

**PLANNING COMMITTEE**

**8<sup>th</sup> July 2015**

**ADDITIONAL PAGES**

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**ADDITIONAL PAGES - CIRCULATED TO MEMBERS BY POST**

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LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985**

Additional Representations on Schedule Items

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PLANNING COMMITTEE

8<sup>th</sup> July 2015

ADDITIONAL PAGES ON SCHEDULE ITEMS

Item	Ref. No	Content
01	15/01718/OUT CD.0780/F	<p data-bbox="587 600 1369 667"><b>Objections made on behalf of the Doctor's practice –</b> Please see attached.</p> <p data-bbox="587 701 1369 1137"><b>Tree Officer</b> - Adequate tree protection measures are possible on this site, and with an appropriate method statement and arboricultural supervision, the trees shown for retention can be successfully retained. The majority of trees are being retained, with only five poor quality trees proposed for removal. New planting is proposed which will enhance the arboricultural features of the site, and ensure future tree cover. New planting can be protected by a five year landscape condition. During this time a new Tree Preservation Order will be considered to ensure long term protection and retention. On this basis, the application proposals are considered to comply with Local Plan Policy 10 and no objections are raised in relation to the trees.</p> <p data-bbox="587 1171 1369 1238"><b>Thames Water</b> - No objections in relation to sewerage or water infrastructure capacity.</p> <p data-bbox="587 1272 1369 1339"><b>10 further third party letters of objection raising the following additional comments -</b></p> <ul data-bbox="587 1373 1369 2047" style="list-style-type: none"><li data-bbox="587 1373 1369 1440">i. the design of the building is not in local character and is too high;</li><li data-bbox="587 1451 1369 1485">ii. Mangersbury could be used as a 'cut-through';</li><li data-bbox="587 1496 1369 1552">iii. if the doctor's don't take up this site, it could be a gateway for alternative development on the site;</li><li data-bbox="587 1563 1369 1597">iv. the building is too close to houses;</li><li data-bbox="587 1608 1369 1641">v. it would spoil natural views over the countryside;</li><li data-bbox="587 1653 1369 1709">vi. the development would impact upon the setting of Enoch's Tower;</li><li data-bbox="587 1720 1369 1753">vii. would seriously affect the easterly aspect of Stow;</li><li data-bbox="587 1765 1369 1843">viii. car parking would impact upon the amenity of the neighbouring residential property in terms of noise, pollution, light pollution, loss of light and loss of privacy;</li><li data-bbox="587 1854 1369 1888">ix. the site is not brownfield land;</li><li data-bbox="587 1899 1369 1955">x. development here would dramatically change the character of the AONB;</li><li data-bbox="587 1966 1369 2022">xi. the submitted landscape appraisal makes no useful analysis of the character of the landscape;</li><li data-bbox="587 2033 1369 2047">xii. development would destroy the green wedge</li></ul>

		<p>between Stow and Maugersbury; and</p> <p>xiii. the development should be sited on the easterly edge of the field.</p> <p><b>4 further letters of support raising the following additional comments</b> - No residential development should be allowed on this site in the future and the site is screened from negative visual impact by trees.</p>
02	15/01809/FUL CD.6682/H	<p><b>8 further letters of objection raising the following additional comments</b> –</p> <ul style="list-style-type: none"> <li>i. The application submission contains inaccuracies and outdated information;</li> <li>ii. The doctors surgery could be built without the need for new housing;</li> <li>iii. There is no exceptional justification to develop on this site when there are better alternative sites available;</li> <li>iv. Given the location of the site, it is unlikely that patients would walk to the site;</li> <li>v. The Council has a five-year housing supply so the new housing cannot be justified in this location outside of the development boundary;</li> <li>vi. If housing is allowed here, it should be affordable, not open market housing;</li> <li>vii. The suggestion of protecting the remaining land from development via a S106 legal agreement provides little comfort because this agreement could be challenged and removed at a later date; and</li> <li>viii. Confirmation has been sought and obtained by MP Geoffrey Clifton-Brown that NHS England funding is available and that it will support the doctors in their search for alternative and more appropriate premises.</li> </ul> <p><b>10 further letters of support raising one additional comment</b> - The development would enhance the AONB.</p> <p><b>Letter from NHS Gloucestershire Clinical Commissioning Group supporting the application.</b></p>
03	15/00419/OUT CD.7315/A	<p><b>One further objection</b> -</p> <ul style="list-style-type: none"> <li>i) 'Skylarks are protected birds and the survey states that there will be permanent direct and potentially indirect loss of suitable skylark nesting habitats. They are unclear whether fields not part of the application site would be sufficiently open for skylarks. I therefore do not think the skylarks are being protected and monitoring after the development has been completed is any good as it is too late the breeding areas will have been destroyed.'</li> </ul>

