

APPLICATION NO: 13/00106/FUL	OFFICER: Mr Ian Crohill
DATE REGISTERED: 24th January 2013	DATE OF EXPIRY : 25th April 2013
WARD: St Peters	PARISH: NONE
APPLICANT:	Taylor Wimpey Bristol
LOCATION:	Travis Perkins, Gloucester Road, Cheltenham
PROPOSAL:	Erection of 107 dwellings (class C3) including access and servicing arrangements, car parking, landscaping and associated works

REPRESENTATIONS

Number of contributors	18
Number of objections	9
Number of representations	8
Number of supporting	1

1 Christchurch Villas
Malvern Road
Cheltenham
Gloucestershire
GL50 2NT

Comments: 9th February 2013

My objections to this proposal are as follows:

1. The height of the 2.5 storey houses planned to back onto the properties on the south side of Malvern Road is unacceptable. The degree to which they will overlook the gardens and houses in Malvern Road as well as cast shade and block views is significant and unnecessary. There is no need for them to be that height and they could easily be designed to be a more conventional height. There is no such encroachment at this time and there is no need for it to be so severe.
2. There are issues regarding security of properties on the south side of Malvern Road. Currently there is a security fence on the Travis Perkins border. The plans imply there will only be a 900cm (3 ft.) post and 2 wire fence. Given that the rear of some Malvern Road properties are not currently secured other than by the security fence and that the plans open up access to the Honeybourne line (previously a source of access for attempted burglaries in the area) this increases the security risk for Malvern Road properties and should be addressed.
3. From an aesthetic perspective the architectural design is at best uninspiring but is not in keeping with the style seen in many of the houses around the area.

I am sure that these issues could be addressed and that this plan could still be highly profitable for the developer.

196 Gloucester Road
Cheltenham
Gloucestershire
GL51 8NR

Comments: 18th February 2013

Has anyone considered the effect an extra 150+ cars coming into this road at peak times Monday to Saturdays will cause? The queues are already a serious issue for residents who live on this major thoroughfare and this will only escalate with the proposed number of dwellings, most of which, I imagine will be 2 car families.

This, and a number of other concerns we have about the development have been sent to the planning officer dealing with this application.

Comments: 18th February 2013

Letter attached.

230 Gloucester Road
Cheltenham
Gloucestershire
GL51 8NR

Comments: 20th February 2013

I generally welcome the proposal to redevelop what is otherwise a warehouse wasteland in the middle of an otherwise residential district. I would hope that as much as possible is done to ensure that the development will enhance the community aspect of the area and address the security issues posed by the adjacent Honeybourne Line. During the daytime this footpath has the potential to offer a vibrant and safe pedestrian and cycle route through the town and to the station. However, I invite any of the case officers to walk alone along the footpath behind the proposal site after dark. Whilst there are no specific individual threats, it is a quiet and lonely corridor with a lot of wooded undergrowth cover and no midway exit points.

My property backs onto the path just above the children's playground and near to the development site and it should be noted that on multiple occasions in the last two years I have had intruders enter my garden (over a 7 foot fence), from the path including one being chased by police, and there have been many reports of flashers, late-night drunken gatherings and other petty crime. Whilst the lighting, recent installation of CCTV cameras and police bicycle patrols may help to improve its safety, I feel the best improvements would be made by opening up the path further to the developed site. This would make it more overlooked and less inviting for malcontents. This would hopefully lead to increased evening footfall through the path that would also further increase safety. I imagine that the potential owners of the new houses would carry the same concerns and welcome the same benefits as the current owners.

In terms of school provision I expect the new houses would appeal to families many of whom would have children of primary school age. The nearest local primary (Christchurch) already appears to be heavily subscribed and I can only conclude that the increased numbers of children would further increase that burden and particularly affect existing residents further along the street and in the local area.

I would like to see considerate builder restrictions placed on the development to limit working hours and to ensure reasonable protection of the roads and pavements around the site from heavy site vehicles and the associated mud.

I understand and welcome the proposal that each property is to be provided two parking spaces. If I am mistaken then I would like to highlight the existing street parking limitation in this area.

