey in 2019, but at that time the upper part of Battledown Park estate (on the site of the old GCHQ buildings) was not complete and consequently there is now a higher volume of traffic on the roads in the area already.

Did the traffic survey consider travel along Harp Hill rather than simply the junctions? Harp Hill is not a very wide road and so when cars are parked along it, it effectively

becomes a single lane. This is already evident at busy periods (and can be a bit of a slalom course), so any increase in traffic will be unhelpful. Similarly, the Tesco shop on Hewlett Road frequently has deliveries during busy periods, seriously constricting the carriageway immediately adjacent to the double roundabout.

If heavy construction traffic uses Harp Hill for access to the site the problems will be greatly exacerbated. Also with regard to construction traffic, I trust that provision will be made for site workers to park on the site itself. It will be totally unacceptable for them to park on nearby roads (including those on the Battledown Park estate, as was experienced during previous construction at the top of the estate)

Pedestrian access and public transport:

What are the plans to improve pedestrian walkways on Harp Hill? The existing tarmac pathways stop part way up the hill and are not very wide in places. Any pedestrian access to the new estate from the top of the hill will be direct onto the road carriageway as things stand. Furthermore, increased traffic levels will make it more difficult for pedestrians to cross the roads at the double roundabout.

There are plans to improve the existing public right of way from Priors Road. Will the existing wooden fence between the new footpath and Pillowell Close be retained? Will there be access from the footpath to Pillowell Close (there is currently a gap in the fence that is commonly used)?

I don't see any plans to improve public transport in the area. I'm not aware of a bus stop on Harp Hill, so access to public transport will likely increase pedestrian use of Harp Hill.

GP availability and medical provision:

Is any provision being made in local GP practices to accommodate a further influx of residents to the area? Access to a GP is difficult enough now so more patients will make matters worse.

Schools and childcare provision:

Can the local schools take a further influx? It remains to be seen how many children and young people of school age will move into the estate, but it will be more pressure on already stretched resources. And given the proposed access to the development it will mean increased pedestrian and vehicle activity during what are already busy periods of the day, with consequent increased risk to pedestrians due to issues already mentioned.

General comments:

As usual there seems to have been no thoughts about creating a community rather than just building a bunch of new houses. This development is adjacent to the Battledown Park estate and the two should be considered as one entity in terms of the number of dwellings in the immediate area (the impact of this development is not simply 250 new dwellings - it is 250 more on top of those already existing). There is the Sainsbury's store off Priors Road, but other than that there are no shops or other amenities for a quite large volume of dwellings. Indeed, it is telling that the closest venue available for the public exhibition relating to the new development was the church on Whaddon Road. In the early days of the Battledown Park estate we tried to run a residents association which ran

out of steam partly because of lack of a meeting venue close by, together with difficulty advising residents the it existed and where it was likely to meet (there is not even a public notice board).

4 Brockweir Road
Cheltenham
Gloucestershire
GL52 5FW

Comments: 1st November 2023

The local infrastructure is inadequate for the current housing locally, an addition of 250 extra houses and a potential 500 further cars poses an extremely dangerous problem. There is currently not enough parking allocated within this estate, to build another neighbouring with pedestrian cut throughs will guarantee this problem is amplified. The current volume of traffic is problematic, the pressure these houses will add to this is unimaginable and will threaten the safety of drivers and pedestrians alike. In addition there are questions around the visual impact this will pose to the estate I am based, with 3 storey buildings being constructed on a gradient which will be imposing and result in a lack of privacy for existing houses and neighbours, not to mention the noise and disturbance from the development being built in such a vast quantity with little of the boundary greenery being protected.

12 Brockweir Road
Cheltenham
Gloucestershire
GL52 5FW

Comments: 31st October 2023

How can anybody ever think it is acceptable to have approx 500 more cars on Harp Hill when we can't even walk to our car and open the door to get in without waiting for many cars to pass. It's absurd!!

44 Brockweir Road
Cheltenham
Gloucestershire
GL52 5FW

Comments: 19th October 2023

Irreversible destruction of this Area of Outstanding Natural Beauty in the name of big money is deeply disappointing and displays a disregard for preservation of Green Spaces in Cheltenham.

This pocket of cheltenham is already heavily populated causing a great deal of traffic on the surrounding small roads that are not fit to withstand greater strain. Greater development on this side of town means greater traffic through the centre of town for use of the Motorway & Train Station.

2 Bream Court
Cheltenham
Gloucestershire
GL52 5FY

Comments: 3rd November 2023

We wish to object to the development of the AONB on the grounds of diminished amenity of existing properties and a lack of privacy. The subject of the access over Harp Hill has (rightly so) already been a topic for objections from many residents who have legitimate concerns over the increased volume of traffic, the lack of adequate provision for pedestrians and cyclists, and the issue of congestion at the Priors Road & Sixways junctions. It would seem that there is little point in dwelling much further on this here because it would simply echo the numerous objections already lodged and unless the appropriate authorities take action to address this, the developers will likely achieve what they set out to do, possibly with only minor plan amendments. Similarly, the concerns over drainage, flooding, lack of infrastructure & public services, emergency access & adequacy of parking provision are likely to go unaddressed, but at least these concerns have been publicly voiced.

We do however wish to question why the originally consented (albeit via direct intervention from the planning inspectorate) scheme now seems to have altered somewhat, to create relatively open plan development, with a reasonable ratio of mixed housing types in harmony with green space, but this now offset by a concentration of smaller & affordable housing types concentrated into smaller areas. Whereas the original scheme went at least some way to respecting the status of the AONB landscape, the current one doesn't, particularly at the eastern & north-eastern boundary of the development, where the original number of dwellings has now increased significantly from (approx) 12 to 21. Although there has been some attempt to provide a green buffer between the existing properties on Birdlip Road & the new development, seemingly because their elevated position and the far reaching views across AONB should be maintained, this principle has not extended down the slope to the north, where the properties in Highnam Place, Bream Court, Ledbury Court & Burford Road has also enjoyed views of AONB & open countryside, yet are now facing the prospect of having intensive and visually overbearing development taking away not only their views, but also their amenity and privacy.

