

To: Cotswold District Council  
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Stephen Hawley  
Highways Development Management  
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Please ask for: **Stephen Hawley**

Phone: **01452 425830**

Our Ref: **18/01681**

Your Ref: **18/01681**

Date: **11<sup>th</sup> June 2020**

Dear Mr Moody

**Town and Country Planning Act 1990**

**Appeal by Mr Peter Gilder Site Address: Scrap Haulage Yard Gilder, Fosseyway, Lower Slaughter, GL54 2EY**

As you are aware Gloucestershire County Council in its function as Highway Authority for the A429 made representation to Cotswold District Council on application 18/01681/FUL, the last formal representation was made on 4<sup>th</sup> July 2020. Subsequent to that additional information was submitted by the applicant, but no further formal representation was made by the Highway Authority.

The Highway Authority was notified of the intention for this proposal to be determined by an inquiry and as good practice reviewed the evidence and comments. The stated reasons in the recommendation to refuse of 4<sup>th</sup> July 2019 orientated around the failure to demonstrate safe and suitable access, the adequacy of capacity for turning and parking, and these matters resulted in a severe cumulative impact.

Additionally, some commentary was provided on the preference for sites to be located where there was a reduced dependency on the trip being a primary trip.

The decision notice can be summarised to the unsustainable location would attract an unsustainable level of vehicular movement. Additionally, that it failed to provide for freight movements.

The Highway Authority will therefore comment on each point in turn.

Safe and Suitable Access

The access form is a ghost lane as defined in CD 123 of the Design Manual for Roads and Bridges. The design appears to fall within the accepted national guidelines and was supported with a Road Safety Audit. The appellant concludes that it is acceptable. The Highway Authority noted that the level of information submitted was insufficient to come to that conclusion, however having exchanged correspondence with the appellants highway consultant, Vectos, details were provided on 1<sup>st</sup> June 2020 which confirmed that the required splay lines were achievable in the vertical plane, this was also reviewed by the Highway Authority's safety auditor who also agreed with that finding. It is therefore concluded that the missing information has now been provided which confirms that safe and suitable access in the context of the proposal has been demonstrated. The agreed drawing numbers are 195165/PD01 and 195165/PD05.

Inadequacy of capacity for turning and parking

The applicant has provided tracking details of the site access and internal operations, there is no obvious conflict within the site. The matter of car parking is a considered to be a commercial decision for the applicant and will be led by the market. The Highway Authority considers that it is unlikely that a moto rist

would wish to park on the A429 given the speed of traffic and volume. The proposal is unusual and has no local donor site to benchmark against. Given the likely dwell time of motorists it is not expected to result in a high of turnover on vehicles which could result in which would strain parking demand. It is therefore concluded that there is no evidence to maintain opposition to the submitted layout.

#### Locational Sustainability

The Highway Authority has stated that they consider that there may be more suitable sites which are linked to infrastructure opportunities for travel not reliant on single occupancy vehicles. Additionally, does not have sufficient evidence to qualify this location as safe, accessible and convenient, especially with a low attributed daily flow and lack of surrounding infrastructure allowing this to operate as anything other than standalone. Having given further scrutiny to this comment it is concluded that there is no evidence to support an argument as to what location is suitable or unsuitable for this use. As such the Highway Authority does not wish to challenge the location of this site.

#### Freight Movements

The decision notice indicates that the site fails to provide for freight movements. The A429 is a heavily trafficked route, however there is no identified capacity short fall and the proposed access arrangement is suitable to cater for larger vehicles. The Highway Authority therefore concludes that there is no evidence to challenge the suitability of the proposal to address the needs of larger vehicles.

In conclusion the applicant has provided further information since the formal recommendation of the Highway Authority was issued. The Highway Authority is satisfied that the proposal does not result in a severe impact or an unacceptable impact on Highway Safety, therefore it does not wish to offer any evidence to challenge the appellants submission.

The Highway Authority would however like to suggest that the following conditions are included in any decision which allows the appeal.

#### **Conformity with Submitted Details**

The Development hereby approved shall not be brought into use until the access, parking and turning facilities have been provided as shown on drawing CTP SK03 Rev B and Vectos drawings 195165/PD01 and 195165/PD05.

Reason: To ensure conformity with submitted details.

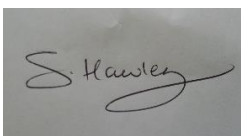
#### **Construction Management Plan**

Prior to commencement of the development hereby permitted details of a construction management plan or construction method statement shall be submitted to and approved in writing by the Local Planning Authority. The approved plan shall be adhered to throughout the construction period. The plan shall include but not be restricted to:

- Parking of vehicle of site operatives and visitors (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction);
- Locations for loading/unloading and storage of plant, waste and construction materials;
- Method of preventing mud and dust being carried onto the highway;
- Methods of communicating the Construction Management Plan to staff, visitors and neighbouring residents and businesses.

Reason: In the interests of safe operation of the adopted highway in the lead into development both during the demolition and construction phase of the development.

Yours Sincerely



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Highways Development Management  
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