I support the following proposals:

- Erection of a fence protecting children from the cycle path whilst on the Honeybourne Line play area

- Division of the Honeybourne Line path into cyclists/pedestrians by the provision of a central white line
- Improvements to signage of the Honeybourne Line at all entrances particularly the two at the station
- Improvements to Honeybourne Line entrances and lighting
- Removal of the conifers at the rear of the current site
- Approval of public art provision should pass through the Public Art Panel

157 Gloucester Road
Cheltenham
Gloucestershire
GL51 8NQ

Comments: 22nd February 2013

- 1) 32 houses one side of Gloucester Road and 107 the other. The imbalance in urban grain is inappropriate. The density is much too high.
- 2) There is already immense pressure on school spaces within the ward. This development will just exacerbate the current problem.
- 3) A net loss of vital employment land to the Town, on top of losing the Spirax Sarco site.
- 4) The additional driveways are a great concern. It is already very dangerous leaving my property due to lack of visibility. To have cars join the highway from another visibly concealed location will increase the chance of me having another car accident. I would welcome anyone visiting my house at any time to see the problem first hand. Visibility problems [trees and parked cars/vans] are a serious problem.
- 5) I would agree with the comments of the Civic Society regarding the poor quality of the design. The designers should make reference to Design Review Principles and Practice as published by the Design Council.

8 Christchurch Villas
Malvern Road
Cheltenham
Gloucestershire
GL50 2NT

Comments: 21st February 2013

- 1) This seems little improvement on the industrial buildings currently on the site. The proposed housing density is much greater than the surrounding area so we will lose the current feeling of open space. The new buildings will be much closer to the rear boundaries of Malvern Road, overlooking and shading our gardens and affecting our privacy.
- 2) The shadow survey was done at 9am so it does not show the shading of the gardens in Malvern Road later in the day.
- 3) A significant amount of traffic uses Malvern Road, to get from Gloucester Road to Montpellier and avoid traffic lights and the one way system, but Malvern Road is not mentioned in the traffic analysis. The weight restriction on the bridge by the school in Malvern Road stops the lorries visiting Travis Perkins from using this route, but this will be no deterrent to residential traffic.

- 4) The proposal includes new access into Malvern Road close to its junction with Gloucester Road. This will cause problems in Malvern Road and Gloucester Road at peak times.
- 5) Gloucester Road frequently grinds to a halt at times when Travis Perkins is closed, residential traffic associated with the new houses will add to these problems.
- 6) The parking for some of the plots seems a long way from the house so people may park elsewhere.
- 7) The uninspired style of the houses, justified by a photo of an atypical group of houses in St Georges Road, is disappointing.

Comments: 13th May 2013

(Note that the garden layout shown for Christchurch Villas is incorrect. My garden includes the far corner behind Oakville.)

I object strongly to the revised plans for Travis Perkins Gloucester Road site.

- 1) The new position of the 2 storey building, flat 44 with garages underneath, appears to be 1 or 2 metres from most of my southern boundary - much closer than the previous plan or the existing buildings. As a flat is proposed people would be upstairs all the time. It would overlook my garden affecting my privacy and that of my neighbours.
- 2) As the proposed building is on the south side of my garden it would overshadow my garden particularly in the winter.
- 3) The area between 16 and 46 and the corner of my garden, i.e. 15, 44, 45 and their parking, seems very muddled and crowded.
- 4) The "garden" for flat 44 is a very narrow north-facing strip, not very useful, so there would be no incentive to maintain it.
- 5) Houses 45 and 14 have some distance to walk to their designated parking so they would be likely to try to leave their cars nearer.

Comments: 14th May 2013

I agree with all the points about the revised plans for Travis Perkins made by the resident at Highbridge. The main change directly affecting residents in Malvern Road has been to move taller buildings closer, particularly to 7, 8 and 9 Christchurch Villas. The message 'Comments may not be submitted at this time' in large bold letters shown on the planning application comments page since at least 9 May 2013 appears to answer their concluding line.

Each iteration of the plans seems to move in the wrong direction, turning more of the residents who were originally in favour of the development against it.

Also I have looked at the house style for plot 44 since my previous comment. I am unhappy that the first floor window that people will look out of most continuously, above the kitchen sink, looks over my garden from a few feet away. The unergonomic design means that residents of plots 15, 44 and 45 all have to cross each others space to get from their house or flat to their garage and parking area a recipe for disputes.

7 Christchurch Villas
Malvern Road
Cheltenham
Gloucestershire
GL50 2NT

Comments: 20th February 2013

As Cheltenham Tree Group Chairman I inspected the site yesterday.