1 Ledbury Court
Cheltenham
Gloucestershire
GL52 5FZ

Comments: 2nd November 2023

I strongly object to the proposed planning. My original comments and objections still stand :

I strongly object to this development.

As everyone else previously has stated, the area cannot support such a large development of houses, in terms of infrastructure, schooling, doctors surgeries etc.

The roads are already a mess, both physically and traffic volume. Harp Hill would not be able to take such a drastic increase in residents and cars.

The schools are full beyond capacity.

This is a heavily populated area, which is already ignored by local government. How will they cope with the addition of 250 houses? It is 100% pure greed, and not with the residents or the nature of the area in mind at all.

The water run off and flooding has become an increasing concern as more and more houses are built on the hill.

Not only will it be a huge hindrance, eyesore and inconvenience, most importantly it will be irreparably destroying an area inhabited by wild life.

It now also appears that there is proposal for a concentration of smaller & affordable housing types into smaller areas. Whereas the original scheme went at least some way to respecting the status of the AONB landscape, the current one doesn't, particularly at the eastern & north-eastern boundary of the development, where the original number of dwellings has now increased significantly from (approx) 12 to 21. Although there has been some attempt to provide a green buffer between the existing properties on Birdlip Road & the new development, seemingly because their elevated position and the far reaching views across AONB should be maintained, this principle has not extended down the slope to the north, where the properties in Highnam Place, Bream Court, Ledbury Court & Burford Road has also enjoyed views of AONB & open countryside, yet are now facing the prospect of having intensive and visually overbearing development taking away not only their views, but also their amenity and privacy.

Crime is already on the rise in the area. Residents are blatantly ignored by local government and their already existing concerns WITHOUT the addition of this absurd development.

2 Fairford Road
Cheltenham
Gloucestershire
GL52 5FQ

Comments: 15th October 2023

The development makes the traffic much heavier in priors road and harp hill road . The traffic in rush hour are congested,the traffic in local area cannot afford another 250 home to be build. It doesnt have enough medical and school places for new family. The beautiful landscape and reserve woulc be destroyed asa result i oppose this development.

3 Highnam Place
Cheltenham
Gloucestershire
GL52 5FX

Comments: 3rd November 2023

We are writing to formally object to the planning permission application as follows-

Design Statement

The impact and proximity of this development on the residents of existing dwellings does not appear to have been fully considered or represented.

The design development plan, understandably not to scale does however omit Highnam Place which sits on the Northeast boundary in between Birdlip Road and Fairford Road. 3 Highnam Place is an upside-down house in an elevated position with far reaching views over the AONB and Cheltenham, although appears to have been positioned within the plan as being in the lower part of the site, therefore having lower sensitivity than the Hewlett's Reservoir neighbourhood in terms of impact on views.

Bream Court & Ledbury Court to the North of Highnam Place are sited on the Northeast neighbourhood boundary and also enjoy extensive views over the AONB.

The Google Earth aerial photograph of the site shows the field enclosed by this boundary as probably the smallest for development across the site. Plan PPA3 - PPA4 used for the application has 21 houses within the site to include 2 no. bungalows, associated parking and garages. This is the highest concentration of homes placed next to existing dwellings (in both Highnam Place and Oakley Grange) of the entire proposed development, and 50% of these are designated as affordable housing. The original scheme had only 12 houses within this area, going some way to respecting both the AONB landscape and existing dwellings affected by the development. The current design statement/site layout shows this area to be the most densely built-up within the site affecting all the properties that sit on its boundary. Privacy, outlook, impact on views and amenity, aside from the fact that approx. 50 cars are likely to be present within the area, meaning a potential air quality issue may arise in close proximity to pre-existing dwellings. This confirms that the Northeast neighbourhood has not been given due consideration or representation when discussing and setting out the plan and it will therefore have a negative impact on the residents of these homes.

The meeting held 09 August 2023 as a result of the pre-application statement does not fully describe or represent some of the areas affected by this development. The adjustments requested to the masterplan to include re-location of the allotments and house type changes on the Southeast Hewlett's Reservoir neighbourhood have significantly improved the outlook and impact of the development for just 3 houses on Birdlip Road, but to the detriment of many more other homes nearby. This does question whether suggestions made during the meeting were mis-interpreted in favour of only a minority of dwellings.

The re-location of the allotments puts a drop off point at the edge of a private drive, presumably making use of the visitor bays (as long as they are not being used by the adjacent properties for the intended visitors, or more likely an overflow of residents cars/vans) located to unload and load equipment required to tend allotments, which raises the following questions:-

Why have they been re-located to a position that can only be accessed over a private drive (Plots 236 & 237) making them predominately accessible only to a minority. Presumably the intention is that they should be available to all unless they are to be privately owned.

Who are these allotments for and who will be able to apply to use them?

Who will make the decision on allocation?

Who will monitor the area's upkeep from a visibility and environmental view?

Will sheds be allowed?

Will incineration of waste be allowed?

