

20.08.2020

Objection:

The site is in the Cotswolds AONB. While it is almost surrounded by development, this was the case when the site was included in the AONB and confirmed in the 1990's, so nothing has changed from when it was deemed important enough for AONB status, save that the GCHQ site has been replaced by retail and housing.

The area was described as having High Landscape value in the 'Ryder' report, and again, nothing has changed to alter that.

The proposal describes the development as being on the lower slopes, when in practice it covers two thirds of the site.

Clause 12 of the NPPF states: 'The presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision making. Where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted.' The area is not listed as suitable for development in either the Cheltenham Plan or the Joint Core Strategy.

Clause 172 of the NPPF states: 'Great weight should be given to conserving and enhancing landscape and scenic beauty in National Parks, the Broads and Areas of Outstanding Natural Beauty, which have the highest status of protection in relation to these issues'. This proposal can in no way be seen to conserve or enhance the AONB.

The proposal would result in huge loss of amenity for surrounding residents, particularly those on Harp Hill, Pillowell Close, Brockweir Road, Bream Court, Highnam Place, Birdlip Road and the top of Wessex Drive, changing the aspect of their homes from being on the edge of the countryside to being surrounded in sub-urban sprawl.

With regard to traffic, the proposed development will not be served by public transport, so it is reasonable to assume an average of two cars per household, the bulk of which would leave the site between 07:00 & 09:00 for commuting to work and / or taking children to school.

Using Harp Hill as the access point means that traffic will enter the wider road network either via Mill Lane, leading to Ryeworth Road or Glenfall Way, Greenway Lane, or the bottom of Harp Hill at Priors Road. Mill Lane is clearly not suitable for a large volume of traffic. Greenway Lane is already

heavily congested at the Sixways junction during rush hour. This means the bulk of 250 vehicle movements per hour will use the Harp Hill junction with Priors Road. That is an additional vehicle every 15 seconds. This increase in traffic volumes would result in large scale congestion with the resultant noise and pollution increases for the residents on the affected roads.