04	15/00708/OUT CD.0193/C	<p><b>GCC Highways - No objection see attached</b></p> <p><b>Five letters of objection received -</b></p> <ul style="list-style-type: none"> <li>i) The proposal to dig an open culvert along the top edge of the proposed development is very worrying because it could cause a danger to walkers, children and dogs who could easily fall into it. Run-off water surging down Dyers Lane will be dangerous to traffic, cyclists, walkers and children. The gulley cannot cope with even more water. The proposals will increase the risk of flooding at the bottom of Dyers Land and Blind Lane where the existing culvert and drains will not be able to cope. Flooding further down stream along Park Road, the Lower High Street, Sheep Street and Calf Lane will ensue.</li> <li>ii) Town has not been overdeveloped to date. To add as many as 76 new houses at the Leasows location would be absolute madness. Dyers Lane is not built to handle the approximately 100-150 extra cars that would be using the road every day, it would make it even more unsafe for pedestrians, especially as there is no pavement.</li> <li>iii) Much of the appeal of Chipping Campden comes from views enjoyed by tourists, walkers and residents alike. A housing development is going to have a detrimental effect on the landscape.</li> <li>iv) Existing drains are inadequate so how will they cope with all the extra which will be fed into them from higher up on the field</li> <li>v) Why build on this scale on high quality agricultural land</li> <li>vi) The density is excessive</li> <li>vii) The properties on Park Road will be damaged by the stream of building trucks and afterwards by owners' cars -up to 152 coming and going daily as the likelihood of all residents working solely in Campden is unrealistic.</li> <li>viii) The entrance/exit road will emerge on to a narrow dangerous country lane where at present there is insufficient space for 2 cars to pass.</li> <li>ix) Traffic survey data is inaccurate.</li> </ul>
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		<p><b>Four letters of support received-</b></p> <ul style="list-style-type: none"> <li>i) Chipping Campden is in serious need of new homes so local people can afford to stay in the area near their families. Local people employed in local businesses struggle to buy and live in Campden itself as prices are so high. This is a good site. It is near the town but not encroaching on properties within the town itself. It is not prominent in the landscape. The plans show a good quality development with a range of housing types, well landscaped.</li> <li>ii) Many local people and their families are simply unable to afford local property prices and this can force them to move outside the area. This is a disgrace.</li> <li>iii) Workers involved in rural industries are unable to afford local property prices and have to travel long distances to and from their place of work. This cannot be sustainable.</li> <li>iv) Development of this site is a sensible and organic addition to Chipping Campden. The site is discreetly located within the landscape and is within close proximity and well connected to local services and facilities.</li> <li>v) Am aware that some residents of Park Street have raised concerns regarding additional but surely this would reduce road speeds and promote a safer environment. I would imagine that the majority of residents would walk or cycle to local facilities or services due to the close proximity of the site to the town centre.</li> <li>vi) The layout appears sympathetic to the Cotswold style and has lots of well connected green spaces.</li> <li>vii) Please support local community and help provide good quality affordable and open market housing on the site.</li> <li>viii) Chipping Campden is an expensive rural area and is poorly served by affordable housing.</li> <li>ix) Fulfils a substantial need for mixed properties and the requirement in terms of national need for further housing</li> <li>x) It will serve to assist local businesses with further trade from residents</li> </ul>
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05 & 06	15/02137/FUL CD.2288/M & 15/02143/FUL CD2288/N	<b>Case Officer</b> - Applicant has confirmed that they wish to use natural stone rather than artificial stone for the external walls of the dwellings.
07	14/02444/FUL CD.1320/L	<p><b>Additional vehicle tracking plan provided – See attached</b></p> <p><b>Additional conditions proposed-</b></p> <p>i) Prior to the commencement of any works associated with Plots 14-20, their associated car barns or highway works to the east of and including car barn C14 the applicant, or their agents or successors in title, shall secure the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved in writing by the Local Planning Authority.</p> <p><b>Reason:</b> To make provision for a programme of archaeological mitigation, so as to record and advance understanding of any heritage assets which will be lost, in accordance with paragraph 141 of the National Planning Policy Framework. It is important that these investigations are undertaken prior to the commencement of development as any on site works could have implications for the archaeology on the site.</p> <p>ii) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015, or any other statutory instrument amending or replacing it, no fences, walls or other means of enclosure shall be erected, sited or constructed in or around land forming part of Plot 1, other than those permitted by this Decision Notice.</p> <p><b>Reason:</b> Plot 1 occupies a prominent position at the entrance to the site and adjacent to Stow-on-the-Wold Conservation Area. It is important that a degree of control is maintained over the future boundary treatment of the site in order to ensure that future development is sympathetic to the character and appearance</p>

of the locality in accordance with Cotswold District Local Plan Policies 15 and 42.

- iii) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015, or any other statutory instrument amending or replacing it, no extensions, outbuildings or hard surfaces, shall be erected, constructed or sited to the rear of Plots 17-20.

**Reason:** The area to the rear of Plots 17-20 has been identified as forming part of a historic hill fort that encircles the town and of archaeological significance. In order to preserve the character and archaeological interest of the site it is considered appropriate to retain control over future development on the land in accordance with guidance in Section 12 of the NPPF.

- iv) No works relating to demolition or construction (including the arrival and departure of construction and delivery vehicles) shall take place on or to/from the site outside the hours of 8am to 5pm Monday (excluding bank holidays) to Friday and 10pm to 4pm on Saturdays and at no other time.

**Reason:** In order to protect the amenity of nearby residents in accordance with Local Plan Policy 5

**Two further letters of objection received -**

- i) In the context of the comments made in my previous letters about the impact of the proposed development on traffic flows and road safety in Union Street, I believe the reduction from 21 to 20 units will have little or no positive impact.
- ii) The revised specification for the unit on Plot 17 seems much larger than its predecessor on Plot 18 so it is a reasonable assumption that there will be no net reduction in vehicles associated with the site even allowing for the removal of the dwelling on Plot 2. In addition, the enlargement of the dwelling on the new Plot 17 seems out of character with the rest of the

development as the building appears higher than before. Furthermore, the boundary separation between Plot 17 and adjoining property has shrunk by nearly 30% from 12m to 8.5m. This seems to be an unacceptable and unnecessary reduction.

- iii) Traffic Flow- the data on which the previous assessment was based will understate the existing traffic flow on Union Street due to the siting of the traffic counter. Existing flows from residents lying between the location of the counter and the Oddington Road junction, and from residents in Condurrow Court and Mount Pleasant Close will not have been captured so the estimated impact of the development starts from a false base.
- iv) Road Safety- the Union Street/Oddington Road junction is dangerous being blind on entry into and exit from Union Street. The road is particularly narrow at this point preventing two cars from passing at the same time. In addition, the junction is a well used crossing point for pedestrians on Union Street presenting an existing risk that is compounded by the unavailability of a pavement on both sides of the road. Any additional flows will heighten the existing accident risk. Increased traffic flows will also make it more dangerous for existing residents to exit from their own off street parking facilities.
- v) Comparison with traffic flows from previous care home – the assessment of the estimated increase in traffic flows is understated because it takes no account of the likely change in timing of vehicular traffic to be expected from a residential development compared with a care home. The peak time flows from the former will be much higher than those associated with the latter. In addition, in the age of internet shopping there will be a much higher flow of delivery traffic than at a time when Ashton House was occupied as a care home. Union Street is not wide enough to accommodate large commercial vehicles without the pavement being mounted.
- vi) We have a further concern regarding the above development which is the proximity of the Car Barn (numbered C2 on the new Site Plan) to our house - 1 Eastview Gardens. The side of the Car Barn will be 1.2m. from our front garden boundary and 4.7m. from our front



sitting-room window, upstairs bedroom window and landing window. We understood from Spitfire Properties that the apex of Car Barns would be 15 ft. high - i.e. 4.57m. high. We feel the close proximity of the C2 side elevation to our property will be detrimental to our amenity and light. We attach a photo which hopefully will help to explain our concerns.