Impact of Site Layout

Bungalow plots 215 & 216 are positioned far too close to the boundary of 3 Highnam Place. This will result in a loss of privacy for each of those properties, partly because 3 Highnam Place is an upside-down house type which would allow direct view into the rear of the bungalows and across to the affordable housing placed on the boundary of Bream Court & Ledbury Court. The near visibility from our bedrooms and upstairs living area is of 14 homes. Our elevated position will do nothing to reduce the effect of this, our bedrooms on this boundary are also elevated and sit level with the top of the fence boundary so the issue of privacy, outlook and disturbance at such proximity is totally unacceptable and should surely be re-considered. Additionally, the bungalows appear to have virtually no back garden areas which would question whether consideration has been given to the issue of amenity space for those dwellings. Please also note that our existing boundary fence is not the actual boundary, this being approximately 600mm to the west.

There appears to be a proposed boundary footpath from the new development into Eden Villas which can only have been positioned here without the benefit of a site survey. It passes directly next to the rear garden access of 3 Highnam Place, and then past a ground floor bedroom which would again result in privacy and security issues. Because of the existing ground levels this access point is the only route which permits removal of garden waste bins from our property, so to have this converging with a public footpath is impractical. Added to this is the potential for antisocial behaviour problems occurring directly next to a private dwelling, which again is unacceptable. Highnam Place itself is designated a private road and its upkeep is the responsibility of the three properties accessed by it. As such there cannot be any access for a public thoroughfare along it

granted. If a pathway is a requirement (and it's difficult to understand why it would be) it should be sited either elsewhere where there would not be a compromise to the amenity and privacy of existing dwellings. Both 47 Birdlip Road and 3 Highnam Place are upside down houses, so the same privacy and security issues regarding viewing into ground floor bedrooms would apply. It is indeed alarming that the urban design consultant doesn't appear to have taken into consideration the issues that this proposed footpath would have on the two properties affected as well as the wider Eden Villas development. If a parallel is drawn with the other site access path into Brockweir Road the obvious difference is that its access/egress point is directly via a relatively narrow grass verge, which would not be adversely affected by conversion to a footpath linking to the roadway, and there are no immediately adjacent dwellings which would be affected by privacy issues. The proposed access to Highnam Place is an unpaved grass area and any new hardstanding introduced will compromise its ability to provide adequate drainage for an area which already suffers from excessive ground water problems. There is also the possibility that work to create additional hard surfacing will cause damage to an existing subterranean watercourse which has happened in the past. As for what purpose the proposed access is intended to achieve is unclear. The only possible reason would be to provide pedestrian access to Cleeve Hill or the footpaths leading to Charlton Kings and Ham areas, but this facility will already exist, with the green space at the top of the development, along with its proposed footpaths providing more than adequate & far more suitable and attractive access to those areas without the need to traverse the Eden Villas areas.

The original approved plan for which permission was obtained by Robert Hitchins allowed for fewer (but larger) dwellings with sufficient green space around them to be concentrated over a larger area, with a more even spread of homes extending towards the south along the boundary between Eden Villas and the new development. The area of concentration and dwelling type appears to have changed somewhat since then, to create an overdevelopment at the northern end and an underdevelopment elsewhere. Furthermore, there now appears to be a need for greater than initially anticipated SUDS facilities on the site, and consequently a need to cram dwellings together more to accommodate this. Perhaps a reduction in the number of dwellings with a higher ratio of larger and more premium house types would help to maintain a more balanced and less intensive development of the area.

We concur with other objections regarding the exit road onto Harp Hill. Although we do think that careful planning and re-directing of some of the existing roads in the area, perhaps with the introduction of one-way systems would go a long way to easing the flow of traffic on Harp Hill and Priors Road.

45 Birdlip Road
Cheltenham
Gloucestershire
GL52 5AJ

Comments: 23rd October 2023

The proposed plan has a 3 storey town house too close, and side-on, to the rear elevation of my property. The ridge height is far too high and the impact on my domestic life in terms of loss of light, privacy and outlook are intolerable.

The local road network will not handle the extra volume of traffic generated by such a development as Harp Hill is already dangerous, overcrowded and not fit for purpose - there will be RTC's without doubt

Comments: 25th October 2023

Why were Friends of Oakley Farm Fields not asked to make a consultee comment when the trustees of Battledown estate have been asked to comment.

Surely they must be asked to comment - I am sure they have a great deal of input to offer

28 Birdlip Road
Cheltenham
Gloucestershire
GL52 5AJ

Comments: 2nd November 2023

I am writing to formally object to the planning permission application (Reference: 23/01691/REM) for the proposed residential development at Oakley Farm, Priors Road, Cheltenham. I strongly urge the Local Planning Authority to reconsider and reject this application for the following reasons:

Inadequate Road Infrastructure:

The current roadways in the area are already unable to cope with the existing volume of traffic. Introducing a residential development of the proposed scale will exacerbate the problem, leading to severe congestion, increased pollution, and compromised road safety. As it stands, pedestrians are forced to walk along roads lacking pathways, posing significant risks, especially for families with children, the elderly, and individuals using pushchairs.

Pedestrian Safety Concerns:

The absence of pathways creates an unsafe environment for pedestrians, particularly families with children and the elderly. Increasing traffic due to the proposed development will heighten the risks, making it dangerous for residents to walk in the area. The lack of adequate pedestrian facilities poses a direct threat to public safety and must be addressed before any further development is considered.

Community Impact:

The proposed development does not align with the existing character of the area, which predominantly consists of family residences. Making the area even higher-density with the residential development will disrupt the harmony of the neighbourhood, increases in

unwanted traffic flow leading to a decline in the overall quality of life for current residents. The community's concerns and preferences should be respected and considered in any decision-making process regarding changes to the local landscape.

There is a lack of public transport resources to mitigate the potential 1000 additional car journeys others have calculated the development would create around the Harp Hill Area.

