

PLANNING COMMITTEE

19th August 2015

ADDITIONAL PAGES

ADDITIONAL PAGES - CIRCULATED TO MEMBERS BY POST

**AVAILABLE FOR PUBLIC INSPECTION UNDER THE PROVISIONS OF THE
LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985**

Additional Representations on Schedule Items

Pages 1 - 59

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PLANNING COMMITTEE

19th August 2015

ADDITIONAL PAGES ON SCHEDULE ITEMS

Item	Ref. No	Content
04	14/05222/FUL CT.1787/R	<p>Case Officer - Applicant has submitted additional information in response to Members' comments in respect of footpath links (please see agent's letter dated 05.08.15 & email dated 05.08.15), design (additional illustrative images will be provided in Powerpoint presentation), housing land supply (please see agent's letter dated 05.08.15), noise (please see agent's email dated 12.08.15), internal layout (ditto) and amenity space (please see attached 'Landscape Strategy' and 'Communal Garden' drawings);</p> <p>One further Third Party letter of Objection - "Notwithstanding all the legalese stated in the applicants response to the Planning Committee, the design is cheap to construct and bears no consideration for the surrounding area and Cirencester in general. I agree with the planning committee's comments and you only have to look at a similar development in Somerford Road to see a much more sensitive style for the area. Unless the appearance of the building is changed to reflect the 'entrance' to the town, the application should be refused."</p> <p>One additional Third Party letter of Support - Please see attached.</p> <p>One additional Third Party letter of Objection – Please see attached.</p>
05	15/02096/FUL CD.3314/D	<p>Comparison footprint and elevation plans received – Please see attached</p> <p>Email correspondence between applicant and Case Officer in relation to heights – Please see attached.</p>

07	14/05178/REM CD.2917/2/H	<p>Updated layout plan showing increased road widths received.</p> <p>3 letters of objection received -</p> <ul style="list-style-type: none"> i) Two letters attached ii) Scheme was proposed as an 'integrated' open market and affordable housing development. All plans show no integration and in fact have two distinct and separate areas. The latest plans suggest moving plots 23/24/25 fractionally further into the development. This does not account for 'integration.' iii) Previous plans suggested the use of reconstituted stone for the dwellings. I see that there is no mention of any change to the proposal. Surely not using natural stone is unacceptable. Unless this is to set a precedent that all future development in Chipping Campden can be constructed using the same manufactured products. iv) The layout of the 22 space car park behind our property may have been reconfigured but it is still an unacceptable number of vehicles in such a small percentage area of the site. The developer has removed the car barn which only serves to expose even more parked vehicles. This car park is only eight spaces less than the pay and display car park in the centre of Chipping Campden. v) Whilst it looks like the developer intends to plant some trees between our property and the car park these aren't evergreen and will make little difference during the winter when the daylight hours are less and light pollution is more of an impact. In any case it will take several years before they offer any form of screening. vi) If the affordable housing was properly integrated into the development as per the Outline there wouldn't be the need to try and squeeze in such a large car park. vii) The Road Safety Audit was carried out at 10.25am, possibly the quietest time of the day on Station Road. A more responsible audit would have taken into consideration the significant amount of school and commuter traffic between 8 and 9am. Chipping Campden has three schools, the secondary school located at the top of Station Road has in excess of 1100 pupils.
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08

14/05529/OUT
CD.9408/A

Case Officer Updates –

Highways: The Highways Officer has confirmed that GCC Highways Authority has no objection to the proposals, subject to conditions. Full response attached.

Biodiversity: Additional information has been received in response to the Biodiversity Officer's comments on the revised scheme. The Biodiversity Officer has confirmed that the additional information received titled Ecological Issues (DNS Planning & design August 2015) does not address the original comments, apart from the fact that a bat survey has been carried out for the new access element which shows it to be used by four species of bats. The overall recommendation for refusal on this site therefore remains unchanged.

Proposed Access: With regard to access the agent has confirmed that the decision to form a new vehicular access off Gloucester Road was a direct result of pre-application discussions with the Parish Council. It is understood that the Parish Council considered that using the existing estate roads in Templefields was unacceptable and the preference would be for a new access off Gloucester Road. Please see the letter provided by the agent attached. Furthermore, the agent has confirmed that the access road to Templefields is only 4 m wide and currently services in excess of 60 houses, which is considered the maximum capacity of a road of that width. In addition the agent believes that there is a ransom strip.

S106 Contributions: The Parish Council has provided the below list of community infrastructure requirements considered by the Parish Council to be reasonably related to the impacts of the proposed development:

1. Upgrading of path to school via village hall land (approx. cost £6834)
2. MUGA (Multi-user games arena) (approx. cost £65,000)
3. A bus shelter to the south side of Gloucester Road (approx. cost £15000)
4. Village Hall/Club Upgrades:

- Village Hall Kitchen upgrade (approx. cost £3280)

		<ul style="list-style-type: none"> • Upgrade or replace village hall roof (approx. cost £11,835.20 - £15,407.60) • Upgrade or replace village club roof (approx. cost £11,835.20 - £15,407.60) • Purpose built storage facility replacing sheds/garage and metal containers for all groups (approx. costs £66,000) • Alterations to the size of changing rooms • Village hall car park to be resurfaced and kerbing to be installed (approx. costs £6339 for repairing various areas and b) £17583 for complete resurfacing) <p>The agent of the application has provided draft Heads of Terms; included in the drafts Heads of Terms is provision for the footpath to the school, the MUGA and bus stop improvements, amongst others items. See Draft s106 Heads of Terms (July 2015) attached.</p>
09	15/01412/OUT CD.3390/T	<p>Case Officer Updates -</p> <p>Highways: A Stage 1 Road Safety Audit (RSA) and Designer's Response has been submitted for consideration. However, a number of problems have been raised in the RSA that require a solution. The applicant's designers therefore remain in negotiation with the Highway Authority in this regard. Until these negotiations have been resolved the Highway Authority will be unable to provide their final recommendation.</p> <p>S106 Contributions: The Parish Council has provided the below list of community infrastructure requirements considered by the Parish Council to be reasonably related to the impacts of the proposed development:</p> <ol style="list-style-type: none"> 1. Upgrading of path to school via village hall land (approx. cost £6834) 2. MUGA (Multi-user games arena) (approx. cost £65,000) 3. A bus shelter to the south side of Gloucester Road