With regard to the new Site Plan 1545- 11N we note that there is a Car Barn adjacent to C1 which does not appear to be allocated to a particular property. This could be that Unit 1 has two Car Barns for four cars. Or it could be for two further parking spaces for the site. Or it could be a space for wheelie bins generally. Please clarify.

We recall that at the Planning Committee Meeting on 10th June that a Councillor raised the question of wheelie bin storage and you said they would be stored in the Car Barns. Will this be made a Planning Condition?

With regard to your comments on 22nd June regarding the "split fence", we suggest that the fence proceeds in a straight line SSW to our garden wall in order to alleviate noise from pedestrians and also give us more privacy. Therefore, only Plots 3 and 4 would need access along the side of our property.

Finally, we were pleased to hear the suggestion by a Councillor at the Planning Committee Meeting for an access way to be made from the site through to Chapel Street and we hope this will implemented.'

**One letter of support received -**

- i) 'My wife and I support this application, being a small and quality development on this brown field site. We were surprised to see that the iron age fort was mentioned at this stage at the recent planning meeting. Prior to the sale of the site GCC did an archaeological survey which

		produced very little, and Ashton House garden and our own (which adjoins) consist of Victorian infill following quarrying to feed the local lime kilns. (The original name for Chapel St was The Pits)
11	14/05595/FUL CT.2165/Y	<p><b>Further comments have been received from an existing objector raising the following new issues -</b></p> <p>The development would generate a lot of spoil and it would be interesting to know how it will be removed from the site given the only immediate access is via the adjoining unmetalled restricted byway/PROW which is not suitable for heavy lorries; the excavation would affect nearby residential properties so the excavation should be restricted to after 8am on weekdays and not at all the weekend.</p>
12	14/05222/FUL CT.1787/R	<p><b>Case Officer -</b> The following additional condition is recommended as considerations regarding the Affordable Housing policy were, in part, informed by the nature of the proposed occupancy:-</p> <p>"The development hereby permitted shall be occupied solely by persons of a minimum age of 55 and any immediate dependants.</p> <p><b>Reason:</b> Further consideration would need to be given to the provision of Affordable Housing in the event that unlimited occupancy of the development was proposed, and therefore it is necessary to restrict unrestricted occupancy of the dwellings, in accordance with Cotswold District Local Plan policies 18, 21 and CIR.3 and the provisions of the NPPF."</p> <p><b>Case Officer -</b> The Highways Officer's comments, with recommended conditions, have now been received and are attached in full in letter dated 03.07.15.</p>

COTSWOLD DISTRICT COUNCIL

APPLICATION 15/01718/OUT

LAND AT TALL TREES, STOW-on-the-WOLD

PROPOSED DEVELOPMENT AS A DOCTORS' SURGERY

Objections made on behalf of the current Doctors Practice at the existing Surgery in Stow and whose current application for planning permission for a new Surgery under reference 15/01809/FUL is to be considered together with this application

Objections submitted by Harry Wolton Q.C.

Dated 26.06.15

and 02.07.15

1. Development control cannot be divorced from reality; there can be only one Doctors' Surgery in Stow. If permission were given for two surgeries, it is inevitable that one would be likely to be redundant and result in a meaningless planning permission
2. This application is wholly deficient in that it does not include any information of a practical nature as to how the proposed development, if permitted, could be implemented so as to be both viable and in the best interests of the Doctors, their Patients and the National Health Service
3. There are no details of how the development could be implemented:
  - (i) no information on land value
  - (ii) no information on proposed tenure
  - (iii) no information on operating structures
  - (iv) no information on development costs
  - (v) no information on sources of development funding
  - (vi) no confirmation of acceptability to the NHS
  - (vii) no information on rental costs to the Doctors
  - (viii) no information as to the acceptance of the proposal by the District Valuer
  - (ix) no information as to how provision could be made for any necessary future expansion needs of the Doctors as the population of Stow increases (see letter from NHS to the Case Officer dated 19.06.15 suggesting a 30% increase)
  - (x) no information as to how pedestrian access to the site can be made and maintained as being safe for Patients some of whom are bound to have difficulties in mobility
  - (xi) no information as to suitability of access and immediate highway environs for visiting ambulances
4. It is recognised that this application is in outline but the Local Planning Authority has statutory powers to require the provision of information necessary to be able, properly, to consider and determine an application

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5. The Chief Executive, in a letter (e-mail) dated 22.06.15, has indicated that "because there is no enabling development proposal...a viability appraisal is not needed". With respect to what is a correct but academic approach to this application, it does not accord with the views of the NHS as to how a Doctors' Surgery can become integrated into and be acceptable to the NHS as demonstrated (i) in the letter from the NHS to Mr Clifton Brown MP dated 14.05.15 and (ii) in their letter to the Case Officer for application 01809 dated 19.06.15:
  - (i) there is no identification of this site as being "a viable and deliverable location"
  - (ii) there is no confirmation that this site represents "value for money"
  - (iii) the application has not been through the "NHS approval process"
  - (iv) the Clinical Commissioning Group has not been satisfied that "the financial elements of this scheme are secure"
6. The access to this site, both pedestrian and vehicular (including ambulances) is deficient, even the Applicants own Highways Report accepts the pedestrian access deficiencies and there could be problems not only for mobility challenged Patients but also with the passage of vehicles entering the site
7. It is submitted, in conclusion, that this is an application that is not only deficient in the respects highlighted above but, as a whole, in terms of it being both haphazard and ill thought through. It should not, therefore, be approved.