Failure to Address Existing Conditions:

The application does not adequately address the current issues, such as traffic congestion and pedestrian safety. Approving this application without a comprehensive plan to mitigate these concerns would be negligent and detrimental to the well-being of the community and place the existing residents in more risk if walking or cycling. The road quality is awful at present.

Traffic surveys were conducted during school holidays and considering there are multiple schools within a mile radius it is already noticeable when the children are not in attendance.

Planning permission: CB11954/43 and ref:01/00637/CONDIT stated in Condition 19 on review that at eastern end of the site, restricted to 40 units by Condition 19 of the outline planning permission. This restriction was put in place as it was the view that Harp Hill could not handle more than an additional 40 units. You now are looking to add an additional 250 units with access from this road.

Given the aforementioned reasons, I kindly request the Local Planning Authority to reject the proposed planning permission application. I believe it is essential to prioritise the safety and well-being of the existing residents and address the concerns raised by the community before considering any further development in this area.

39 Birdlip Road
Cheltenham
Gloucestershire
GL52 5AJ

Comments: 30th October 2023

The planned vehicular access point to this development, on Harp Hill, for 250 dwellings is totally unsuitable.

Harp Hill is already an accident waiting to happen. Apart from being incredibly steep and very poorly maintained, cars parking across the pavements creates daily dangers to wheelchair and pram/pushchair users forcing them into the road which at one point is on a completely blind bend. Cars that do park on the road and not across the pavement create a 'single lane' which causes delays and congestion. The situation is made worse at the bottom of the hill during drop off and pick up times for the Battledown Center for Children & Families.

It's my understanding that the traffic surveys conducted by the applicant during the outline planning phase were done during a school holiday meaning the traffic volume results are massively skewed to be far less than usual. Anyone who lives near here and uses the hill regularly knows that it is already a bit over its limit.

Indeed this seemed to be the councils view when approval of reserved matters pursuant to Outline Planning permission ref: CB11954/43 and ref:01/00637/CONDIT for the erection of 311 dwellings and associated roads, footways, parking, landscaping, drainage and public open space was granted. This the planning for the development that I now live in. The site's main access is from Priors Road, through the earlier phases. Another point of vehicular access is also available from Harp Hill, at eastern end of the site, restricted to 40 units by Condition 19 of the outline planning permission. This restriction was put in place as it was the view that Harp Hill could not handle more than an additional 40 units. You now are being asked to add another 250 units with access from this very road.

12 Fossebridge Place
Cheltenham
Gloucestershire
GL52 5BW

Comments: 6th November 2023

The estate I currently live on (Oakely Grange) plus the two others we are connected to (Eden Villas and Oakley) were all build on the old GCHQ land - these account for many hundreds of homes, and have added a very, very high volume of traffic to the road network.

The road network around Oakley already cannot cope. Queues are very common and severe. Adding up to 250 families (which could be up to 500 cars) to the local roads will cause utter chaos. The infrastructure cannot cope with what's already there.

Furthermore, I am unaware of plans for extra school or doctor allocation. The primaries nearby are jam-packed, and my own doctors surgery (Sixways Clinic) is already burdened with more patients than they are able to help. Wait-times for routine appointments can be very long.

In short, the road and public service infrastructure is already unable to cope. Adding another big estate will be detrimental on multiple fronts.

Sudeley
Harp Hill
Charlton Kings Cheltenham
Gloucestershire
GL52 6PX

Comments: 2nd November 2023

I strongly object to the proposal for 250 homes to be built on Oakley Farm Pastures. It is my understanding that the development is going ahead so I'll limit my comments assuming the construction is happening.

Access - Harp Hill is incredibly busy at peak times as both a rat run for getting onto the A40 and for school pick up and drop off. My children who walk to the bus stop for school

regularly report near misses with inconsiderate and dangerous car drivers speeding up and down the hill. I myself am often sworn at or beeped at when I reverse into my drive which is the safest way to park. With in the region of 1000 extra car journeys put into the mix I fear it will no be long for a serious accident to occur. I would also add that the construction traffic thundering up and down the hill will likely damage the existing foundations of dwellings already there. Harp Hill simply cannot absorb this extra traffic.

Density - the amount of housing planned is far too great and it is not necessary for so many houses to be crammed in. There are a number of other large scale housing projects happening in the locality on sites which are far more suitable. This amount of housing will completely transform the region and not for the better. Where will they go to school, find a GP and other services?

Drainage - after heavy rain the road is often flooded with tarmac being damaged. How will this be addressed?

Biodiversity - I trust that the hedgerow on the side of the road to the top of the hill will remain. It is a source of much needed habitat for wildlife and will also help combat light and noise pollution. The pastures are home to owls, deer and other species I hope the developers take serious genuine consideration for them.

129 New Barn Lane
Cheltenham
Gloucestershire
GL52 3LQ

Comments: 2nd November 2023

Harp Hill is already an over used and congested road. It gets parked up on both sides so that only one car can pass at a time. A development of 250 new houses is going to add upwards of 300 cars to an already inadequate road which carries not only local traffic but also cars which use it as a cut through from Charlton Kings.

In terms of amenities, has anyone actually considered whether the area can sustain an additional 250 families? I belong to the doctor's surgery at the new Wilson Medical Centre, and wonder what impact an additional 250 families will have on the already overwhelmed facility. Are there spaces available with local dentists? Are there additional places in local schools?

I have serious concerns that if it goes ahead, this huge housing development will overwhelm the roads and amenities in the area leading to a reduction in the quality of life for existing residents and a disappointing experience for new ones.

Linton House
Greenway Lane
Charlton Kings Cheltenham
Gloucestershire
GL52 6LB

Comments: 2nd November 2023

Reason for objection - traffic.