		<p>(approx. cost £15000)</p> <p>4. Village Hall/Club Upgrades:</p> <ul style="list-style-type: none"> • Village Hall Kitchen upgrade (approx. cost £3280) • Upgrade or replace village hall roof (approx. cost £11,835.20 - £15,407.60) • Upgrade or replace village club roof (approx. cost £11,835.20 - £15,407.60) • Purpose built storage facility replacing sheds/garage and metal containers for all groups (approx. costs £66,000) • Alterations to the size of changing rooms • Village hall car park to be resurfaced and kerbing to be installed (approx. costs £6339 for repairing various areas and b) £17583 for complete resurfacing) <p>Officers are awaiting confirmation from the applicant with regard to draft Heads of Terms.</p>
11	15/01048/FUL CT.1479/R	<p>Bagendon Parish Council - Revised comments received now raising Objection as follows:- "Bagendon Parish Council met to consider Planning Application Ref. No: 15/01047. A recent judgement by Mr Justice Holgate in the legal challenge brought jointly by West Berkshire and Reading Councils has changed the way the LPA should consider this application. If no planning permission has been granted by 31 July 2015, which is the case here, all residential planning applications should revert to the local authority affordable housing policies. Bagendon Parish Council objects to the proposals as it has not been provided with sufficient information to show the level of affordable housing content within the scheme."</p>
12	15/01047/FUL CT.2339/1/P	<p>Bagendon Parish Council - Reiterates previous Objection (please see comments attached in full dated 07.08.15).</p> <p>Drainage Engineer - Further information required before conditions can be finalised.</p> <p>Two further Third Party letters of Objection - (Please see attached in full dated 10.08.15 & 11.08.15).</p>

<p>13 & 14</p>	<p>15/01074/FUL CT.9096 & 15/02443/LBC CT.9096/A</p>	<p>Case Officer - Recommendation to be amended to Permit subject to the submission of the ecology mitigation information to the agreement of the Council's Ecologist.</p> <p>Council's Ecologist - Response was received on the 11th August seeking clarification of whether an evening bat survey was to be undertaken as per recommendation A of the submitted Ecology report or if recommendation B was to be implemented, which is mitigation which negates the need to impact upon the existing pitched roof element. The applicant has advised that their ecologist is on leave until the 30th of August and therefore they cannot clarify prior to committee.</p>
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Mike Napper

From: Gian Bendinelli
Sent: 05 August 2015 10:12
To: Mike Napper
Cc: Kevin Stewart
Subject: FW: Former TH White Premises, Hammond Way, Cirencester E MAIL 4

Gian Bendinelli

Principal Planning Associate

From: David Beardmore |
Sent: 04 August 2015 12:40
To: Gian Bendinelli
Cc: Andy Feculak; Peter Graham; Sarah Reid; Kevin Stewart
Subject: Former TH White Premises, Hammond Way, Cirencester

Dear Mr Bendelli,

I have been advising your company on your current application for the development of this site and produced the Heritage Statement in support of it. You have since asked for my further advice on the heritage implications of the suggestion (contained I believe in relatively old planning policies) that part of the listed wall along the eastern boundary of the site be removed to facilitate a new pedestrian route through the site and across the Old Station Car Park to Sheep Street. I will leave others to advise you on the desirability or practicality of providing such a route and concentrate on the heritage position.

The wall in question is tall and substantial, running along the eastern boundary of the current application site. It is long established, appearing on the 1875 OS map and was probably built around 1841 when the railway station was opened. It is protected by being within the curtilage of the Old Station (which is listed) and by falling within the Cirencester Conservation Area.

It is therefore a wall of some considerable heritage significance and its removal, even in part would be bound to cause 'harm' not simply through the loss of a section of the structure but by virtue of the accommodation works that would be required to stabilise the wall on either side of any new opening. These would be necessary by virtue of the considerable height of the wall (especially on the Old Station Car Park side) and the differences in level between the application site and the car parking land to the east.

Accordingly I would regard the loss of any part of this wall to create a through route across the application site as highly damaging to the heritage significance of both the conservation area and the grade II listed Old Station. There would be likely to 'less than substantial harm' caused but this would be above moderate level and certainly serious under that description as set out in the Framework.

I hope this assessment is of assistance.

Kind Regards,

David

Item 04.



Town Planners

THE PLANNING BUREAU LIMITED

Bournemouth • London • Manchester • Coventry
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Architects

5th August 2015

Mr M Napper DipTP MRTPI
Team Leader (Development Management)
Cotswold District Council
Trinity Road
Cirencester
Glos. GL7 1PX

Dear Mike,

**PA 14/05222/FUL ERECTION OF RETIREMENT APARTMENTS SITE AT T H WHITE PREMISES,
TETBURY ROAD, CIRENCESTER, GLOUCESTERSHIRE**

This submission is to update and augment where necessary the comments in my letter dated 24th July 2015.

POLICY CIR.3 AND THE FOOTPATH LINKS:

The Local Plan was intended to cover the period 2001-2011 and was adopted in 2006, it is therefore somewhat inevitable that aspects of policy have since been superseded. It is therefore in this context that the desirability of improved links to town centre referred to in paragraph 7.5.15 and in criteria (c) of CIR.3 need to be weighed.

Since the adoption of the policy, safe crossings have been installed in the vicinity of the site, some of which appear to be linked to the development of the CIR.2 site which now includes leisure and office facilities. It is however notable that there are no pedestrian links from the leisure centre through the office developments to Hammond Way. It is therefore the case that even if a footpath was to be provided through the application site from Sheep Street to Hammond Way, that there would not be a link onwards towards the leisure centre. Users of the "through site route" would then have to deviate either via Tetbury Road to the north or Hammond Way West to the south.