.....  
02.07.15

8. In consequence of having been notified that there was a suggestion that the Doctors had been unwilling to talk to the Tall Trees owner/agent, I provided a schedule of the timetable of all the earlier contacts between the Doctors and those concerned with the Tall Trees application which showed that, far from the Doctors not being willing to talk, the Applicant had shown a lack of willingness to provide essential information. This schedule is with the Officers
8. In accordance with a sensible approach to the apparent conflict between the two sites proposed for a Surgery, and with the approval of the Officers, I met with Mr Eastabrook to seek information about how the Tall Trees application could be considered by the Doctors. This would have necessitated the Doctors being able to understand what was proposed by way of the financial obligations and benefits that would follow any possible utilisation of the Tall Trees site as a Surgery
9. This meeting took place on 25<sup>th</sup> June. Mr Eastabrook was as helpful as he could be. I had noted that, in the Tall Trees application, there was reference to the involvement of a "Costs Consultant". Mr Eastabrook confirmed that this Consultant was working on the relevant financial information but that it would not be ready "for several weeks". He also informed me, in answer to my question, that he was not authorised by the Applicant to discuss the principal issue of the value and cost to the Doctors/NHS of the land itself. He stated that I would have to speak to the Applicant about this and I said that I would be happy to do so and would he please arrange such a meeting. He agreed but, as at the date of this document, (2<sup>nd</sup> July), I have heard nothing further from either Mr Eastabrook or Mrs Scarsbrook.

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Gloucestershire

COUNTY COUNCIL

## Highways Development Management

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Please ask for: Alison Curtis

Phone: 01452 425697

Our Ref: C/2015/033528

Your Ref: 15/00708/OUT

Date: 01 July 2015

Dear Martin,

### TOWN AND COUNTRY PLANNING ACT 1990 HIGHWAY RECOMMENDATION

**LOCATION: Land At The Leasows Dyers Lane Chipping Campden Gloucestershire**

**PROPOSED: Outline planning application for a residential development of up to 76 dwellings, public open space, drainage and new access**

The proposal seeks outline permission for 76 residential dwellings and associated facilities, the point of access is to be determined at this stage with other matters reserved to a later stage. An illustrative layout has been included within the application as drawing numbered BM053-100E Rev E, this has been considered as illustrative only. I refer to the original and additional information submitted in support of the information.

#### Site Location

The site is located to the west of Chipping Campden, accessed from Dyers Lane at the edge of the town. The site is currently an agricultural field that benefits from an access to Dyers Lane, as such all trips generated by the proposal will be considered as new to the network.

A Public Right of Way, footpath HCC1, crosses the application site, flows between two residential properties on Littleworth, then continues (HCC13) east between dwellings to West End Terrace which joins Lower High Street.

Chipping Campden benefits from local shopping facilities within the High Street including a Co-op, post office, banks and pharmacy. Primary and secondary education facilities, indoor and outdoor leisure facilities and health facilities including a doctors Surgery and dentist are also

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available. The facilities are within a reasonable walking distance of the site. Pedestrian access to and from the site will be discussed later.

The site is within 700m of the bus stops giving access to Moreton in Marsh, Evesham, Broadway, Willersey, Mickleton and Stratford upon Avon. The timetables are such that public transport would be an option for travel to work for normal office hours, such that opportunities for sustainable transport have been taken up in accordance with the NPPF. Opportunities to improve waiting facilities at the stops nearest the site are limited as shelters would obstruct the footway.

Railway stations are available at Honeybourne and Moreton in Marsh, Honeybourne is closer but has limited parking.

Chipping Campden is within approximately 30 miles of Gloucester, Cheltenham, Worcester and Banbury, the site is well located to the local and regional road network.

Dyers Lane is subject to a 60mph speed limit at the proposed site access and 30mph into Park Road towards the town centre. Dyers Lane does not benefit from pedestrian facilities or street lighting. Dyers Lane varies in width between 5m and 6m with some sections only 4.1m in width. 4.1m is sufficient to pass two cars on the straight, 4.8m is sufficient to pass a car and a large vehicle on the straight.

An ATC on Dyers Lane recorded the daily two – way flows of 1140 vehicles, with 146 vehicles in the AM peak hour (08:00 – 09:00) and 120 vehicles in the PM peak hour (16:00 – 17:00). This information is contained in Appendix E of the Transport Statement and not as quoted at paragraph 4.1.5.

A review of recorded personal injury collisions for the last available 5 years in the vicinity of the site has been undertaken, of the 4 collisions there was no identifiable location for the collisions and no common causation factor. None of the collisions resulted in a fatality. The serious collision on Dyers Lane resulted from a single vehicle losing control of the vehicle.

### **Vehicular Access**

A new priority junction with Dyers Lane is proposed consisting 6m radii, 8m road width for the first 16m narrowing to 6m. The Transport Statement specifies that the access will provide entry and exit for a 4 axle refuse vehicle as required by CDC. A Swept Path Analysis demonstrating a refuse vehicle with an oncoming estate car is included on drawing numbered SK05, all turning movements are shown.

Emerging vehicular visibility splays have been demonstrated in accordance with the recorded speed of the road. These splays have been demonstrated on drawing SK03 Rev B. Vehicles heading north out of the town were recorded at 42mph, vehicles heading south into the town centre were recorded at 43mph, both well below the posted 60mph limit.

Forward visibility around the internal bend is also shown on drawing numbered SK03 Rev B and will be conditioned in order to provide safe and suitable access.

### **Non-Motorised User Access**

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The main pedestrian routes into the site are proposed via the existing PROW, this is the shortest route from the site to the facilities of Chipping Campden and segregates pedestrians from vehicular traffic as there are no pedestrian facilities along Dyers Lane. Footways that are present in Chipping Campden are generally 1.5m in width and benefit from street lighting but lack tactile paving at crossing facilities.

The width of the PROW is indicated as 1.2m between Littleworth and Hoo Lane but is of single vehicle between the site and Littleworth therefore is suitable for both pedestrians and cyclists to leave the site and choose their route from Littleworth based on their mode of transport.

An NMU Context Report in accordance with HD42/05 has been submitted. The NMU details the routes likely to be taken from the site to local facilities such as schools, shops and leisure facilities. The routes are generally in keeping with the historical nature of the town which therefore makes it difficult to apply current design standards. The first issue raised in the Context Report (Rev A) is the lack of tactile paving at crossing points; the second issue raised is the lack of footway along Back Ends. In both cases the level of increased use as a result of the development is not predicted to be significant with 13 pedestrian trips in each peak hour.