Harp Hill and Greenway are not suited to an increased volume of traffic which will be considerable during construction, and when the site is occupied by 250 families.

At peak times Greenway Lane is already very congested due to the Sixways lights and parents accessing Ashley Manor Preparatory School.

Ryeworth Farmhouse
26 Greenway Lane
Charlton Kings Cheltenham
Gloucestershire
GL52 6LB

Comments: 29th October 2023

The development takes insufficient consideration of the road types, lack of pavements, lack of traffic calming measures and various constrictions at the key exit points onto Hales Road and through Greenway Lane onto London Road. Both exists represent significant pinch points with already congestion problems at key times of day.

Those pinch points create delays, frustration and then speeding on greenway lane. Neither road has pavements and so walking as well as horseriding and cycling will be endangered by the undoubted speeding as a result of congestion or road user frustration.

The dangers created by so much extra traffic have not been properly considered. The exit from this development needs to be into the Sainsbury's estate to enable the traffic light system to support the flow of traffic as well as visits to Sainsbury's providing useful buffering.

34 Greenway Lane
Charlton Kings
Cheltenham
Gloucestershire
GL52 6LB

Comments: 29th October 2023

The development that is planned for Harp Hill cannot be considered in isolation from the access to that development. Indeed, the current access roads, Harp Hill and Greenway Lane, which are severely limited and have no possibility to be improved, must be an important factor in determining the size of any planned development.

Anyone who uses Harp Hill will be familiar with the struggle and challenges of zig zagging between parked cars towards the bottom of Harp Hill. With traffic arriving along Priors Road from the Prestbury area having priority over traffic queueing on Harp Hill, long tailbacks form very quickly. This also compromises drivers wishing to go up Harp Hill, as this tailback often snakes around parked cars. Anyone who witnesses this congestion at the peak hours will be left in no doubt that adding the volume of journeys that will result from this development, is completely unsustainable. In addition to this, there is a danger to pedestrians higher up Harp Hill where there are no pavements. With the width of the current roads and the limited space either side, it does appear that pavements cannot be built.

Simply put, Harp Hill and Greenway Lane were not designed for the additional 1,000 daily traffic movements that a development of 250 houses could generate.

In addition to the residential journeys, the dramatic rise in home deliveries from supermarkets and delivery companies, has changed the type and size of vehicles using the already limited single lane roads.

Whilst it is understandable that current comment has been largely focused on the impact on Harp Hill, the consequences for Greenway Lane will be similarly catastrophic. Access from Greenway Lane into Harp Hill and vice versa is exacerbated, particularly for construction traffic and larger vehicles, by the angle that the roads join and the restricted width of Harp Hill at that point.

The traffic lights at the Sixways junction are programmed to facilitate the major traffic flow, that being the A40 traffic entering and leaving the Cheltenham area. The time allowed for crossing the junction from Greenway Lane is very limited, this will increase the traffic queues in Greenway Lane, which in rush hour can reach Ashley Road. A further issue is that cars are often parked outside their owners houses on the left-hand side; this causes the traffic waiting at the lights to queue in the middle of the road. This already presents a challenge for larger cars and vehicles entering Greenway Lane from the A40; construction traffic would not be able to access with mounting the pavement. Alternatively, they block the junction and the Sixways Junction is brought to a standstill. This presents a serious danger to the high number of children cycling or walking to/from the 2 large schools in the close vicinity.

12 Brockweir Road
Cheltenham
Gloucestershire
GL52 5FW

Comments: 31st October 2023

Harp Hill was not designed for any more traffic than it has currently got. Potentially another 500 cars from the proposed access would be passing up and down, creating an extremely unsafe area for motorists, pedestrians, animals and the environment. This would only be acceptable to people not living locally. For all of us living in the area, trying to go about their usual daily routine it would be a catastrophe.

Hill Covert
Harp Hill
Charlton Kings Cheltenham
Gloucestershire
GL52 6PR

Comments: 3rd November 2023

Please find our submission in relation to the above planning application for the discharge of reserved matters in relation to the Oakley Farm development.

1.0 Summary Objection, Outline Recommendations & Proposals

We object to the access point to the Oakley Farm Development being within the current 'Highway Corridor Flexibility Zone' (HCFZ) on Harp Hill, in particular to the revised location of the access point, which will only serve to increase risk to safety, well-being and environmental impact, whilst we are proposing a solution that we, and our Harp Hill neighbours, can support.

We, therefore, object to the adjustments proposed to the location of the access road, whilst we provide alternatives which may be accommodated without significant change to the scheme.

This decision is the most material decision of the application; noting the permanent impact on the surrounding community, and therefore, consideration of the entry and exit to a site of up to 250 properties with 427 housing plus 54 guest parking spaces defined on the submission.

We believe that for a relatively small amendment to the proposed access, impacting the safety for all residents; new Oakley Farm and existing surrounding residents plus passing walkers, cyclists and vehicles, can be improved. Furthermore, the environmental impact and scarring on the green land can be reduced.

2.0 Objectives of our Submission

Strong objections have been raised by other concerned residents regarding the overall development, and impact on local facilities which are concerns we also share. Noting,

however, that this submission is for discharge of the reserved matters, our response relates specifically to these reserved matters.

Our objective is to ensure that the legacy of this development is as positive as it may be, given the generations that will live with the results of this development. Our priorities are therefore:

a. Safety for all parties

By considering the access point/s to the development, noting the increased traffic from the new homes, the impact on existing residents, hikers, cyclists, dog walkers and runners that pass daily along Harp Hill as part of a favoured countryside route.