The lack of a link through the CIR.2 site in my view is such that limited if any weight should be applied to criteria (c) of the policy, notwithstanding the fact that the preamble of the policy clearly accepts that a comprehensive form of development is not envisaged.

Item 04

It should also be noted that an access point through the site would not materially improve journeys to or from the town centre. For assistance I attach 4 drawings which illustrate this point.

The **Northern and Southern Routes** illustrate the routes from the leisure centre to the junction of Market place/Castle Street/Cricklade Street. The plans detail the distances, times as well as commentary on the pedestrian environment. The information illustrates that the leisure centre is well linked to the town centre and any "potential" link via the application/CIR.3 site is of questionable value.

Given the location of the application site from the Northern and Southern Routes, one would expect the journey time for pedestrians to access the town centre would not be materially greater than for a pedestrian walking from or to the leisure centre. The travel distances and times cannot by any stretch of the imagination be regarded as excessive.

In fact, the plan of the **Through Site Route Options** demonstrates that for a prospective resident it would be a shorter and quicker journey to access the town centre using existing public routes than utilising a notional new route through the site.

A fourth drawing entitled **Route to Supermarket** is also provided, this details how residents would access the nearby supermarket (some of this information is also within the Addendum to the Transport Statement). As is clearly illustrated the distance from the site to the supermarket is well under 5 minutes and has safe pedestrian crossings.

Given the above supplementary information, I cannot concur with the comments of some Members that the site is either isolated or poorly connected either to the nearby supermarket or to the town centre. I would however reiterate that my client does not have any objections if funds are allocated for additional crossings etc in addition to the current contribution on wards such facilities of £25,000 and to bus stop improvements of £7,600 respectively. From the committee debate I do not believe that Members were aware of these contributions albeit referred to in your report.

I have previously touched upon the practical and heritage issues of attempting to provide a link through the site. In part this is referred to at point 5 on the drawing **Through Site Route Options**. In addition, I attach photographs of the listed wall and the comments of David Beardmore. The photographs are also helpful in that they also show the existing buildings and the negative impact that it has on the Conservation Area and the setting of the nearby Listed Buildings.

DESIGN:

I recall a Member commenting that the building it did not have a residential appearance. Albeit that I believe that the floor and elevation plans are clear on this point, I attach a number of visualisations to assist you.

5 YEAR HOUSING LAND SUPPLY.

I have been made aware of a planning appeal by Gladman Developments Ltd on Land east of Broad Marston Road, Mickleton for the Erection of up to 90 dwellings, access, parking, public open space, land for potential future school expansion, landscaping and associated infrastructure (all matters reserved other than means of access) LPA Reference: 14/02365/OUT PINS Reference; APP/F1610/A/14/2228762.

In connection with the appeal a Statement of Common Ground has been agreed and submitted to PINS. The salient issues regarding the 5 year housing land supply as agreed by the LPA are as follows:

Hem04

- There is no up to date, adopted housing requirement prepared in accordance with the Framework in the Development Plan.
- Given a record of persistent under-delivery of housing in the District it is appropriate to apply the 20% buffer to its 5 year housing requirement in accordance with NPPF paragraph 47
- The Council's identified supply of housing sites over the five year period (1 April 2015 to 31 March 2020) of 3,045 dwellings (as identified in the May 2015 Five Year Housing Land Supply paper) is not in dispute for the purposes of the appeal
- Against a supply of 3,045 dwellings, the Council can demonstrate a five year supply of housing land when assessed against the Council's draft emerging Development Strategy and Site Allocations (January 2015) housing requirement of 380 dwellings per annum
- **However the calculation of Objectively Assessed Need (OAN) for housing would need to be in excess of 480 dwellings per annum in order for the Council not to be able to demonstrate a Five Year Supply of housing land.**

The key point is the lack of an OAN. It is clear from recent case law that the Council's figures do not represent an objectively assessed need. In particular *City and District Council of St Albans v R (on the application of) Hunston Properties and SSCLG* [2013] EWCA Civ 1610 the Court held (paragraph 25) that the Inspector was not entitled to use a housing requirement derived from a revoked plan, even as a proxy for what the local plan process may produce eventually.

This was followed in case of *Gallagher Homes v Solihull MBC* [2014] EWHC 1283 (Admin). In that case, the Council argued, and the Inspector accepted, that in the absence of an adopted LP, it was entitled to rely on the RSS figure as this was the latest assessment of housing need. However, the Court found that such an approach did not reflect the approach in NPPF. The NPPF required full housing needs to be objectively assessed, and then a distinct assessment made (through the LP process) as to whether (and if so to what extent) other policies dictated or justified constraint. The approach in RSS had been different. There was no evidence that the RSS Panel had carried out OAN before considering constraint on that housing need. Paragraph 99 of the judgment states:

"99 They (the RSS Panel) had evidence of need before them, but there is no evidence that, as required by NPPF, they assessed the full and objective housing need before considering constraints on meeting that need. Indeed, the evidence is that they went straight to policy on figures for the region in a conventional planning balancing exercise, with all material factors in play – as they were entitled to do under the pre – NPPF regime – and then proceeded to carve up that policy on requirement between the various areas within the region. Even as a surrogate, that did not comply with the NPPF requirements, properly construed".

In this respect, a previous planning appeal against Cotswold District Council in September 2014 for development of up to 120 dwellings on land at Fairford, APP/F1610/A/2213318, the issue of housing land supply is dealt with in paragraph 27. In this case the Council did not have an OAN as required by the Framework paragraph 159 but relied on the Secretary of State's proposed changes to the draft Regional Spatial Strategy for the Southwest, which was based on a constrained approach to the 2003 Sub National Household Projections.

The inspector's conclusion on this issue is set out succinctly in §27 of the decision letter:

The Council accepts that it does not have an OAN. The figures it has produced for housing requirement do not represent the OAN for the district, and do not take account of employment considerations or market signals, as required by the PPG. Consequently, in the absence of an OAN I conclude that the Council is unable to demonstrate a five-year supply of deliverable housing sites.

Item 04.