T2 is a healthy mature tree, adding considerably to the aesthetic appeal of an area with few other trees. It should definitely be preserved and I therefore object to the application.

T3 is by contrast a rather pathetic poorly maintained specimen with little to recommend it and I therefore support this part of the application.

Comments: 21st February 2013

Having to post this again, as first submission yesterday seems to have been overwritten.

My concerns with regard to the proposal are as follows:

1. At present there is no risk of us being over looked from the Travis Perkins site and line of sight from neighbouring houses is almost non-existent. The fact that the developer has chosen to place 2.5 storey houses to the rear of our property, with such small gardens backing on to ours, compromises our existing privacy.
2. The architectural design of the development is far removed from the regency style of the Christchurch area. This dilutes one of the main reasons for its popularity.
3. Despite what is said within the comments from Highways Planning, I find it difficult to believe that the number of additional cars resulting from this development will not increase traffic volume on Malvern Road. This is already an over-used cut through to avoid queuing at traffic lights. This is of particular concern due to the fact that I have two young children, both of whom will be attending Christchurch Primary School.
4. I cannot see any provision for additional recreational facilities. The addition of such a large number of houses will result in a considerably greater number of young children in the area. Direct access from the development onto the Honeybourne Line will mean that the limited number of swings and climbing frames in that area will be overwhelmed.

Comments: 15th May 2013

I strongly object to the revised planning proposal. It would seem that there has been a total disregard of the comments made by the Malvern Road residents on the original plans. In fact, the situation is considerably worse for some of us.

Having previously raised objections to the fact that the privacy in our garden will be compromised by the development I am very annoyed to see that the length of the garden of the house that backs onto 7 Christchurch Villas has now been shortened and that we now also have a flat within metres of our boundary with a kitchen window which directly overlooks our garden.

There also appears to have been no mention of previous remarks concerning the need for increased recreational facilities incorporated within the development nor the traffic and schooling concerns. I wonder whether anyone has actually reviewed or even read the remarks of the residents because if they haven't this would seem a pointless exercise to partake in - I hope that is not the case.

4 Christchurch Villas
Malvern Road
Cheltenham
Gloucestershire
GL50 2NT

Comments: 21st February 2013

Having read the planning application for the Travis Perkins site I wish to register the following comments, concerning the proposed development's impact on residents of Christchurch Villas on Malvern Road, of which I am one, and more generally, the wider impact of the development on the neighbouring area.

The proposed houses which will back on to Christchurch Villas are 2.5 storey in height. The public consultation in November 2012 was informed that these would be no more than 2 storeys. The increased height will infringe our privacy and overlook our small suburban gardens. In addition, as the Shadow Study shows, the 2.5 storey houses will result in our gardens being in shadow for significant periods when it might be reasonably expected that families might be able to enjoy their gardens, particularly children after school (see April 5pm; October 5pm; January 4pm).

The junction of Malvern Road and Gloucester Road already gets congested at peak commuter time, with significant tailbacks along both roads. These are frequently exacerbated by cars being parked on double yellow lines at the start of Malvern Road. The proposed vehicle access from the development onto this stretch of Malvern Road will increase the congestion and the likelihood of accidents in this area, which is heavily used by children going to Christ Church Primary School.

The plans inaccurately show the tree T14 in the wrong garden. It is actually in the garden of 4 Christchurch Villas. Will this impact the building of the garages proposed at the rear of this garden?

I am concerned at the density of the proposed development. 107 dwellings for 2.53 hectares is excessive. I am particularly concerned at the lack of shared green space within the development. The majority of dwellings are for families, therefore it would be reasonable to expect provision of some communal land where children could play safely. The play area on the Honeybourne Line is mentioned in the application materials as offering this. The play area is out of sight of the proposed houses and is minimal at best, and it certainly could not support the usage associated with the 107 dwellings. Neither is it fenced off, so no protection is afforded children from the cycle track or from dogs being walked along the line. Additionally there are well documented concerns about vandalism, theft and antisocial behaviour along the Honeybourne Line, I suggest these need to be addressed before the Honeybourne Line will be a safe space which can be enjoyed by children.

The designs for the proposed dwellings on the development are unimaginative and at worst ugly. It is disappointing that the opportunity is being missed to positively enhance Cheltenham with much needed housing that is sympathetic to its surroundings, rather than predicatable over-crowded in-fill. The town and its residents deserve better.