Safety also does not only refer to physical safety, it refers to the mental health and wellbeing of all parties involved in this development.

b. Reduced scarring and impact on Green area of the development

Once lost to hard landscaping, the green areas cannot be recovered and, therefore, the obligation is to retain as much of the natural environment (formally ANOB), as possible.

c. The final decision on reserved matters to be a local decision taken in consideration of the local community and environment and full representation of all parties

Whilst the decision was made by central government to approve the development, the local council and committee now has the capability, and the duty, to represent its constituents in the resolution of these reserved matters and ensure mitigation of its impact to protect the safety and well-being of the public, wildlife and green spaces to its maximum potential whilst enabling the development to proceed.

The local council and committee will also be more familiar, and therefore sensitive, to the real impact of the development on the local residents to take a decision which incorporates expert recommendations and objective feedback.

3.0 Consultation Process Not Reflective of All Parties or the Developers Professional Intent

Nexus' Statement of Engagement dated September 2023 on behalf of the developers confirms that, whilst engagement by the developers was not conditional, their intent was, and is, to conduct a transparent process which demonstrates a professional intent to engage in considered consultation with impacted parties to secure a consensus decision that will ease the development during its build process and through its subsequent ongoing life.

Unfortunately, the process of engagement has omitted important representation, particularly of the residents of Harp Hill and the process has not been fully transparent, particularly in relation to the rationale for moving the access road location.

Nexus reached out to the Friends of Oakley Farm Slopes (FOFS) to engage in a consultation on 09 August 2023 with residents impacted by the development. Those directly impacted on Harp Hill opposite the access zone, however, were not notified about, nor invited to the meeting, nor was notice of the meeting provided on the FOFS website, Facebook or signed up to Friends of Oakley. Furthermore, the minutes, attendees and presentation made The FOFS engagement were not provided in the

Statement of Engagement or its Action Tracker (Appendix 2) and, therefore, this FOFS meeting was not a representation of ourselves or fellow Harp Hill neighbours.

We are confident that the developer's professional intent to reasonably deliver the least impactful scheme has, therefore, not been achieved due to the above points. Consequently, this submission with the support of its neighbours, and the original considerations by the GCC Highways and independent Highways consultants as to the safest point on Harp Hill for the access road to be established are material in the final decision.

4.0 Objection to the Revised Access Location

No information has been provided to justify the relocation of the access on Harp Hill within the Flexibility Zone. The access has been moved west to a point outside two properties that have only a single driveway entrance exit which often requires reversing of vehicles on to Harp Hill and would subsequently be into the access junction creating a hazard for all road users and the risks blocking access for emergency services along Harp Hill and onto the Oakley Farm development.

If the exit were to remain in the current proposed position, vehicles from either Haytor or Hill Covert, approaching the edge of their drive, will have raised headlights shining directly into their windshield, blinding both parties. Reversing into oncoming vehicles, will be even more hazardous.

The revised access now encroaches beyond the boundary of the A3 highest categorised and protected tree (T63). Whilst the submission shows the access is opposite the front garden of Haytor 65, Harp Hill, the mark up on site completed by the developer's contractor on 24 October 2023 shows the road and sweep are partially opposite the drive of Hill Covert and subsequently in the zone of the protected tree T63.

We, therefore, object to the proposed access point for the development and, notwithstanding that the access point as presented on 12 October 2022 (Alternative illustrative masterplan) remains preferable to the revised proposal, we propose there are better options for accessing the development.

5.0 Alternative Option - Access to the Development from Harp Hill opposite Stanley Road

The current Highway Corridor Flexibility Zone overall retains a greater safety risk and environmental impact than is necessary and has been raised in the multiple objections of neighbouring homes which we support.

A more suitable location on Harp Hill, therefore, is opposite the Stanley Road junction providing for a safer access and also reducing the impact on the natural landscape.

This access point is at an existing junction and not directly opposite any properties and their subsequent driveways which ensure no vehicles are exiting their driveway onto the new Oakley Farm access road.

The access from Oakley Farm onto Harp Hill at the Stanley Road junction is effectively level thereby enabling a more direct, shorter access road, reducing the amount of green land converted to hard landscaping.

By accessing Harp Hill opposite an existing road rather than opposite existing homes, the issue of headlight pollution into homes is eliminated.

This junction also connects to a footpath down Harp Hill thereby increasing the safety of the intersection of vehicles and pedestrians.

Traffic flow will be further eased by reducing the impact on Battledown traffic entering Stanley Road from the East of Harp Hill.

We note that the junction comfortably satisfies the minimum 43m sight lines required for the 30mph speed limit on Harp Hill.

The consultations with and submissions from the GCC Highways authority in relation to the original submission (20/01069/OUT) support this, as do the independent professional highways consultant submission ('Helix transport consultants obo half acre and cleevesyde', dated 22 September 2020).

We also note that, the Design Panel, in its notes dated 10 September 2023 (Statement of Engagement, Appendix 3) has highlighted it's concern for 'scars in the landscape through the 'green' zone above the housing' thereby indicating support for alternative proposals which enable a reduction of the green zone impact.

5.0 Enhanced Option - One way access route with entrance at Harp Hill/ Stanley Road and exit to the North/ West onto Priors Road

Access safety and impact could be further enhanced by utilising the track access to Oakley Farm as a one-way access to split the traffic load across two separate entry and exit points; entering on Harp Hill and exiting onto Priors Road.

It is noted that, during the Developers consultation on 16 August 2023, Highways raised the question 'Review whether connections through the northern boundary are possible' confirming that Highways preference would be to utilise a Northern point to at least reduce or eliminate the traffic congestion on Harp Hill which suggests this proposal still retains wider support.

Summary

Whilst the initial decision was taken at a national level, this is now a local decision for the Council to make on behalf of its constituents. The Council has the legal duty to ensure the safety of its constituents and we propose to assist this with the recommended adjustment to the access road being moved to a safer point opposite Stanley Road.