The above decision which is consistent with others either at appeal or through the courts such is that a 5 year housing supply needs to be based on an Objectively Assessed Need. The Council does not have an established OAN position and therefore the presumption in favour of development set out in paragraph 14 of the NPPF prevails. This is in addition to the various other benefits previously outlined in earlier correspondence.

Section 106

Agreement has been reached with the Council's solicitor and hence it should be possible to sign the document relatively quickly should the planning application be approved.

Yours sincerely

Mr Gian Bendinelli
Principal Planning Associate

ENCLOSURES

Fairford Appeal Decision

City and District Council of St Albans v R (on the application of) Hunston Properties and SSCLG [2013] EWCA Civ 1610

Gallagher Homes v Solihull MBC [2014] EWHC 1283 (Admin)

Northern and Southern Routes Drawing

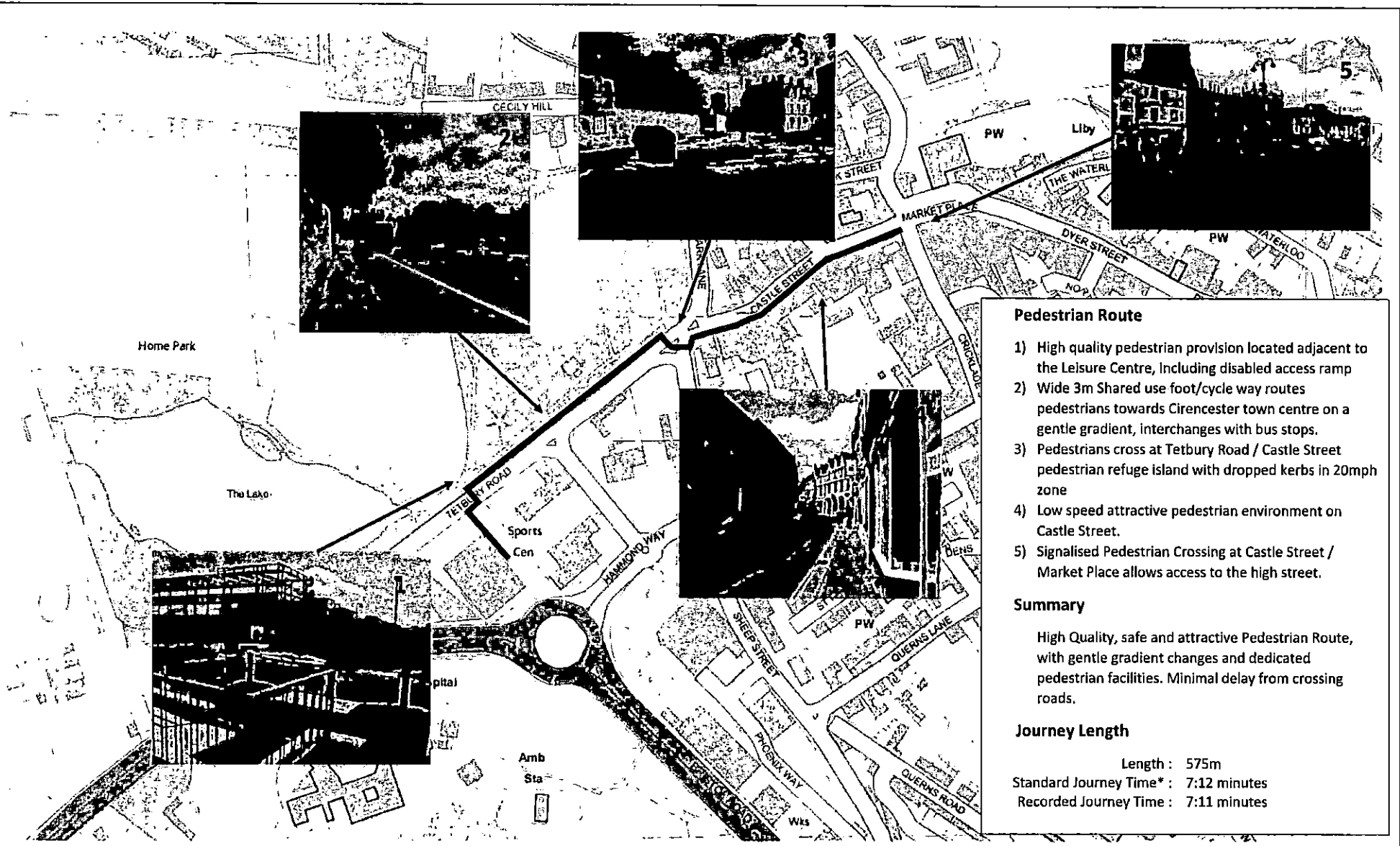
Through Site Route Options Drawing

Route to Supermarket Drawing

David Beardmore Letter/e-Mail

Visualisations

Item 04.



Pedestrian Route

- 1) High quality pedestrian provision located adjacent to the Leisure Centre, including disabled access ramp
- 2) Wide 3m Shared use foot/cycle way routes pedestrians towards Cirencester town centre on a gentle gradient, interchanges with bus stops.
- 3) Pedestrians cross at Tetbury Road / Castle Street pedestrian refuge island with dropped kerbs in 20mph zone
- 4) Low speed attractive pedestrian environment on Castle Street.
- 5) Signalised Pedestrian Crossing at Castle Street / Market Place allows access to the high street.

Summary

High Quality, safe and attractive Pedestrian Route, with gentle gradient changes and dedicated pedestrian facilities. Minimal delay from crossing roads.

Journey Length

Length : 575m
 Standard Journey Time* : 7:12 minutes
 Recorded Journey Time : 7:11 minutes

*Standard Journey Time in accordance with CIHT 'Guidelines for providing for Journeys on Foot' guidance of 80m per minute walking speeds.