3 Christchurch Villas
Malvern Road
Cheltenham
Gloucestershire
GL50 2NT

Comments: 21st February 2013

As a resident of Christchurch Villas we will be among those most affected by the proposed development and wish to raise a number of reservations.

1. The density of housing will undoubtedly cause an increase of traffic in Gloucester Road.
2. Access to the proposed entrance at the bottom of Malvern Road near the junction with Gloucester Road will cause difficulties at peak times of day both for Malvern Road and for Gloucester Road in both directions.
3. Inadequate parking provision on the site will force cars to search for parking in an area already stretched to the limit.
4. We were assured at the Public Meeting in November 2012 that the houses would be 2 storeys high but find that they are to be 2.5 and 3 storeys high, which will cause the gardens in Malvern Road to be in shadow most of the afternoon and evening and also reduce the privacy of our gardens.
5. There is no provision for a secure safe play area for children. The Honeybourne play area is neither safe nor secure from dogs and the speeding cyclists. It is also out of sight of the proposed houses.
6. Currently there is a security fence enclosing the Travis Perkin site. Will this continue to provide security for the Malvern Road houses during the construction period?
7. What security fencing will there be in place when the proposed housing is completed, considering that the applicant's Design and Access Statement admits that the proximity of the cycle path can encourage vandalism, theft and antisocial behaviour?
8. As the site was originally used as an industrial site, why in the Application Form has it been declared unpolluted/contaminated and fit for housing?

Comments: 26th February 2013

Since submitting my earlier comments, I have read through the Desk Study and Ground Investigation produced for Taylor Wimpey by Hydrock Consultants, section 2.9 of which states:

There is one recorded fuel station entry listed as obsolete within 500m of the site. This is Alpha, located on Queen's Road, 318m southwest of the site.

Local residents will however remember that No 194 Gloucester Road used to be the Spa Service Station run by Jack Reichelt, selling Fina petrol and probably within fifty metres of the site.

Highbridge
Malvern Road
Cheltenham
Gloucestershire
GL50 2NU

Comments: 25th February 2013

ON BALANCE, an overall neutral stance. But it's with quite a lot of qualifications!

This is a residential neighbourhood, and an ideal brownfield site. Residential development is probably better here than a building materials yard!

Traffic. The developer says 107 houses will generate less traffic OVERALL than 1 building merchant yard. Even if this is really the case, residential traffic is much less evenly spread throughout the day: houses generate the highest volume of traffic at morning/evening rush hours & school run times - just the times when the existing roads (e.g. Gloucester Road, often running

at or beyond capacity already) are least able to handle any extra traffic. Multiple exits from the estate, as proposed, would quite possibly be actually dangerous in view of the volume of traffic already using Gloucester Road, but it's probably too late to redesign the estate road more sensibly now (though it would have been quite easy to have done so at the start of the process).

If new traffic-lights are envisaged to regulate the traffic flow, they **MUST, PLEASE,** be synchronised with the existing lights at St George's Road, and Arle Road (& even Honeybourne Way) which at present frequently cause tailbacks all the way through St George's Road lights. Traffic waiting in Malvern Road to join Gloucester Road also often tails back to Christ Church School or beyond, & a mini-roundabout at the junction has been on many wish lists for decades - but it is always stated that there is no room in the roadway to construct one. By taking over the space proposed for just one of the new houses on that corner, ample room could be made - a golden opportunity to resolve a long-standing traffic problem!

The high proportion of 3-storey houses proposed would give a very high density feel - in combination with the tiny gardens, very claustrophobic. The proposal to line the entire boundary with the Honeybourne cycle track with 3-storey houses exclusively would also destroy any sense of openness which the rest of the estate might otherwise gain from its closeness to this amenity. It would also result in a much more intrusive visual impact on other users of the cycle track than lower 2-storey houses - especially since it seems the established line of conifers (which might have softened the impact) is to be removed.

All the proposed houses backing onto Malvern Road gardens are 2-storeys, **EXCEPT** the 3-storey house proposed behind Highbridge, whose extra height would have a much stronger and more intrusive visual impact, a far more adverse effect on privacy, and fit much less well into its surroundings. It would quite possibly be taller than 150-year-old Highbridge! How has this one unfortunate anomaly slipped through the net? There seems no reason to have just one 3-storey semi-detached pair at the end of a consistent row of 2-storey houses.