We accept that no solution will perfectly satisfy all parties, however, by applying flexibility to the already flexible HCFZ we are confident of a solution that enables all parties can accept whilst satisfying each parties own primary objectives, combining physical and mental safety, environment and economic factors.

This review process and decision is the opportunity to feasibly achieve this objective and create a plan that all parties can support, meeting the safety obligations of the Council and enabling the development to progress without further and ongoing challenge.

There is no risk free, impact free solution that is possible or expected; there is, however, the safest and least impactful solution that we have presented in this submission and we would be able to support.

The Villa
10A Greenway Lane
Charlton Kings Cheltenham
Gloucestershire
GL52 6LB

Comments: 2nd November 2023

We object to the development on the grounds of the additional traffic that will be generated on Greenway Lane and Harp Hill. The blind bend on Greenway Lane is already dangerous and there will be a significant increase in traffic due to the development and single access road via Harp Hill.

At peak times the traffic backs up towards the allotments on Greenway Lane and the additional traffic will create a gridlock snaking up the hill towards the development.

36 Greenway Lane
Charlton Kings
Cheltenham
Gloucestershire
GL52 6LB

Comments: 3rd November 2023

This scheme needs to consider the wider implications of the community along Greenway Lane, Ashley Manor Prep School as well as Harp Hill.

The additional traffic exiting Greenway Lane onto the A40 will cause significant delays unless a solution is found handle higher volumes. Currently delays of up to 15 minutes can occur around 0830 on a school day due to just a handful of additional cars leaving Ashley Manor. Large tailbacks can also occur when race-goers use Harp Hill to cut through from Prestbury to the A40 as well as during events at Ashley Manor.

[REDACTED]
Hill Covert, Harp Hill
Charlton Kings
Cheltenham
GL52 6PR

02 November 2023

Dear Mrs White & Planning Committee,

Planning Application - 23/01691/REM

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1.0 Summary Objection, Outline Recommendations & Proposals

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We therefore object to the adjustments proposed to the location of the access road, whilst we provide alternatives which may be accommodated without significant change to the scheme.

This decision is the most material decision of the application; noting the permanent impact on the surrounding community, and therefore, consideration of the entry and exit to a site of up to 250 properties with 427 housing plus 54 guest parking spaces defined on the submission.

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There is no risk free, impact free solution that is possible or expected; there is, however, the safest and least impactful solution that we have presented in this submission and we would be able to support.

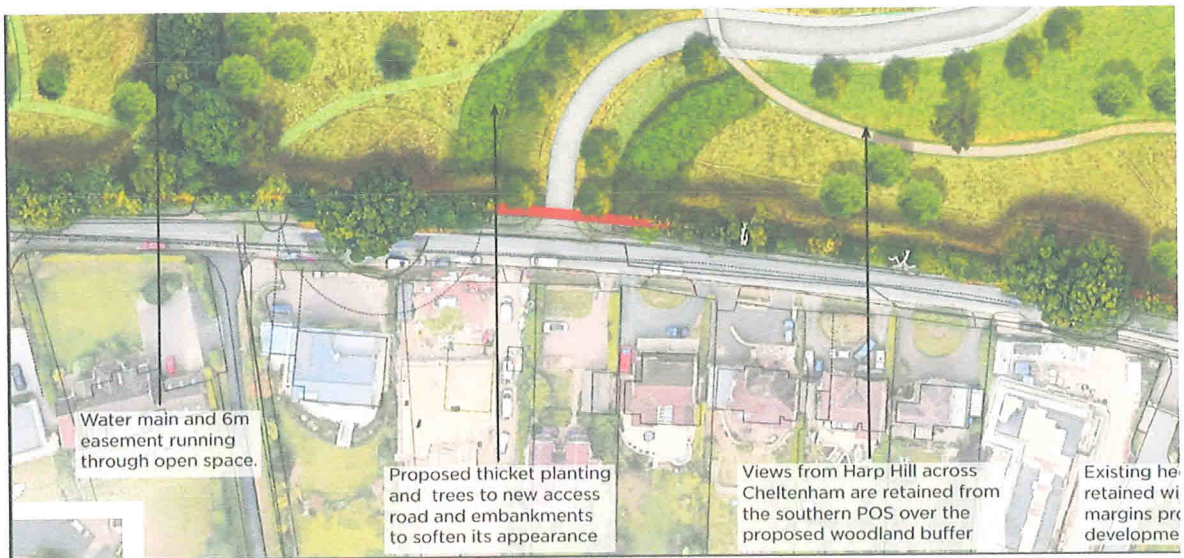
This document has been also been submitted on the online Planning portal.