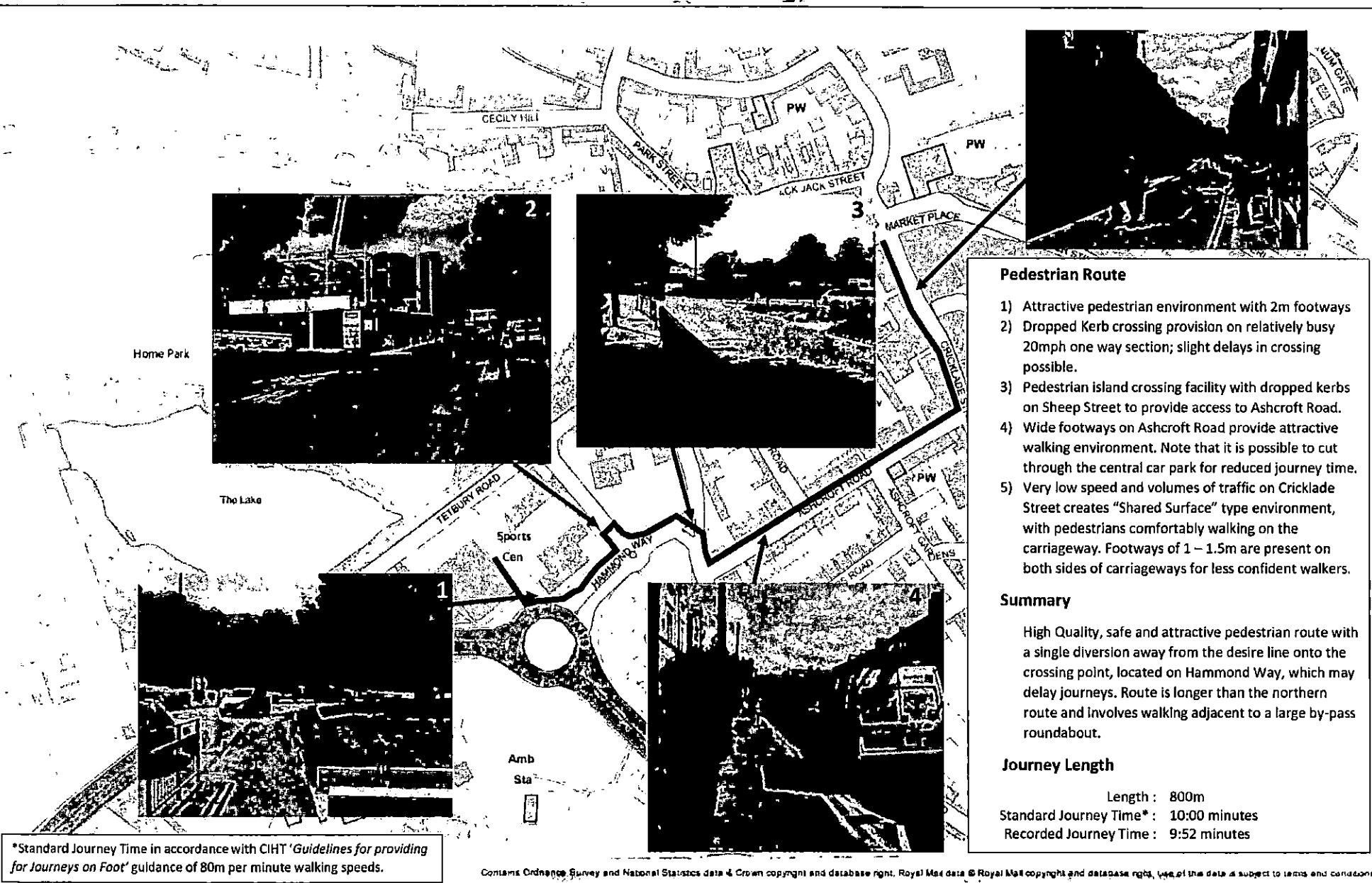
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Project Number: 034.0054	Title:
Project Name: WHITE GARAGE, CIRENCESTER	PEDESTRIAN ROUTEING NORTHERN ROUTE

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Checked By: MS	Checked Date: 03.08.15	Scale: N/A
Drawn By: SR	Drawn Date: 03.08.15	



Pedestrian Route

- 1) Attractive pedestrian environment with 2m footways
- 2) Dropped Kerb crossing provision on relatively busy 20mph one way section; slight delays in crossing possible.
- 3) Pedestrian island crossing facility with dropped kerbs on Sheep Street to provide access to Ashcroft Road.
- 4) Wide footways on Ashcroft Road provide attractive walking environment. Note that it is possible to cut through the central car park for reduced journey time.
- 5) Very low speed and volumes of traffic on Cricklade Street creates "Shared Surface" type environment, with pedestrians comfortably walking on the carriageway. Footways of 1 – 1.5m are present on both sides of carriageways for less confident walkers.

Summary

High Quality, safe and attractive pedestrian route with a single diversion away from the desire line onto the crossing point, located on Hammond Way, which may delay journeys. Route is longer than the northern route and involves walking adjacent to a large by-pass roundabout.

Journey Length

Length : 800m
 Standard Journey Time* : 10:00 minutes
 Recorded Journey Time : 9:52 minutes

*Standard Journey Time in accordance with CIHT 'Guidelines for providing for Journeys on Foot' guidance of 80m per minute walking speeds.

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Project Number: 034.0054	Title: PEDESTRIAN ROUTING SOUTHERN ROUTE
Project Name: WHITE GARAGE, CIRENCESTER	

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Checked By: MS	Checked Date: 03.08.15	Scale: N/A
Drawn By: SR	Drawn Date: 03.08.15	

Pedestrian Route- Diversions through Site

- 1) 1.5m footway on a gentle slope on both sides of the carriageway.
- 2) Attractive, high quality pedestrian facilities on Sheep Street, with low volumes and speeds of vehicles.
- 3) A zebra crossing provides safe access to the car park shown in photograph 3 via the footway to the right of the photograph. No pedestrian facilities are provided in the car park.
- 4) To the South of the zebra crossing, the footway quality deteriorates with older paving stones. On street parking prohibits walking on the carriageway.
- 5) Sheer drop of several metres between the proposed development and the neighbouring car park will presents a severe engineering challenge for footway connection. Any pedestrian connection through the White Garage site will be required to overcome this issue, and will result in a convoluted 'zig-zag' ramp (to be DDA compliant) and a loss of car parking.