The variety of finishes - brick/render, corner-quoins or plain, etc - is welcome. But window design is inconsistent in most of these plans - multi-pane at front, single plain panes at rear: this is unfortunate as it detracts from the appearance of the houses from the rear, and cheapens the design overall.

Comments: 14th May 2013

It is disappointing that no consideration seems to have been given to any of the representations of residents of Malvern Road - the closest residents to this development.

All objected to the 2.5 or 3 storey houses overlooking our gardens and destroying our privacy. But they are all still in place. Many were concerned about the extra pressure on places at the sought-after Christ Church School. No comment on this has been forthcoming, that I can find.

Many have commented on the extra traffic that will use Malvern Road, already frequently choked by tailbacks from Gloucester Road; one pointed out that lorries from Travis Perkins don't go down Malvern Road because of the weight restrictions on the bridge, but these won't apply to the extra residential traffic created, which will happily clog up Malvern Road still further. And what did the GCC Highways Planning authority have to say about the development's effect on traffic in Malvern Road? Nothing. Not even considered worth acknowledging.

Have they thought about the effect of this extra traffic on the emergency services who, every day, use Malvern Road as a fast short-cut when they are in a particular hurry?

Many of us have long wished for a mini-roundabout at the junction of Malvern and Gloucester Roads, to ease the tailbacks, but have always been told there isn't enough room. With site redevelopment it would be a golden opportunity to make a little extra space at that junction, but oh no, this isn't about improving the traffic flow for existing residents or the hard-pressed ambulance drivers or fire-fighters - perish the thought.

Many Malvern Road residents have joined Gloucester Road residents in commenting on the inappropriate density of the proposed housing: as an example, 3 houses are due to be crammed into the width of just our garden (and all with balconies to their 1st-floor lounges looking directly into our garden). It seems the new houses are not to be allowed a garden as such themselves - merely enough space, more-or-less, for a barbecue and a table and 3 or 4 chairs. One Gloucester Road resident commented on the "balance" of 19 existing houses on one side of Gloucester Road and 107 proposed on the other. But after the "consultation" meetings the developers decided to squeeze in 107 "dwellings", and 107 it remains despite all protestations about how out-of-place such high density is, in this neighbourhood. Perhaps the magic 107 "dwellings" is the reason a number of the bedrooms do not even meet the minimum size required for a single or double bedroom, according to the HMO report!

Many residents have echoed the comments of the Architects' Panel report ("Recommendation: Please Refuse"!!) and the Civic Society who longed for something more worthy of the site on one of the town's main routes. But the revised exteriors of the house-types seem just as uninspiring - or sometimes downright ugly - as they were in the original proposal. Nothing distinctive, no suggestion of any indigenous Cheltenham style. Just safely mediocre.

No attention paid to residents' views; no attention to the Architects' Panel; a half-hearted gesture, apparently, to the Civic Society; rooms not meeting the minimum size requirements; the Highways Planners' heads still firmly stuck in the sand.....

What a shambles. Is anyone listening?

125 Gloucester Road
Cheltenham
Gloucestershire
GL51 8NG

Comments: 7th February 2013

Parking - After looking at the planning drawings I am a little more comfortable with this planned housing's parking proposal but I still feel this needs to be a priority from an existing resident's perspective given that several of the homes will no doubt have more than 2 cars. I have paid for a white 'H' outside my shared drive but still get people parking over this making it difficult and at times extremely dangerous to access/leave my driveway. I have no doubt this new estate will impact this issue further

Roadworks - After living here for 15 years and living through the complete nightmare of gas and water main replacements and cable TV instalment I would like to see a detailed and robust plan of just how this proposed building site will impact access to my house and on the very busy traffic on Gloucester Road to say nothing of emergency vehicle access should the situation arise

My final comment is around an Estate Agent's opinion several years ago when I was looking to put my house on the market. He felt the view of TP would impact on the market value of my house as most people would see it as 'unsightly' so from a view perspective I for one would prefer to look onto houses and not bricks!