The lack of tactile paving is characteristic through the town and does not appear to have contributed to any collisions or other safety problems. Tactile paving is provided at the closest crossing points to the development site which is considered suitable mitigation.

Back Ends would be the only route to the Roman Catholic Primary School and the Doctors Surgery, Back Ends does not benefit from footways but the verges along Back Ends do not show evidence of significant use by pedestrians indicating that Back Ends works as a shared space. The impact of the development is not considered to be significant as the limited number of pedestrians generated by the development would have dispersed to other destinations therefore mitigation cannot be sought, in this case the cost of the mitigation would not be considered as cost effective and would also fail the Planning Policy tests for mitigation measures.

### **NMU Audit**

An NMU Audit will be required at detailed design stage and will need to be updated post construction. The Audit should:-

- describe the issues for NMUs considered during the design stage and the actions taken to resolve those issues;
- note any material changes to the information in the NMU Context Report since its publication;
- confirm scheme objectives for NMUs set out in the NMU Context Report and design objectives specific to the stage being audited;
- include a statement of how design objectives have been satisfied. Reasons for failure to achieve objectives must be explained. There must also be a list of issues identified and actions taken to resolve them

### **Road Safety Audit**

A Stage 1 Road Safety Audit has been undertaken by an independent Auditor in accordance with the current guidance on Safety Audits. The Audit raises a number of safety problems that

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will need to be resolved. The Designer's Response is located in Section 6 of Technical Note Revision B and the additional email submitted on 25<sup>th</sup> June 2015 with confirmation from the Safety Auditor that the problems raised in the Audit have been satisfactorily addressed albeit in some cases by not following the recommendation made by the Auditor.

### **Development Impact – Trip Generation**

The existing use of the site is agricultural therefore exempt from planning and thus all development trips will be considered as new to the network with no net banking of trips.

The population selection criteria used for TRICS are now representative of Chipping Campden.

Table 3.1 refers to Trip Rates per unit and Traffic Flows per unit, the proposal is predicted to generate 37 vehicle trips in the AM peak hour and 45 vehicle trips in the PM peak hour. These trips will distribute through the local highway network. These trips are not considered to have a severe impact on the local highway network. Notwithstanding, an assessment of this development, all the committed developments in Chipping Campden and the as yet undetermined application at Aston Road (15/00419/OUT) has been undertaken. The traffic flow diagrams contained in the revised Technical Note demonstrate that the cumulative impact of the committed development and the proposal at Aston Road is a minor increase on the existing levels of traffic and therefore is compliant with paragraph 32 of the NPPF.

### **Park Road**

Of the vehicular trips generated by the development only 12 are expected to traverse Park Road in the AM peak hour and 14 in the PM peak hour. Including the trips from the committed development Park Road already carries 134 vehicles in the AM peak hour and 109 in the PM peak hour. The geometry of Park Road has been assessed, it is noted that although there are places where the passing of two cars can be awkward due to the width, alignment and parked cars there are places where oncoming vehicles can pass. The proposed increase in traffic along Park Road as a result of this development is not severe and is therefore compliant with paragraph 32 of the NPPF.

### **Travel Plan**

A Travel Plan has been submitted as part of the application and seeks to promote modes of transport other than the private car. The Travel Plan will be secured via obligation.

### **Internal Access Road**

Notwithstanding the submitted internal layout, the internal access road is not to be determined at this stage, these comments are for future reference.

### **Internal junction/private access visibility**

Details of junction visibility throughout the layout are required and should be annotated on the submitted plan, commensurate with the design speed as detailed in Gloucestershire Manual for Streets. Emerging and forward visibility should also be checked from each dwelling access onto the highway.

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## **Forward Visibility**

Details of forward visibility around bends throughout the layout are required and should be annotated on the submitted plan, commensurate with the design speed as detailed in Gloucestershire Manual for Streets. Forward visibility around bends should be included within highway land.

## **Parking**

Details of parking space widths, internal garage dimensions and parking aisle widths together with a parking schedule and details of visitor parking provision including justification for proposed level of parking based on Paragraph 39 of NPPF in the absence of any locally adopted parking policy.

## **Street geometry**

Details of all carriageway, footways/cycleways and shared surface widths annotated on plan, together with annotations to denote any changes in width. Are the widths appropriate to accommodate the expected vehicle movements and pedestrian/cycle flows wider footpaths will be appropriate outside local centres/schools etc. Ensure that footpaths/cycleways are of appropriate width, overlooked and lit if appropriate to ensure a secure and safe design.

Details of junction radii have to be annotated on plan.

Turning heads should be provided at the end of all streets (including private drives) that exceed 20m in length capable of accommodating the expected vehicles to access.

## **Vehicle Tracking**

Details of vehicle tracking for an appropriately sized refuse vehicle\* passing an estate car along all streets including, junctions with the existing highway and within turning heads with 500mm clearance to all vertical boundaries including kerbs and between vehicles.

\*The applicant should confirm what size refuse vehicle is expected to service the development in consultation with the relevant district council.

To avoid large bend radii's, it is acceptable that a car and a refuse do not have to pass each other on a bend, providing that adequate forward visibility is provided to allow drivers to be able see another vehicle prior to committing to the manoeuvre. Two estate cars should however be able to pass on bends and junctions, whilst a refuse vehicle and box van should be able to pass on a straight. This is dependent on the function of the highway and whilst acceptable for estate roads consideration should be given to spine roads serving large developments.

## **Service Vehicles**

Service vehicles should not be required to reverse for more than 12m unless a straight alignment is proposed. Residents can carry waste up to 30m to a storage point and waste vehicles should be able to get within 25m of the storage point MfS 6.8.9. Although not ideal this can technically result in a cul-de-sac length of 55m without provision to accommodate turning

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for service vehicles for restricted sites. Bin collection points should be provided where large groups of bins will cause an obstruction to the highway ie at the end of shared drives or flats.

### **Shared Surface Streets**

Shared surface streets encourage low vehicle speeds, create a pedestrian friendly environment, promote social interaction and make it easier for people to move around. Disabled people's needs should be considered and a traffic free route for these users should be provided so that this group is not disadvantaged. Shared surface streets work well where they form short lengths, cul-de-sacs and the volume of traffic <100 vehicles a hour.