Summary

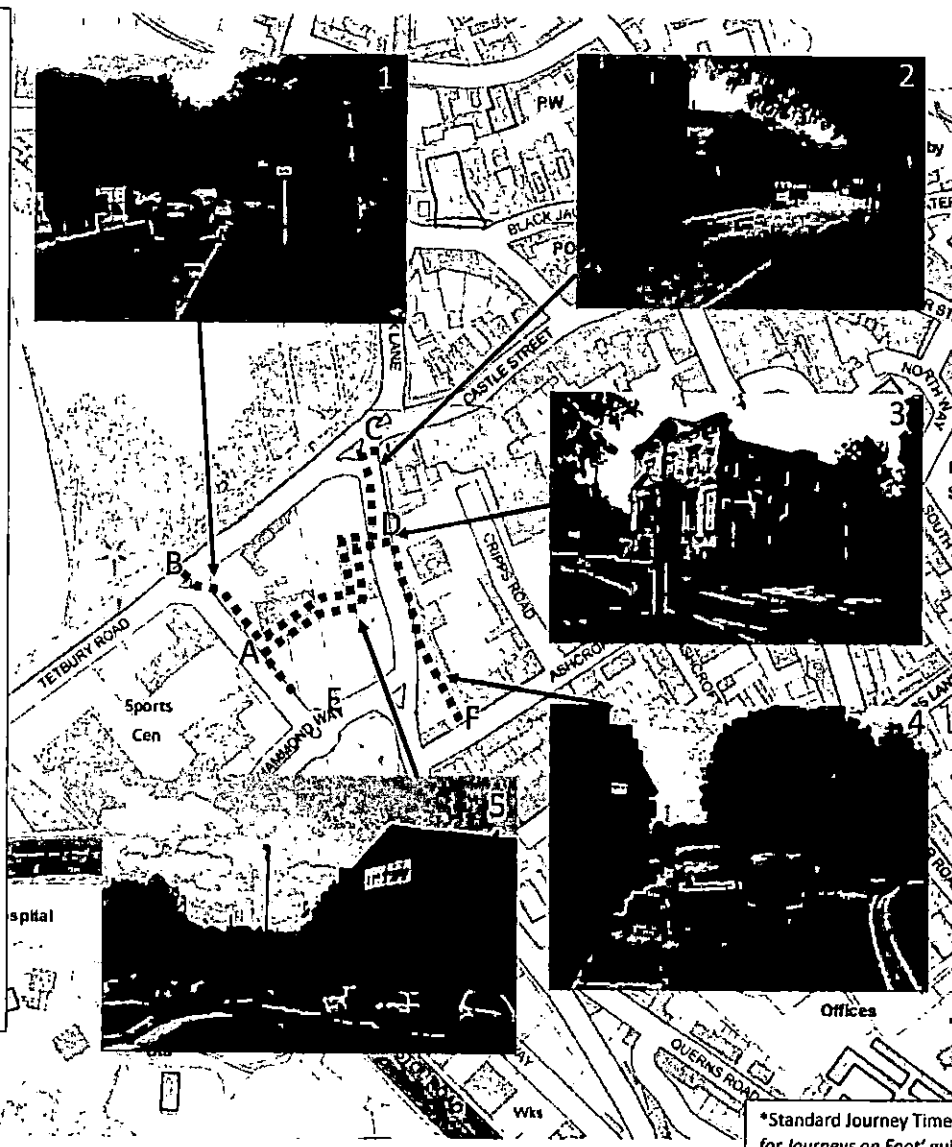
Both routes through the site result in increased journey time, and whilst the existing infrastructure is of a high quality, the sheer drop between the proposed development and the neighbouring car park will present an engineering challenge.

Journey Length- Red Route (Diversion from the Northern Route, through the site)

Change in Length : +137.5m
Change in Journey Time*: +1:42 minutes

Journey Length- Blue Route (Diversion from the Southern Route, through the site)

Change in Length : +145.9m
Change in Journey Time* : +1:49 minutes



Journey Times for Residents

The benefit or disbenefit that through-site pedestrian connection would provide to residents of the proposed development has been assessed. The distance for residents to connect to the existing northern and southern pedestrian routes have been compared in "with" and "without" through-site scenarios.

The "with through-site connection" scenario conservatively estimated that four 'zig-zag's are required to negotiate the vertical change of ~2m between the site and the car park; a distance of 40m.

Northern Route

With (A-D-C) : 240m
Without (A-B-C) : 229m

Southern Route

With (A-D-F) : 297m
Without (A-E-F) : 189m

*Standard Journey Time in accordance with CIHT 'Guidelines for providing for Journeys on Foot' guidance of 80m per minute walking speeds.

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Project Number: 034.0054	Title: PEDESTRIAN ROUTING
Project Name: WHITE GARAGE, CIRENCESTER	THROUGH-SITE ROUTE OPTIONS