138 Gloucester Road
Cheltenham
Gloucestershire
GL51 8NB

Comments: 21st February 2013

As I live not immediately adjacent to the development, my concerns can be categorised thus:

- 1) The extra traffic that will be generated both onto and from the development, especially at busy times. It would be difficult to leave the development and turn right onto Gloucester Road in rush hour. Similarly, traffic already builds up on Malvern Road to turn onto the Gloucester Road; vehicles leaving an entrance on Malvern Road will make this problem worse, albeit if there are only a few cars.
- 2) School provision; I should imagine that the development will attract young families. Christchurch Primary School would be a first choice for many which means that with a one class intake I can see that many local children would not stand a chance of getting a place as regards proximity to the school - it would almost be possible to fill all places from this one development which would not endear others with young children.
- 3) Outside space for play provision - since there is no dedicated area on the site, the closest park area remains the Honeybourne Line. This is unfenced and on approaching, pedestrians are in competition with cyclists and dog walkers at particular times of the day. It is simply not particularly adequate or safe.
- 4) During development, I would assume that building works would be restricted to daylight hours and not continue late into the evening or start really early in the morning. Gloucester Road pavements see a lot of footfall, I would anticipate that the entrance to the development would be kept clean and free of cement/mud as is possible in order that walkers are not forced to go into the road or cross over.
- 5) Parking is at a premium in this area. I realise that there is provision for parking; we cannot afford extra vehicles parking on the pavement or blocking peoples' driveways as currently happens on occasion.

These remain my main areas for consideration.

222, Gloucester Road
Cheltenham
Gloucestershire
GL51 8NR

Comments: 20th February 2013

We are not opposed to the development but do support the following suggestions of the Gloucester Road Neighbourhood Watch Group with regard to provisions to help the area in accordance with Section 106:

- Erection of a fence between the Honeybourne Line and back gardens of houses on the South West side of Gloucester Road.
- Erection of a fence protecting children from the cycle path whilst on the Honeybourne Line play area
- Division of the Honeybourne Line path into cyclists / pedestrians by the provision of a central white line
- Improvements to signage of the Honeybourne Line at all entrances particularly the two at the station
- Improvements to Honeybourne Line entrances and lighting
- Approval of public art provision should pass through the Public Art Panel.

8 Christchurch Villas
Malvern Road
Cheltenham
Gloucestershire
GL50 2NT

Comments: 21st February 2013

I broadly support the redevelopment of this site. It brings more people to within walking distance of the Town Centre, and takes some pressure off the surrounding countryside. However I am concerned about the plan for an access road at the Gloucester Road end of Malvern Road. Cars already queue to get in or out of Malvern Road at this point, and a turning here can only make matters worse. Can the developers look for an alternative way of accessing the houses proposed for this part of the scheme?

Comments: 14th May 2013

Previously I was concerned that the entrance into the housing development at the Gloucester Road end of Malvern Road would cause traffic jams on both roads.

However the changes that are shown in the latest version of the plans will mean that our privacy will be seriously affected if they are allowed to go ahead.

Where the original drawings had houses with gardens running up to our back wall the new plan has garages with a flat above about a metre away from the back wall. (we own most of the garden behind the house marked as 'Oakville' as well as our own garden)

The plan for the flat shows a kitchen on our side which will overlook our garden. The height of this building will also shade a large part of our garden from midday until evening.

I hope you can persuade the developers to rethink this part of the plan, hopefully going back to something closer to the original draft.

201 Prestbury Road
Cheltenham
Gloucestershire
GL52 3ES

Comments: 25th February 2013

I refer to those aspects of the above application that relate to cycling. We take a neutral stance on other matters.

Access to and from the Honeybourne Line

We acknowledge that the developer recognises the importance of linking the development to the Honeybourne Line in order to provide convenient access for cyclists and pedestrians to and from Cheltenham town centre, railway station and beyond. However, there appears to be confusion about cycling in the Design & Access Statement and the Transport Statement, which sometimes refer to links to the Honeybourne Line as pedestrian links. Moreover, the plans, so far as can be ascertained with the low level of detail provided, appear to reflect pedestrian design for the links.

Cycles travelling significantly faster than pedestrians and require vehicular design if paths that they use are to be safe for both cyclists and pedestrians. This means design more closely related to that for motor vehicles than to pedestrians. In particular, there must be good sightlines and generous geometric design, with properly radiused corners and surfaces at the same level as the development site carriageways where they meet. It is of concern that while plans are provided of visibility splays for site access from Gloucester Road, no such plans have been provided for access at the Honeybourne Line where the safety consequences of inadequate visibility are no less serious.