Yours Sincerely

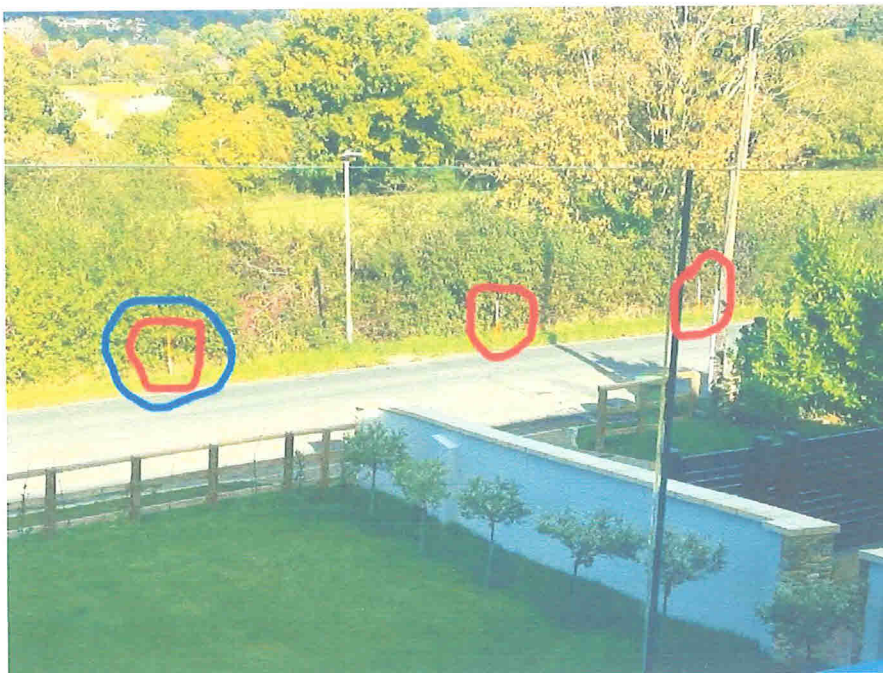


Appendix A

Submitted revised access and sweep suggesting opposite 65, Haytor, Harp Hill Garden.



Actual marking of access and sweep, further west towards the protected A3 tree T63. These markings were completed on 24 October 2023 by the developer's contractor.



Supporting photographs – 44 Priors Road





Following the recent revised documents' submission, I object to the development proposal 23/01691/REM in regard to the proposed houses set in proximity to the properties at Birdlip Road.

My home is at 43 Birdlip Road, it sits in an elevated position on the Eden Villas development and is designed so that our day to day living accommodation is on the upper floor, with bedrooms at ground floor level. Outdoor access from the upper floor leads to a balcony and terraced area which, in a conventionally designed home, would be used as the family's garden patio space. This terraced area faces to the west, and therefore to the proposed development; it is surrounded by clear glazing. Because of this configuration, any new development such as that proposed on plots 228/9, which hold my property in their field of view from windows at a similar elevation will have an uninterrupted and direct view into my indoor living area, from both their upper and middle floors, and on to the private area of my outdoor terrace. Unlike a conventional house I have no privacy screen, such as a garden fence protecting views into my day to day living space.

The inspector in his decision letter, conditioned that plans of the ridge heights of new and adjacent properties and plans of landform changes, cut and fill detail etc. should be provided. His aim being that they would aid in assessing how the new properties would relate to those adjacent and to their surroundings. Surprisingly, very little of this detail has been provided within the application plans submitted. Consequently, it is difficult to determine how the proposal integrates with its surroundings or conforms with the conditions set. Nevertheless, without building height detail, I have estimated that the ridge heights of plots 228/9 are at 124m elevation, that's about 10m above the existing ground level and a least 2m above the adjacent 45 Birdlip Road. In my opinion, these proposed houses will create a dominating and overbearing impact on this property, forming an unsatisfactory interrelationship with it, the surrounding area, and other nearby existing properties.

I have taken an image from the estimated elevation of what is likely to be the oblique outlook from the upper floor of plot 228's south facing window, towards the rear of 43 Birdlip Road. Notwithstanding the intervening space between the two properties, and the associated guidance in this regard, on any measure, I can see that the visual connection between the two is significant. The conflict between inverted living v standard design may not be a unique situation; however, I think it's unusual. In this respect, I believe that the customary proximity guidance is less relevant. To my mind, interrelationships such as this create an unacceptable loss of privacy by severe overlooking and

generate an overwhelming impact on residential amenity, significantly degrading living conditions. This is contrary to SL1 of the Cheltenham plan. I suggest that if this development proposal was in reverse, in other words, the proposed properties already existed, and the application was to build an “inverted living” house where my home is, there would be serious and severe restrictions imposed to mitigate overlooking, privacy, residential amenity etc. And doubt would be cast as to whether it was viable at all or whether it created a compatible interrelationship. Similar considerations should be given to the current proposal.

I don't relish the thought of any form of development in this designated area and I fought very hard against the original application and at the appeal. Nonetheless, I am a realist and accept that the fields will be developed. Whilst I strongly object to 3 storey properties built on raised ground for the reasons given, what I could perhaps find more palatable, is 2 storey houses in their place. These could be built at current or lower-level elevations with perhaps tiered rear gardens.

Moving on. The initial house type plans showed that the proposal on plot 237's eastern elevation was windowless, whilst that on plot 228 had windows. I now note that in the recently revised house type plans this has been reversed, in that 228 is now windowless and 237 has gained a window. Why is this? Why aren't both plot's eastern elevations windowless? This change was not identified in the revised covering letter. Further, I note that bungalows are described as being of low impact form. Can this be further enhanced by lowering plot 237's slab to match that of its neighbour plot 236 at 116.25m, or the slab at the adjacent 43 Birdlip Road at 116.275m.

I note that the applicant has gone somewhat in ameliorating the adverse influence of the proposed houses on the existing adjacent properties of Birdlip Road, and this is welcomed. However, I am not convinced that full regard has been given to the significant impact that the 3 storey houses will have on the residential amenity etc. of the occupants of the adjacent homes. The inspector was mindful that new development should ensure a satisfactory relationship with the surrounding area. It is my view that the 3 storey proposals identified, do not achieve this and would be more welcome in a subservient form.

Additionally, following the introduction of an extensive package of revised documents, I respectfully request that a further period of consultation should be made available. It has become evident that not all revisions in the proposal's documents and plans are listed in the revised covering letter. Therefore, further time should be given to allow interested parties an opportunity to scrutinize

the new package. I see no reason why the indicated determination deadline, published on CBC public access, of 24 Jan 2024, couldn't still be met.