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Pedestrian Route

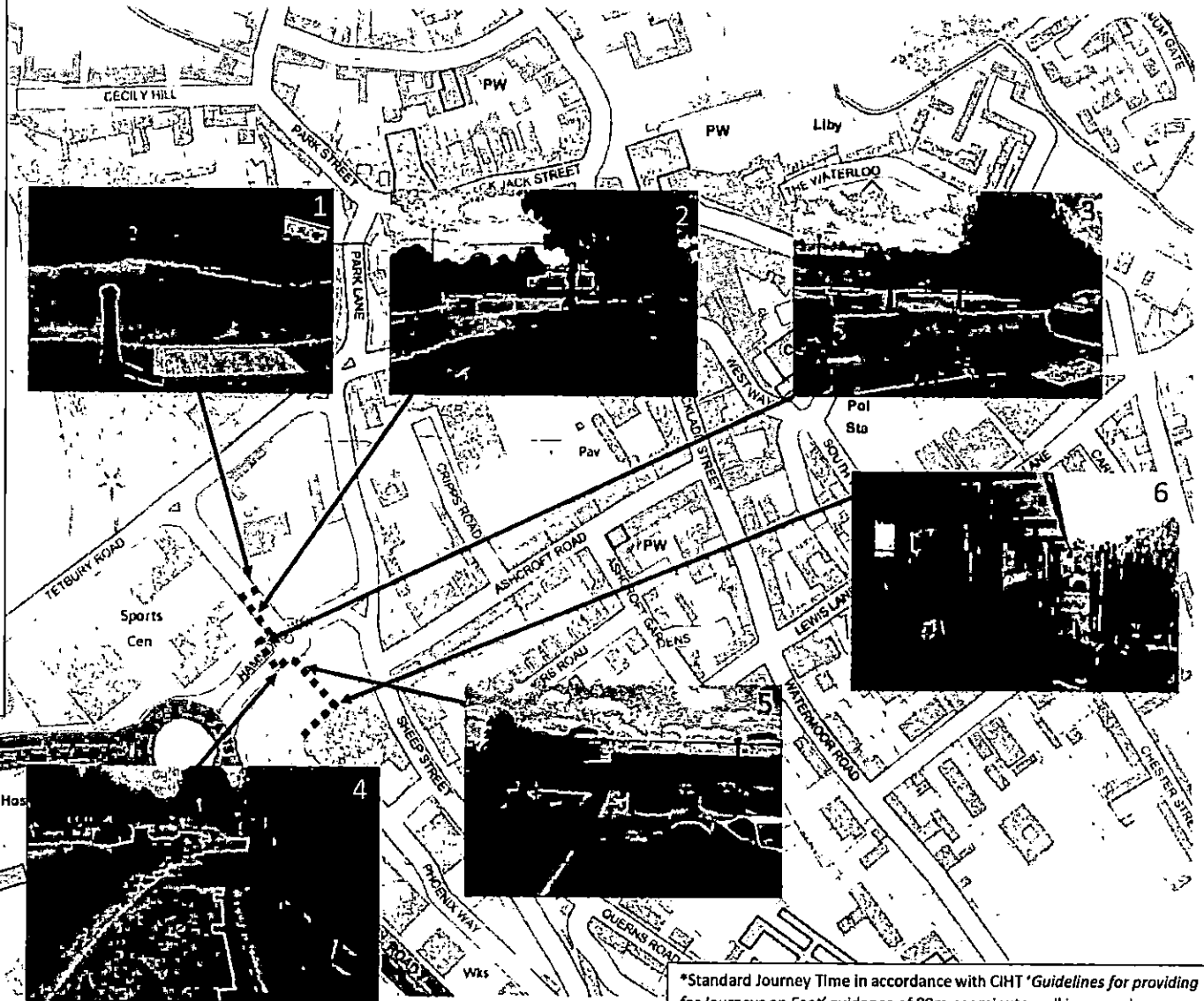
- 1) Dropped Kerb crossing on a 20mph, busy one way stretch of road; pedestrians may be delayed by up to 20 seconds crossing
- 2) Attractive, high quality footway on the eastern side of Hammond Way (north /south).
- 3) A dropped kerb crossing facility on Hammond Way (east /west) with a pedestrian refuge island provides safe crossing for pedestrians. This crossing exhibits minimal delay for pedestrians.
- 4) Attractive, high quality footway on the southern side of Hammond Way (east /west).
- 5) Private footway within supermarket car park with 'zebra' crossings allows safe access for pedestrians across the car park.
- 6) Along the store frontage, a sheltered walkway provides access to the store's entrance.

Summary

The short route between the proposed development and the supermarket benefits from attractive pedestrian footways and crossing points.

Journey Length

Change in Length : 170m
 Standards Journey Time*: 2:06 minutes
 Actual Journey Time: 2:10 minutes



*Standard Journey Time in accordance with CIHT 'Guidelines for providing for Journeys on Foot' guidance of 80m per minute walking speeds.

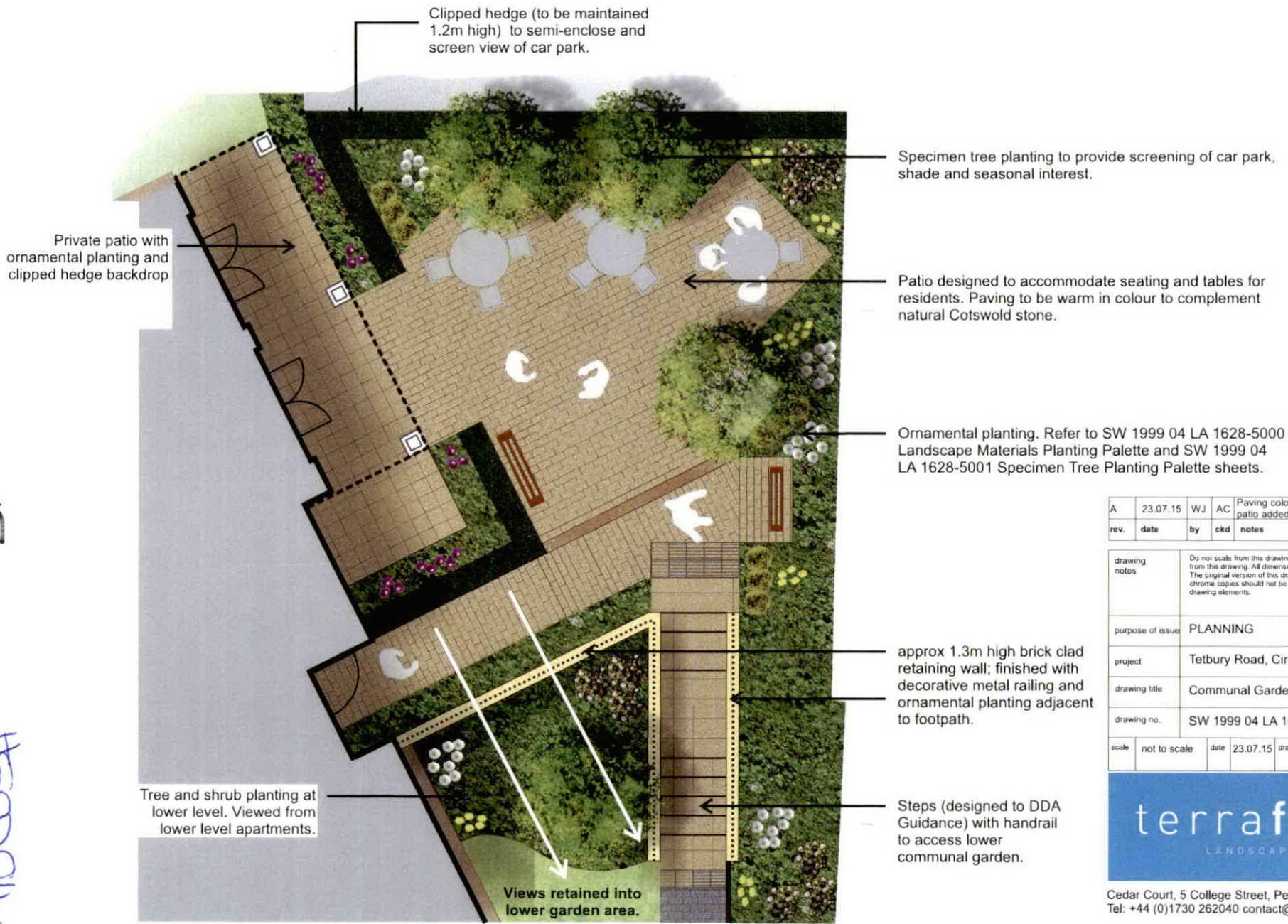
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Project Number: 034.0054	Title: PEDESTRIAN ROUTING
Project Name: WHITE GARAGE, CIRENCESTER	ROUTE TO SUPERMARKET