Shared surface streets require greater planning for services, lighting, gateway features, on street parking as the layouts are often quite restrictive. Consideration should also be given to access from dwellings and the possibility of windows and porches over sailing the highway and visibility along street edge at access points.

### **PROW**

There are two footpaths on the site, these paths will either need to be incorporated in the internal layout in their current positions or if the paths are to be relocated to accommodate the development the developer will need to apply to the PROW Team at GCC to formally divert the paths and amend the Definitive Map. It would appear that only one of these paths has been considered on the illustrative site layout.

During construction a temporary closure of the paths will be required, applications for this will need to be made to the PROW Team at GCC who can be contacted via [gcchighways@amey.co.uk](mailto:gcchighways@amey.co.uk)

### **Recommendation**

I refer to the above planning application received on 23rd June 2015 with Plan(s) Nos: SK03 Rev B and TP5395-SK05 Rev A. I recommend that no highway objection be raised subject to a planning obligation securing the Travel Plan by either a deposit of £37,300 or a contribution of £44,820 and the following condition(s) being attached to any permission granted:

No works shall commence on site on the development hereby permitted until details of the improvements (to include but not limited to surfacing, lighting and means of preventing vehicle access) to the PROW between the site and Littleworth have been submitted to and approved in writing by the Local Planning Authority and no dwelling shall be occupied until the approved works have been completed and are open to the public.

Reason: To ensure that the opportunities for sustainable transport modes have been taken up and the development is designed to give priority to pedestrian and cycle movements and provide access to high quality public transport facilities in accordance with paragraphs 32 and 35 of the National Planning Policy Framework and Policy 38 of Cotswold District Council Local Plan.

No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by,

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the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall:

- i. specify the type and number of vehicles;
- ii. provide for the parking of vehicles of site operatives and visitors;
- iii. provide for the loading and unloading of plant and materials;
- iv. provide for the storage of plant and materials used in constructing the development;
- v. provide for wheel washing facilities;
- vi. specify the intended hours of construction operations;
- vii. measures to control the emission of dust and dirt during construction

Reason: To reduce the potential impact on the public highway and accommodate the efficient delivery of goods and supplies in accordance paragraph 35 of the National Planning Policy Framework. .

Details of the layout and access, (hereinafter called "the reserved matters") shall be submitted to and approved in writing by the local planning authority before any development begins and the development shall be carried out in accordance with the approved plans. No dwelling on the development shall be occupied until the carriageway(s) (including surface water drainage/disposal, vehicular turning head(s) and street lighting) providing access from the nearest public Highway to that dwelling have been completed to at least binder course level and the footway(s) to surface course level.

Reason: To minimise hazards and inconvenience for users of the development by ensuring that there is a safe, suitable and secure means of access for all people that minimises the conflict between traffic and cyclists and pedestrians in accordance with the National Planning Policy Framework.

No works shall commence on site (other than those required by this condition) on the development hereby permitted until the first 20m of the proposed access road, including the junction with the existing public road and associated visibility splays, has been completed to at least binder course level.

Reason: To minimise hazards and inconvenience for users during the construction of the development and later of users of the development by ensuring that there is a safe, suitable and secure means of access for all people including construction vehicles that minimises the conflict between traffic and cyclists and pedestrians in accordance with paragraphs 32 and 35 of the National Planning Policy Framework and Policy 38 of Cotswold District Council Local Plan.

The area shaded yellow on drawing numbered SK06 shall be kept free of all obstructions over 0.6m in height above the adjoining carriageway for the duration of the development.

Reason: To provide forward visibility for vehicles to provide safe and suitable access in accordance with paragraph 32 of the National Planning Policy Framework and Policy 38 of Cotswold District Council Local Plan.

No development shall be commenced until details of the proposed arrangements for future management and maintenance of the proposed streets within the

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development have been submitted to and approved in writing by the local planning authority. The streets shall thereafter be maintained in accordance with the approved management and maintenance details until such time as either a dedication agreement has been entered into or a private management and maintenance company has been established.

Reason: To ensure that safe, suitable and secure access is achieved and maintained for all people that minimises the conflict between traffic and cyclists and pedestrians in accordance with the National Planning Policy Framework Framework and to establish and maintain a strong sense of place to create attractive and comfortable places to live, work and visit as required by paragraph 58 of the Framework.

No development shall commence on site until a scheme has been submitted to, and agreed in writing by the Council, for the provision of fire hydrants (served by mains water supply) and no dwelling shall be occupied until the hydrant serving that property has been provided to the satisfaction of the Council.

Reason: To ensure adequate water infrastructure provision is made on site for the local fire service to tackle any property fire.

The vehicular access from Dyers Lane hereby permitted shall not be brought into use until the existing roadside frontage boundaries have been set back to provide visibility splays extending from a point 2.4m back along the centre of the access measured from the public road carriageway edge (the X point) to a point on the nearer carriageway edge of the public road 85m to the north and 89m to the south distant in both directions (the Y points). The area between those splays and the carriageway shall be reduced in level and thereafter maintained so as to provide clear visibility between 1.05m and 2.0m at the X point and between 0.26m and 2.0m at the Y point above the adjacent carriageway level in accordance with drawing numbered SK03 Rev B.

Reason: To reduce potential highway impact by ensuring that adequate visibility is provided and maintained and to ensure that a safe, suitable and secure means of access for all people that minimises the conflict between traffic and cyclists and pedestrians is provided in accordance with the National Planning Policy Framework.

The details to be submitted for the approval of reserved matters shall include vehicular parking and turning facilities within the site, and the building(s) hereby permitted shall not be occupied until those facilities have been provided in accordance with the approved plans and shall be maintained available for those purposes for the duration of the development.

Reason: To ensure that a safe, suitable and secure means of access for all people that minimises the conflict between traffic and cyclists and pedestrians is provided in accordance with the National Planning Policy Framework.

Notes:

The applicant is advised that to discharge condition [user defined no. - GCC22]. that the local planning authority requires a copy of a completed dedication agreement between the applicant and the local highway authority or the constitution and details

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of a Private Management and Maintenance Company confirming funding, management and maintenance regimes.

The proposed development will involve works to be carried out on the public highway and the Applicant/Developer is required to enter into a legally binding Highway Works Agreement (including an appropriate bond) with the County Council before commencing those works.

