

Gloucester Centre Site OLPC Presentation Notes

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Notes on the presentation to Orton Longueville Parish Council (9th May 2019)

Primary issues that concern the residents about the scheme presented in the public exhibition:

Existing road gridlock in rush hours

- The surrounding roads are already gridlocked and back up on to the parkways, during rush hours
 - The residential estate is a regular rat-run for drivers trying to leapfrog traffic congestion, joining queues to try to reenter the congested main roads
 - Articulated low-loaders with demolition machinery, roll-on roll-off 40m3 demolition and excavation arisings collection lorries, waste skip luggers, labourers vans, material lorries, using the site during demolition and construction will add to the problem
 - unless arriving outside of rush hour everyday they may find getting to the site difficult,
 - earning time wasted and a barrier to being involved in the project
 - 100 homes will come with 200-500 car owners
 - Other service vehicles during occupation will increase as more internet purchases are delivered
- Closing the link road into the Wainman road industrial estate will force all these vehicles through a car-parking-congested and narrow Morpeth Close into the already congested residential streets with on- and off-street car and van parking, parking up to and around corners and junctions unsighting all users, and join the rat-runs racers until they hit the queues
 - The cycleway and footpaths already spill into the residential streets as more direct desire routes
 - Previous concerns about speeding rat-runners and too much traffic through and within the residential estate, prompted discussion about traffic calming measures, none of which have materialized
 - These concerns have not disappeared and will only increase
- Reducing the number of new homes from 100 to 50 will not resolve the existing gridlock nor improve the estate road usage

Alternatives to roadway proposals:

- We presented a number of alternatives to the current road proposals to consider
 - Push all the 200-500 cars through Wainman Road industrial Estate
 - Retain the link to Wainman road industrial estate and share 200-500 cars with this second entry exit route
 - Drive a new route along the footpath/cycleway along the tree line and bat-flight path
 - This will compete with the pathway for space, undermine the tree roots and risk the tree lives
 - Will need to relocate bus stops and add a mini-roundabout
 - Too close to the main roundabout?
 - Bring slip roads down from Morley way into the Wainman Road industrial estate into an underused car park up for redevelopment by the new owners
 - City engineer may reject it, but if you do not ask....
 - New route under the parkways to Stonebridge
 - Difficult to fit the ramps in, competing with cycleways, Stonebridge will not want it

Alternative site usage:

- To reduce the number of additional cars from this site and avoid the wholesale clearance of biodiversity-supporting landscape and demolition of the existing buildings we have considered a number of alternative uses for the site
 - Convert the existing special-needs supported housing into old people warden assisted sheltered housing serving the existing residential community enabling local people to stay in their own community rather than move away (welcomed by residents)
 - Self-build plots to meet government driven obligations, offering larger plots, to more environmentally aware, self sufficient smallholders, car-liberated bicycle-using, a ready made community with shared experience, welcoming the existing community to learn from their experiences
 - Multiple occupancy residential to support Peterborough's University ambitions
 - (unwelcomed by residents?)
 - Cooperative Social Housing where occupants manage their estate without profit creating true affordability
 - (unwelcomed by residents?)

Space for existing nature

- Biodiversity needs to be considered in a robust manner, not with an incorrectly located bat box 'greenwash gesture'
 - The nominal 2018 wildlife survey incorrectly dismissed the existing as unworthy of conservation
 - A bat survey planned for 2019 could have been carried out any time all year
 - A robust survey will identify:
 - a bat flight path along the cycleway,
 - a Lime tree in the North corner of the site frequented by bats (possibly occupied by bats)
 - the environs between lime tree and a local resident's pond as foraging area

- the building facing this foraging area is thought to be occupied by bats
- other species are known to frequent the area: hedgehog, squirrel, fox, birds and insects

We need place making and neighbourhood play not estate road race tracks:

- The housing estate proposed is a number crunching (profits motivated) exercise rather than a community making proposal
 - The layout is designed by an land agent with road and service engineer mentality, rather than by an architect and landscape architect
 - It is over-engineered for car driver safety, inadvertently making the site more dangerous for all users
 - Encourages car use, enables on-road parking, causes poor visibility at corners and junctions, creates loop roads to enable prompt car progress, makes no attempt to prioritise pedestrians and cyclists
 - No place making skills, no neighborhood play aspirations, no traffic calming, just estate roads
 - Inadequate Sustainable Urban Drainage SuDS missing many parts suggested in the proposal texts
 - Losing a long established and well used cycleway/footpath diverting onto roads and footpaths occupied by parked cars
 - Squeezing 30 Affordable homes into the same space as 10 not-affordable homes, removing all hedgerows to the parkway boundary, squeezing in inadequate access to and inadequate numbers of car parking spaces and providing no outdoor space for the occupant's health and wellbeing; the most anti-social proposal.
- The development also needs to consider local community issues, including nursery and school, medical, dental and optical and pharmacy; local shops and social amenities capacity to support this number of new occupants.

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