

SPECIAL COUNCIL MEETING
12th December 2017 postponed to 16th January 2018

ADDITIONAL PAGES (4) – Update 22nd December 2017

Representations

Additional representations received between the afternoon of the 8th December 2017 and the morning of 21st December are summarised below. The representations can be viewed in full on the Council's Online Planning Register.

Objections

Twenty-one representations including two from Save Our Cirencester have been received raising matters already listed within the Council report and the previous set of Additional Pages, along with the following:

- There are still no clear answers to outstanding issues;
- 80% of the District's housing need will be met during the first 35% of the plan period. That is 6,416 homes during the first 35% of the plan period. Land allocations and windfalls take the total to 8,154 homes-there is no overriding need for the development;
- Meeting the OAN is not a reason to approve the OPA;
- Approving the OPA will be a barrier to developing more sustainable sites in Cirencester and elsewhere;
- Appeals usually succeed because central government have no concept of the impact on small towns and favour large scale building to solve the housing crisis;
- Bus stops at 800m are too far to walk for the elderly, families with young children and the disabled;
- The bus service is focussed on the beginning and end of the day and not in the middle;
- Sunday bus service would be appropriate;
- The peak hours used within the Transport Assessment do not reflect changing working patterns;
- It is legally correct that overhead high voltage power lines are not a reason to object to a planning application but there have been papers published that have found links between living near to power lines and a range of health problems;
- Conflict between vehicles crossing the PRow and users of the PRow;
- The road through the site will be too narrow;
- CIL should be applied;
- The resolution does not allow for further public consultation;
- Any shop/café at the site centre will attract people in from surrounding areas;
- Evidence suggests that parents will drive their children to school even if the distance is just a few hundred yards;
- Local delivery drivers will use the link road as a short cut:

- More vehicles will use the link road than suggested and impact on SAM should be reassessed;
- The determination of the OPA should wait until the Spring when the Local Plan Inspector will publish his report;

Council's Biodiversity Officer Response to the Amended Parameter Plans

“I have no specific comments in relation to the New Details submitted with regard to the re-design of the site to accommodate a car park for residents from the eastern part of the site to be able to get closer to the shops. The re-design does not have an adverse impact upon the green infrastructure network or any key biodiversity features subject to the implementation of the measures in the Ecological Mitigation and Management Framework (EMMF) and the installation of a sensitive lighting scheme, both of which are recommended as a condition of planning consent.

The main issue in relation to the provision of a road across the Scheduled Ancient Monument (SAM) immediately adjacent to the boundary of The Cranhams is the ability of great crested newts to continue to disperse from the garden pond southwards into the site, particularly in order to reach the new ponds to be provided for them. I reiterate my previous comment that amphibian underpass(es) will be a key requirement of the great crested newt mitigation strategy, which will also allow the safe dispersal of other species (such as hedgehogs) across the road at this location. The roads will also need to incorporate amphibian-friendly kerbs and gully pots, etc, to ensure that none are trapped. These design elements can be agreed at the reserved matters/compliance with conditions applications stages.

The New Details do not materially affect my previous response to the application, particularly with regard to the 3 derogation tests required by the EC Habitats Directive for European protected species, including great crested newts.

I therefore have no further comments to make on this application”.

Council's Landscape Officer Response to the Amended Parameter Plans

“The amendment relates to the proposed re-positioning of the bus gate to the west of its current location. I have assessed the revised Parameters Plans and I have no comments to make as the re-design would not have an adverse landscape and visual effect on the wider landscape and would not impact upon the proposed green infrastructure”.

GCC Public Rights of Way Network Manager

Officers have received the following advice regarding the issue of roads potentially crossing Public Right of Ways:

“It's not unusual for roads to meet Public Rights of Way and, in this case, bridleways. In the past, where we have had developments across or meeting bridleways or other PROW we have always ensured that the developers provide adequate signage so

that all users are aware of each other. In terms of “who will give way to whom” all users need to be aware of their surroundings and they’re obligations as road users which are governed by the Road Traffic Act. Each user needs to be considerate of others in exactly the same way as they do on other roads”.