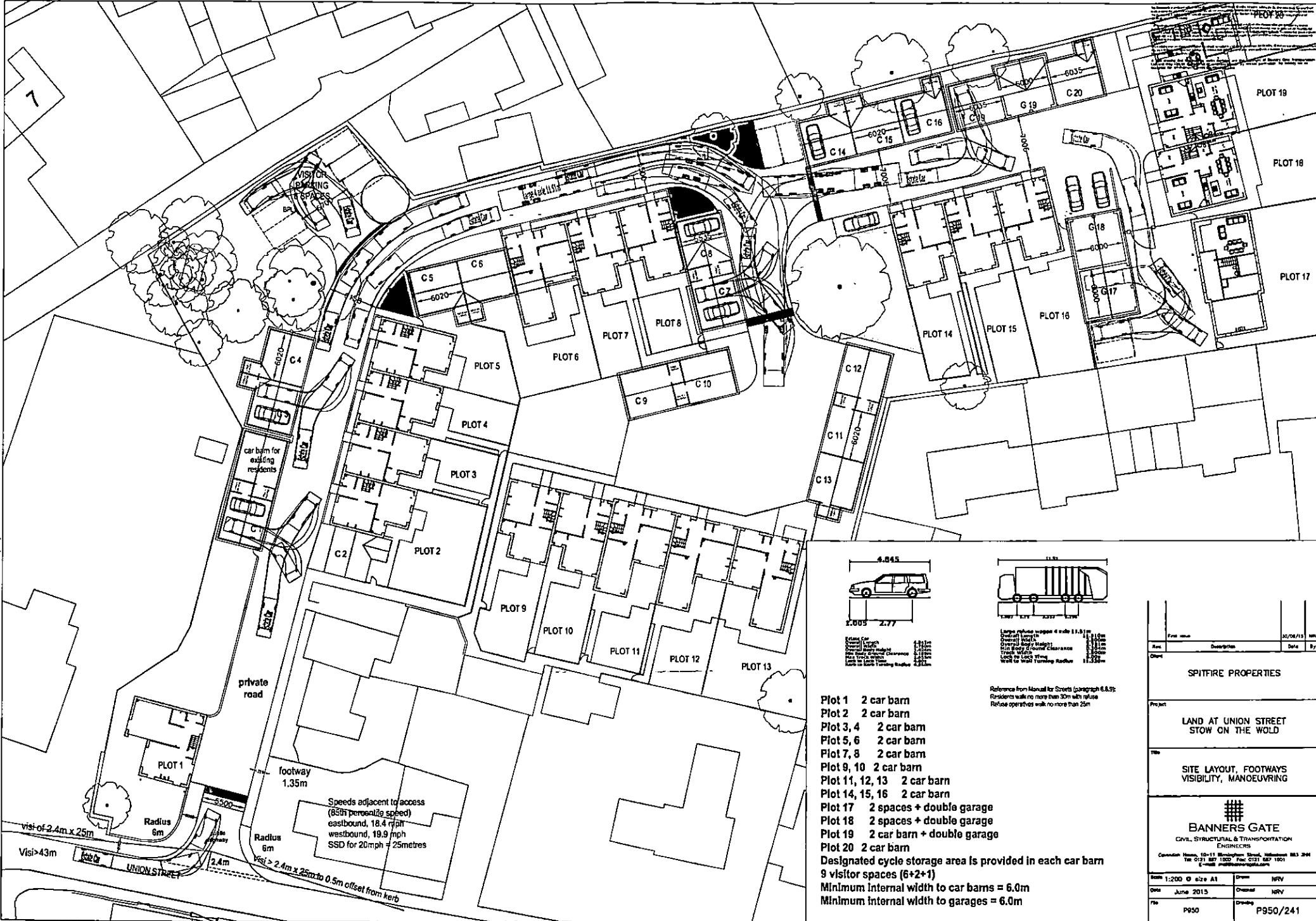
The site is traversed by a public right of way and this permission does not authorise additional use by motor vehicles, or obstruction, or diversion.

Yours sincerely,

Alison Curtis  
Development Co-ordinator

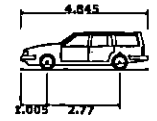
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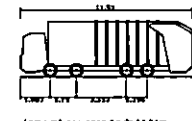


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14/02/2014 / car




Kilvan Car	4.845m
Overall Width	2.005m
Wheelbase	2.77m
Overhang	0.214m
Clearance	0.216m
Load to kerb	0.216m
Load to kerb	0.216m
Load to kerb	0.216m
Load to kerb	0.216m



Large refuse wagon @ width 11.31m	11.31m
Overall Width	1.767m
Wheelbase	0.214m
Wheelbase	2.237m
Overhang	0.216m
Load to kerb	0.216m
Load to kerb	0.216m
Load to kerb	0.216m

Reference from Manual for Streets (paragraph 6.8.3):  
 Residents walk no more than 30m with refuse  
 Refuse operatives walk no more than 25m

- Plot 1 2 car barn
  - Plot 2 2 car barn
  - Plot 3, 4 2 car barn
  - Plot 5, 6 2 car barn
  - Plot 7, 8 2 car barn
  - Plot 9, 10 2 car barn
  - Plot 11, 12, 13 2 car barn
  - Plot 14, 15, 16 2 car barn
  - Plot 17 2 spaces + double garage
  - Plot 18 2 spaces + double garage
  - Plot 19 2 car barn + double garage
  - Plot 20 2 car barn
- Designated cycle storage area is provided in each car barn  
 9 visitor spaces (6+2+1)  
 Minimum internal width to car barns = 6.0m  
 Minimum internal width to garages = 6.0m

Rev	Description	Date	By
<b>SPITFIRE PROPERTIES</b>			
Project: <b>LAND AT UNION STREET STOW ON THE WOLD</b>			
Title: <b>SITE LAYOUT, FOOTWAYS VISIBILITY, MANOEUVRING</b>			
 <b>BANNERS GATE</b> CIVIL, STRUCTURAL & TRANSPORTATION ENGINEERS <small>Centurion House, 10-11 Riverside Street, Millington BS3 2NF          Tel: 0121 887 1900 Fax: 0121 887 1901          E-mail: info@bannersgate.com</small>			
Scale: 1:200	Size: A1	Drawn: HRV	
Date: June 2015	Checked: HRV		
File: P950	Drawing: P950/241		