The Leylandii trees at present along the Honeybourne Line are undermining the path through uncontrolled root growth, so we are pleased that these are to be removed. The Borough Council should require the developers to reconstruct the Honeybourne Line in this area in order to make good a comfortable, level surface. There are also issues of drainage that should be corrected.

While it may be appropriate to add some new low-level vegetation alongside the development, this should become a much more open area, with nothing to obstruct inter-visibility (allowing for seasonal growth) between the Honeybourne Line and accesses to and from the development. This is important from the point of view of personal security as well as vehicular safety. We are concerned that proposed sculptural elements in this area could be a safety hazard. Where new planting is provided, it should be of a type that does not produce thorns or deposit a slippery residue.

Cycle parking

The Design & Access Statement and the Transport Statement refer to 'parking' or 'car parking', but make no reference at all to cycle parking. Providing convenient and secure cycle parking is essential in new residential development if people are to be able to choose to cycle for local journeys.

The documents provided by the developer include one entitled 'Garages, bin and cycle store' but no more information is provided. Which residences are to have cycle stores, where will they be placed relative to house entrances, are they for single or multiple occupant use and will they include security devices to which to lock cycles? We believe that cycle parking should be close to house entrances and for single occupant use. We would appreciate clarification from the developer on this issue.

I would be obliged to receive feedback from the Borough Council when the matters above have been raised with the developer.

224 Gloucester Road
Cheltenham
Gloucestershire
GL51 8NR

Comments: 20th February 2013

We are not opposed to the development and have read the supporting documents.

1) 1 small entrance to one of the darkest and most dangerous areas of the Honeybourne line is a real opportunity missed. Most of the female residents in the area do not feel safe walking down the Honeybourne line in the evening. A larger entrance with extra lighting or extra smaller entrances would be far more preferable, the new development will look like a "gated community" in our opinion. This could be a real opportunity to "open up" the Honeybourne line and make it safer. The video surveillance cameras have been a welcome step but given that not all of them work they should not be relied upon.

2) There is no doubt that an extra pedestrian crossing would be a very good thing for the road and the residents, in spite of the consultation team thinking it not necessary. There will be many journeys at peak times and cars already travel far too fast down the road and crossing the road is dangerous and difficult - there is no obvious place to cross the road for at least 400m of road.

3) It is all very well to say that the local schooling is adequate to cope - residents of the new development will likely all qualify to attend the sought after Christchurch Primary School and other families in the area will most likely have to settle for the other schools for their children - it will affect existing residents in the area.

4) We support the following suggestions of the Gloucester Road Neighbourhood Watch Group with regard to provisions to help the area in accordance with Section 106

- Erection of a fence between the Honeybourne Line and back gardens of houses on the South West side of Gloucester Road.
- Erection of a fence protecting children from the cycle path whilst on the Honeybourne Line play area
- Division of the Honeybourne Line path into cyclists / pedestrians by the provision of a central white line
- Improvements to signage of the Honeybourne Line at all entrances particularly the two at the station
- Improvements to Honeybourne Line entrances and lighting
- Removal of the conifers at the rear of the current site
- Approval of public art provision should pass through the Public Art Panel

193 Gloucester Road
Cheltenham
Gloucestershire
GL51 8NL

Comments: 21st February 2013
Letter attached.

Malvern House
Malvern Road
Cheltenham
Gloucestershire
GL50 2NU

Comments: 3rd February 2013

The density of this proposal is higher than was mooted at the developer's presentation. I object in particular to the three (and 'two and a half') storey houses proposed adjacent to Malvern Road. The extra storey provides a view point over the till now completely private gardens of neighbouring houses.


The architecture of houses on plots 21-24 have nothing to do with the 'Cheltenham vernacular' which we were promised during the presentation and would be better suited to the outskirts of Bishops Cleeve.

The security to the rear of Malvern Road houses is also an issue. At the moment we have a security fence. What seems to be proposed is a 900cm (3 ft.) post and 2 wire affair which would do little more than delineate the plot boundaries. This is wholly unacceptable.

