

**SPECIAL COUNCIL MEETING
12th December 2017**

ADDITIONAL PAGES (1) – Update 1st December 2017

Representations

Additional representations received between the 23rd November and 1st December 2017 are summarised below. The representations can be viewed in full on the Council's Online Planning Register.

Objections

Thirteen representations, including four from Save Our Cirencester have been received raising matters already listed within the Council report, along with the following:

- The development would result in a dramatic change to the approaches to the town from the Tetbury Road and Spratsgate Lane direction—the town would appear to jump at you rather than invite you in;
- The buildings would be far too close to the approach roads thereby preventing the gentle easing from rural to urban that currently exists;
- The average densities of 55 dph in some parts of the site will make it visible from miles around;
- The setting of Cirencester would be harmed;
- Housing target has been met and 2,350 dwellings at the application site are not required;
- OAN targets should only be exceeded in sustainable locations and provide future flexibility;
- The surfeit of housing buildings and permissions should be recognised as having changed the situation to a point where the Chesterton application and that part of the local plan that it is predicated on is out of date and illogical;
- Local plan/application should be adapted/amended to reduce the numbers and instead support more flexible and sustainable development across the District, e.g. Stow;
- This is a very expensive development, questions regarding viability, Cirencester residents are already aware of the environmental damage done with derelict properties when a developer was unable to proceed;
- The houses will be expensive and difficult to sell and the developer will be out of pocket;
- There is no planned integration with the town;
- Service charges will lead to all sorts of future problems when fees rise and residents discover they cannot afford their houses and cannot sell them on;
- Maintaining the development should fall to the Council if they are prepared to give the go-ahead;

- Proposed amendments would result in more traffic using Somerford Road with no improvements at the junctions with Cranhams Lane and Chesterton Lane;
- The likely impact on the local highways network has been misrepresented and understated so the application can claim that the proposed development would not have severe impact upon the local highways network in terms of congestion or highway safety;
- There is no logic that journey times will be less-more traffic and toucan crossings and traffic lights will slow down traffic;
- The impact of the development will be much worse than that forecast by the applicant's modelling and will be seriously adverse;
- Since the Local Plan period began in 2011, 20 appeals were allowed resulting in 1096 dwelling, previously rejected by CDC approved. The DCLG has a different point of view to CDC;
- The approach to "save" other settlements in favour of Chesterton does not work;
- Five year housing land supply will not be met due to an over reliance on Chesterton in the next decade.

Applicant's Correspondence

The amended parameter plans were accompanied by a document produced by the Applicant which responded to the referral reason from the September meeting and a number of other issues that were raised by Members at that meeting. That document was uploaded to the Council's online Planning Register on 14.11.2017.

The Applicant sent a copy of their response document directly to Members with an accompanying explanatory letter. The letter was been uploaded to the online Planning Register on 30.11.2017.

Response of the County Highways Officer

The response of the County Highways Officer to the relocation of the bus gate and amended parameter plans has been attached as Appendix 1. The conditions suggested in the response have be incorporated within Appendix 39a (conditions 25 and 26).



Highways Development Management

Shire Hall
Gloucester
GL1 2TH

Helen Donnelly
Cotswold District Council
Trinity Road
Cirencester
Gloucestershire
GL7 1PX

email: jamie.mattock@gloucestershire.gov.uk

Please ask for: Jamie Mattock

Our Ref: C/2016/035523

Your Ref: 16/00054/OUT

Date: 30 November 2017

Dear Helen Donnelly,

TOWN AND COUNTRY PLANNING ACT 1990 HIGHWAY RECOMMENDATION

**LOCATION: Land At Chesterton Farm Cranhams Lane Cirencester
Gloucestershire GL7 6JP**

PROPOSED: Outline application (with all matters except Access reserved for subsequent consideration) for a mixed use development comprising demolition of existing buildings (as detailed on the submitted demolition plan) and the erection of up to 2,350 residential dwellings (including up to 100 units of student accommodation and 60 homes for the elderly), 9.1 hectares of employment land (B1, B2 and B8 uses), a primary school, a neighbourhood centre including A1, A2, A3, A4 and A5 uses as well as community facilities (including a health care facility D1), public open space, allotments, playing fields, pedestrian and cycle links (access points onto Tetbury Road, Somerford Road and Cranhams Lane) landscaping and associated supporting infrastructure to include vehicle access points from Tetbury Road, Spratsgate Lane, Wilkinson Road and Somerford Road

I refer to the consultation received on the 16th November 2017 in support of the above application in relation to the following amended information:

Parameter Plan Land Use and Access 00884-PP-01 Rev P6
Parameter Plan Green Infrastructure 00884-PP-02 Rev P6
Parameter Plan Building Heights 00884-PP-03 Rev P6
Illustrative Masterplan 00884_SK_052 Rev P4
Proposed Minor Link Road Link South of the Cranhams ITB6173-GA-100-0 Rev A
Savills Covering Letter dated 10 November 2017 & 13 November 2017

Response to Reason for Deferral and Other Issues Raised at the Full Council Meeting 26 September 2017

The amended information has been submitted to address the reasons for deferral on the 26th September 2017 to enable the issue of connectivity across the site to be investigated. Although the Local Highway Authority raised no objection to the previously submitted proposals subject to various planning conditions and obligations discussions have been undertaken with the developer and Local Planning Authority to address the deferral reason.

The amended information consists of a revised illustrative masterplan detailing the relocation of the bus gate from the east of the site adjacent to the SAM further west adjacent to the neighbourhood centre along with a car park with approximately 30/40 spaces. The proposed car park will allow the opportunity for future occupiers who wish to access the neighbourhood centre by vehicle to do so with a short walk across the link road from the car park to access the local facilities. This will improve connectivity by vehicle mode from the east of the site and reduce the requirement for occupiers from the east of the site to drive along the ring road via the west to access the neighbourhood centre.

A bus gate is still proposed that will allow for public transport, emergency vehicles, pedestrians and cyclists but restricts an all vehicle route which is desirable to reduce the likelihood of rat-running drawing traffic from the ring road through a residential development, additional impacts on the road network to the east and additional vehicle movements across the SAM. The relocation of the bus gate has resulted in revised illustrative link road proposals across the SAM and these consist of a road narrowing with passing bay to respect the impact on the setting of the SAM. Although these details are illustrative the proposal is acceptable in principle with the detailed design being brought forward through future reserved matters applications.

The relocation of the bus gate adjacent to the neighbourhood centre has resulted in an additional land parcel to the south of the link road requiring access via the east of the proposed development which equates to an additional 30 dwellings. The Highway Authority has not required any additional assessment of the network to the east of the site as the additional vehicle trip generation is relatively low at 20 trips which equates to approximately 1 additional vehicle every 3 minutes. There will also obviously be a corresponding reduction in the number of trips accessing the site via the west of the site. The Local Highway Authority is satisfied that the additional 20 trips in the peak hour accessing from the east of the site will not be significant or material and can be safely accommodated as such a robust assessment of vehicle trips from the proposed development has already been carried out in the supporting transport assessment to include the following:

- The Transport Assessment included the trip generation for 80% private housing/20 % affordable housing, where as 30% affordable housing is being sought. Affordable housing has a lower trip rate than private housing.
- The Transport Assessment assumed that all dwellings will be houses and not apartments. Apartments have lower trip rates than houses.
- The development also proposes 100 student dwellings which were also included a houses. Student accommodation generates lower trip rates than houses.

It should be noted that there is no change to the total quantum of development proposed or the timing of the delivery of the proposed junction improvements required to mitigate the impact of the development.

Statement of Due Regard

Consideration has been given as to whether any inequality and community impact will be created by the transport and highway impacts of the proposed development. It is considered that no inequality is caused to those people who had previously utilised those sections of the existing transport network that are likely to be impacted on by the proposed development.

It is considered that the following protected groups will not be affected by the transport impacts of the proposed development: age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex, sexual orientation, other groups (such as long term unemployed), social-economically deprived groups, community cohesion, and human rights.

Recommendation

I recommend no objection is raised to the amended information and note that two of the previously recommended highway conditions will require amending to accommodate this change as set out below:

No more than the trip generation envelope equivalent to 1000 dwellings shall be occupied prior to the development link road from Tetbury Road to the west of the site and Spratsgate Lane to the east of the site including measures to limit to sustainable transport modes only has been completed in accordance with details to be submitted and agreed in writing by the local planning authority and once agreed completed in all respects.

Reason: To ensure that safe and suitable access is provided for all people and that the opportunities for sustainable transport modes have been taken up in accordance with paragraph 32 of the National Planning Policy Framework.

No more than 1,675 dwellings, 24,155sqm of GFA employment land use and the Neighbourhood Centre Land uses hereby permitted shall be accessed from the west of the site and nor more than 705 dwellings and 6,503msq of employment land uses accessed from the east of the site.

Reason: To ensure that safe and suitable access can be achieved for all people and that the highway improvement works cost effectively limit the impact of the development in accordance with Paragraph 32 of the National Planning Policy Framework.

Yours sincerely,

JMattock

Team Leader, Highways Development Management