Highways Development Management  
Shire Hall  
Gloucester  
GL1 2TH

Mike Napper  
Cotswold District Council  
Trinity Road  
Cirencester  
Gloucestershire  
GL7 1PX

email: michael.glaze@gloucestershire.gov.uk

Please ask Michael Glaze  
for:

Phone: 01452 425626

Our Ref: C/2015/033336

Your Ref: 14/05222/FUL Date: 3 July 2015

Dear Mike Napper,

**TOWN AND COUNTRY PLANNING ACT 1990  
HIGHWAY RECOMMENDATION**

**LOCATION: T H White Ltd, Tetbury Road, Cirencester, Gloucestershire, GL7 1US**  
**PROPOSED: Demolition of existing garage and redevelopment of the site to form 35 Retirement Living apartments with communal facilities and associated car parking and landscaping.**

**Development proposal**

The development site is a former car dealership of 804 sqm GFA with parking provision on site and public parking nearby. The implication from the TS is that the existing site is not in current usage. This should be confirmed. The proposal is for a change of use to 35 retirement living apartments.

**Existing conditions/Accessibility**

There is reasonable pedestrian connection between the site and the local facilities situated 500m to the east. Whilst the DfT standard walking distances should not be directly applied to this site due to the specific mobility needs of the residents, it is reasonable to state that these facilities will be accessible on foot to many residents.

The site is served by public transport at the Waitrose stop on Hammond Way. This stop is located 100m from the site and can therefore be considered accessible. Destinations served include Swindon, Stroud and Cheltenham. However services are relatively infrequent and there is no seating available at the bus stop. GCC requires that the developer provides enhancements to this stop including seating facilities and RTP1 at the Hammond Way bus stop. This will cost-effectively enhance the attractiveness of bus services.

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CT.178712.

## Parking

Justification for the proposed parking levels has been submitted and deemed acceptable.

The level of cycle parking should be stated and should be appropriate to accommodate the needs of residents, staff and visitors.

## Trip generation

The TS states that McCarthy and Stone retirement developments are not directly comparable to traditional retirement developments. The trip generation has been reviewed and it is accepted that the proposed development will generate fewer peak hour and 12-hour vehicle trips than the extant land use.

## Highway Impact

It is accepted that the proposed development will not have an impact on the local highway capacity.

Notwithstanding this, GCC considers that it would be appropriate for the proposed development to provide enhancements at the Waitrose stop on Hammond Way. Bus services are relatively infrequent and therefore it would be reasonable to expect that residents of the proposed development could wait a significant amount of time for a bus. Given the elderly nature of residents it is considered that seating should be provided in order to cost-effectively ensure that opportunities for sustainable transport are taken up.

## Site Layout

A plan has been submitted demonstrating that the site access widths are suitable providing that the access is a shared surface arrangement. The recently submitted plans, 'proposed site plan rev F' and P1 appear to show a kerb line, this should be removed, as the proposed footway widths are not acceptable, this can be resolved by condition.

The site access remains as existing and provides suitable visibility. The Swept Path Analysis demonstrates that a large estate car can enter and exit the development and access the car parking.

**I recommend that no highway objection be raised to this application, subject to the following conditions being attached to any permission granted:**

*No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall:*

- i. specify the type and number of vehicles;*
- ii. provide for the parking of vehicles of site operatives and visitors;*
- iii. provide for the loading and unloading of plant and materials;*
- iv. provide for the storage of plant and materials used in constructing the development;*
- v. provide for wheel washing facilities;*
- vi. specify the intended hours of construction operations;*

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CT 172718



vii. measures to control the emission of dust and dirt during construction

Reason: To reduce the potential impact on the public highway.

Prior to beneficial occupation of the proposed development details of electric vehicle charging points within the site shall be submitted to and agreed in writing by the local planning authority, no part of the development shall be occupied until the approved works have been completed, the works shall be maintained as such thereafter.

Reason:- To reduce potential highway impact, in accordance with paragraph 32 and 35 of The Framework.

Prior to beneficial occupation of the proposed development details of secured and covered cycle parking within the site shall be submitted to and agreed in writing by the local planning authority, no part of the development shall be occupied until the approved works have been completed, the works shall be maintained as such thereafter.

Reason:- To reduce potential highway impact, in accordance with paragraph 32 and 35 of The Framework.

Prior to beneficial occupation of the proposed development details of enhancements at the Hammond Way bus stop shall be submitted to and agreed in writing by the local planning authority, no part of the development shall be occupied until the approved works have been completed, the works shall be maintained as such thereafter.

Reason:- To reduce potential highway impact, in accordance with paragraph 32 and 35 of The Framework.

Prior to beneficial occupation of the proposed development the vehicular parking and turning facilities shall be provided in accordance with the submitted plan and those facilities shall be maintained available for those purposes thereafter.

Reason:- To ensure that a safe, suitable and secure means of access for all people that minimises the conflict between traffic and cyclists and pedestrians is provided in accordance with paragraph 32 and 35 of the National Planning Policy Framework.

No works shall commence on site (other than those required by this condition) on the development hereby permitted until the first 10m of the proposed access road, including the junction with the existing public road and associated visibility splays, has been completed to at least binder course level in accordance with the submitted plans and maintained thereafter.

Reason: - To minimise hazards and inconvenience for users of the development by ensuring that there is a safe, suitable and secure means of access for all people that minimises the conflict between traffic and cyclists and pedestrians in accordance with paragraph 32 and 35 of the National Planning Policy Framework.

Notwithstanding the submitted plans, the proposed access road shall be shared surface with no delineation and shall be retained as such thereafter.

Reason: The submitted plans show separate footways either side of the access road, which are not suitable for use in order to provide a safe and suitable access, in accordance with paragraph 32 of the National Planning Policy Framework.

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C.T.1787/D

**Note**

*The proposed development may require the provision of a footway/verge crossing and the Applicant/Developer is required to obtain the permission of the County Council before commencing any works on the highway.*

Yours sincerely,

Michael Glaze

Principal Development Co-ordinator

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C.T. 0871R.