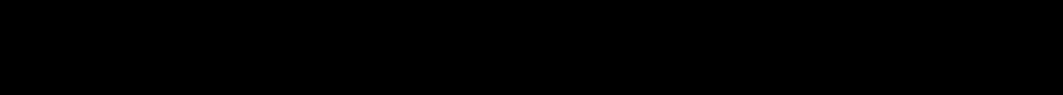
111 Gloucester Road
Cheltenham
Gloucestershire
GL51 8NG

Comments: 13th February 2013

Having reviewed the plans for the proposed building on the Travis Perkins site I am generally in favour. This is however subject to seeing the detailed construction management plan which appears to be missing from the current documentation. This should address contractor parking, hours of operation which I would expect to be 09:00 to 17:00 Monday to Friday excluding Bank Holidays, defined routes for heavy vehicles, wheel washing to reduce mud on the road, named contacts (one in the council and one in the construction firm) to enable concerns and complaints of local residents to be resolved quickly. I would also expect to see an air quality and dust management plan for the construction works along with a plan to ensure noise and vibration is minimised.



Sent: 18 February 2013 09:33
To: Internet - Planning Comments
Subject: Fwd: Planning application 13/00106/FUL housing development on Travis Perkins site, Gloucester Road Cheltenham



Sent: 18 February 2013 08:52
To: Crohill, Ian
Cc: Councillor John Rawson
Subject: Planning application 13/00106/FUL housing development on Travis Perkins site, Gloucester Road Cheltenham
Importance: High

Dear Mr Crohill,

Regarding the housing development as above of 107 dwellings, the letter we had from the council inviting comments was the first we had heard of this. My family and I reside at 196 Gloucester Road and our side windows overlook the site and I was utterly disgusted to see that we hadn't been involved in any of the public consultations that had apparently taken place.

Whilst we understand the increased need for housing I have serious concerns over the increased traffic along Gloucester Road this development will bring. We were told that if Travis Perkins were to move to their desired site on Tewkesbury Road, this would reduce the amounts of heavy goods vehicles travelling down Gloucester Road. This is untrue as we very rarely see heavy goods vehicles for Travis Perkins, instead, we see them all hours for The Vineyards industrial estate across the road from our house, and Travis Perkins moving will not make a difference to this.

The amount of traffic that the development would generate is also of great concern to us and I know a number of our neighbours. This is such a major thoroughfare and at peak times during both weekdays and weekends, the traffic can stand stationary from the traffic lights at the junction at Gloucester Road almost back to the mini roundabout near the station. Add another 150+ cars trying to get back at peak times to their dwellings on the proposed site and that causes absolute chaos and disturbance to the houses along the road.


We are also concerned for the time it will take for construction and the general construction traffic and disturbance. We are due to have our second child later in the year and are not only concerned about timings the work will start during the day, but also the general noise, traffic and dust disturbances this will cause. I fully expect as this is being built surrounded by existing houses, that the construction company adhere to the 'considerate construction' ethics and will not start before 9am and finish after 5pm, Monday to Friday. I imagine there will be a considerable amount of groundwork causing noise disturbance and with the increased construction traffic an awful lot of dust and


I don't expect we will be able to utilise our garden in the spring/summer months. I see this affecting family life significantly.

In light of this, we are considering moving house.

I look forward to hearing the outcome and shall be interested to see if ours and any of the other objections and concerns are actually taken into consideration or as i suspect, this may be a case of making money to the detriment of existing residents. I do so hope I am proved wrong.

Regards


196 Gloucester Road
Cheltenham



Cheltenham Borough Council Environment Group			
PASSED TO			
REC'D	20 FEB 2013		
Date of Response		Type of Response	
Initials of Responder	idea	File Ref	new housing on

193, Gloucester Road,
Cheltenham
GL51 8NJ
20.2.13

Dear Mr Crohill,

Although I support the Travis Perkins site I am very concerned about the parking facilities.

I have lived in Gloucester Road for 32 years and I know the present parking 'crisis' here.

Most families now have at least 2 cars and families with grown up children have 3 or 4 cars and also vans for work purposes. Therefore I am sure 218 parking places for residents on the site will not be enough. Also with 107 homes on the site, 19 parking places for visitors is laughable! Even if the residents have enough parking (which I very much doubt!) what happens if there are 20, 30 or even more visitors? Where will they park? I don't need 3 guesses!!

I also believe there should be another access on the site. Gloucester Road can get very congested. We often have queues of traffic on both sides of the road, (There have been many times when I cannot get out of my drive because of traffic queues) Not only would all the extra cars exasperate the situation; How would emergency vehicles get onto the site?

Please please, please provide more parking!!

Yours sincerely,

