



SOUTH WEST OFFICE

Ms Helen Donnelly  
Cotswold District Council  
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Direct Dial: 0117 975 1300

Our ref: P00496182

20 November 2017

Dear Ms Donnelly

**T&CP (Development Management Procedure) (England) Order 2015  
& Planning (Listed Buildings & Conservation Areas) Regulations 1990**

**LAND AT CHESTERTON FARM , CRANHAMS LANE , CIRENCESTER ,  
GLOUCESTERSHIRE , GL7 6JP  
Application No. 16/00054/OUT**

Thank you for your letter of 15 November 2017 regarding further information on the above application for planning permission. On the basis of this information, we offer the following advice to assist your authority in determining the application.

**Historic England Advice**

Following on from the Full Council meeting on the 26<sup>th</sup> September 2017 we are responding to the additional and amended information Bathurst Development Limited (BDL) have provided. We are responding only to the issue of connectivity and the bus link. The bus link was designed to limit the impact of the development on the significance of the scheduled monument, a highly designated heritage asset. Since the Council meeting we have been in discussions with BDL and Cotswold District Council (CDC) to explore options for alternatives. BDL has now put forward an alternative to the previously submitted scheme which further limits the impact of the bus link on the monument.

The Chesterton South Extension proposal site includes part of a scheduled monument known as *Settlement SE of Chesterton Farm* (National Heritage List for England No. 1003444). The monument extends out from the southern boundary of The Cranhams (a grade II Listed Building) covering an area of about 21 hectares; only about 4.6 hectares of the monument are within the development red line.

The heritage asset is protected as a scheduled monument under the Ancient Monuments and Archaeological Areas Act 1979. It was added to the schedule attached to the previous Ancient Monuments Act in 1976, after it was identified in aerial photographs. The site was classified as an Iron Age and Roman Settlement due to the layout of the enclosures and features. At the time of scheduling the site was



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under an arable regime and this was allowed to continue under Class 1 of The Ancient Monuments (Class Consents) Order 1994. However it is now recognised that this activity is causing damage to the buried archaeology. This has placed the monument on the Historic England Heritage at Risk Register.

Work in advance of the planning application involved detailed investigations of the monument. This confirmed the layout of the settlement as seen in the aerial photographs and identified other features associated with the site. A small targeted evaluation was undertaken to better understand the significance of the buried archaeology of the monument.

We have previously provided detailed advice on the significance of the monument but will summarise it here:

1) It is a very rare form of settlement.

The settlement is known as a Ladder settlement and only about 50 are known from across the country.

2) There is very good survival of the buried remains.

Although ploughed for many years its location in a shallow valley means there is a deep built up of soil over the remains which have protected most of them from plough damage, within the development area.

3) Relationship to topography - shallow valley and stream.

The settlement lies on the eastern side of a shallow valley, close to a small stream feed from a spring north of Chesterton Farm. The watercourse is the only one that has not been straightened in the Post-Medieval period and reflects best the original landscape setting of the monument.

4) The rural landscape surrounding the monument

The settlement is a rural settlement the population surviving on production of food from the surrounding landscape. The modern landscape although laid out differently is very similar to the Roman. It is still a rural farmed landscape.

The bus link in the original submitted documents included a controlled bus gate across the northern most part of the monument. This bus link impacted directly on the scheduled area and BDL had to apply for scheduled monument consent to allow it to be built. Historic England advise the Secretary of State for The Department of Culture, Media, Digital and Sport (DCMS) on scheduled monument consent. If the bus link had harmed the significance of the monument then consent would not have been granted.

We worked with BDL to come to a suitable design that reduced the impact of the road on the significance of the monument. We advised the Secretary of State that the bus link would not harm the main significance of the monument (buried archaeology) as it had been shown none survived in this area. The consent was then conditioned by us to ensure that the other elements of the monuments significance were not harmed (or the harm was reduced). This involved suitable landscaping (lowered roadway, coloured road surface, screening by vegetation) and lighting. This was to limit the







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urbanising elements of the development close to the monument. The design ensured some elements of the monuments rural setting were retained (no or low lighting levels, rural road with limited vehicle movements).

Following the Planning Meeting and after detailed discussions with BDL and CDC a revised bus link has now been submitted. This removes the bus gate from the link road and allows limited access from the eastern development to the Neighbourhood Centre; without allowing the road to become a through road and a 'rat run'.

The new design retains the link with only one change within the monument, the inclusion of a passing place. This is located on the northern edge of the site so does not bring the development closer to the significant archaeology to the south. The removal of the bus gate also means that some of the signage and lighting associated with that has also been removed. This is an improvement over the previous scheme and will minimise the harm caused even further.

The lighting of the road still needs to be resolved and we will be exploring suitable lighting schemes that allow safe access whilst limiting impacts on the monument.

Paragraph 132 of the National Planning Policy Framework (NPPF) states that great weight should be given to an asset's conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. It goes on to state that Scheduled Monuments are "heritage assets of the highest significance".

Paragraph 129 of the NPPF also advises local authorities "to avoid or minimise conflict between the heritage asset's conservation and any aspect of the proposal."  
Paragraphs 126 and 131 also note "the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable use consistent with their conservation."

Policies 12 and 13 from the previous Local Plan (2006-2011) are relevant here and the development should be assessed against those policies with regard to the Historic Environment.

The proposed changes to the bus link will cause fewer impacts to the significance of the scheduled monument than the previous proposal. We therefore have no objection to this revised layout.

The previous submitted scheme has Scheduled Monument Consent. A new consent would be required as the scheme has changed. However the changes are minimal and do less harm to the monuments significance. The revised scheme also does not alter the conditions of the current consent. BDL should therefore apply for a minor amendment to the existing consent, when the scheme is approved by the Planning



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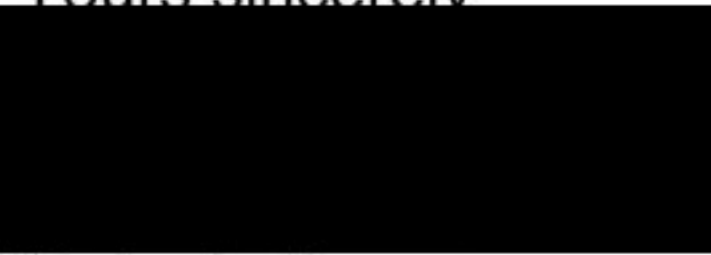
Committee.

**Recommendation**

Historic England has no objection to the application on heritage grounds. We consider that the application meets the requirements of the NPPF, in particular paragraph numbers 126, 131 and 132.

Your authority should take these representations into account in determining the application. If there are any material changes to the proposals, or you would like further advice, please contact us. Please advise us of the decision in due course.

Yours sincerely



**Melanie Barge**

Inspector of Ancient Monuments

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