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Checked By: MS	Checked Date: 04.08.15	Scale: N/A
Drawn By: SR	Drawn Date: 03.08.15	

17
 Hem 04
 149052221 For
 CT: 17071R.



A	23.07.15	WJ	AC	Paving colour changed, entrance to patio added			
rev.	date	by	ckd	notes			
drawing notes		Do not scale from this drawing. Figure dimensions only to be taken from this drawing. All dimensions to be checked on site. The original version of this drawing was produced in colour - monochrome copies should not be relied upon to accurately reflect all drawing elements.					
purpose of issue		PLANNING					
project		Tetbury Road, Cirencester					
drawing title		Communal Garden					
drawing no.		SW 1999 04 LA 1628-5002				A	
scale	not to scale	date	23.07.15	drawn by	PS	checked	AC



Cedar Court, 5 College Street, Petersfield, Hants GU31 4AE
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Mike Napper

From: Gian Bendinelli <| >
Sent: 12 August 2015 11:23
To: Mike Napper
Cc: Alice James
Subject: TH WHITE SITE MAC STONE APPLICATION E MAIL 1 of 3
Attachments: 14427 001revC1 rep - Site Noise Assessment.pdf

Mike,

Following on from the Committee meeting we commissioned a review/update to the noise report which is attached. You will note that it confirmed the suitability of the site for residential development. If I recall correctly I think a Councillor may have mentioned sealed units which I think lead to a remark about not being able to open windows. If my memory is correct, can I just clarify that sealed units means double glazed windows not windows which are fixed shut. The windows and patio doors can all be opened.

I think that outside of the committee I received a query about whether the lift can accommodate an ambulance trolley. The answer is no but patients in residential accommodation are carried out in wheelchairs or similar equipment. The fitting out of the building is no different to Tetbury (and hundreds of others) which was praised by some Members for its design. The building would meet all relevant Building Regs requirement. If needs be an ambulance can also pull up adjacent to the site access but as you will appreciate emergency vehicles are able to park on the highway in emergency situations.

I will also shortly be forwarding updated landscape plans reflecting the changes to the buildings since submission.

I have also read the additional comment from the Cirencester Civic Society. I appreciate their good intentions but I cannot agree that a building with balconies has the appearance of an office block. There are a lot of flat roofed buildings through the country which are residential and a lot of pitched roofed buildings which are in office use! I believe that it will be obvious that it is a residential building.

I hope that the "route maps" previously forwarded illustrate how accessible the site is to the town centre and also address the CIR.3 footpath issue.

Thank you for your assistance

Regards

Gian Bendinelli

Ham 04

Comments for Planning Application 14/05222/FUL

Application Summary

Application Number: 14/05222/FUL

Address: T H White Ltd Tetbury Road Cirencester Gloucestershire GL7 1US

Proposal: Demolition of existing garage and redevelopment of the site to form 34 Retirement

Living apartments with communal facilities and associated car parking and landscaping

Case Officer: Mike Napper

Customer Details

Name: Mr Gordon Burley

Address: 2 College View, Cirencester, Gloucestershire GL7 1WD

Comment Details

Commenter Type: Objection Comments

Stance: Customer objects to the Planning Application

Comment Reasons:

- Design

Comment: Notwithstanding all the legalese stated in the applicants response to the Planning Committee, the design is cheap to construct and bears no consideration for the surrounding area and Cirencester in general. I agree with the planning committee's comments and you only have to look at a similar development in Somerford Road to see a much more sensitive style for the area. Unless the appearance of the building is changed to reflect the 'entrance' to the town, the application should be refused.

14/05222/FUL.
ADDITIONAL THIRD PARTY
LETTER OF SUPPORT.

Hearing that the planning officers had recommended the McCarthy & Stone development planned for the former THWhite site in Cirencester, we attempted to write in support, but most of the Planning Committee emails were "undeliverable".

Noting that the application will be discussed again at a new meeting on August 19th 2015, given the earlier press report we ask the committee to consider the following from "potential residents" of the apartments.

- Whilst noting that there was some support for the design being in-keeping with the St James Place building, the MaCarthy & Stone site plan shows the stepped design. When viewed through the existing buildings from Sheep Street, that elevation is similar to many of the older town houses in Lewis Lane and the Spitfire development also on Lewis Lane.
- The location, whilst not to the taste of some people living beyond the town centre, is an ideal location for those of us who do not want to get in a car every time they go into town, but need secure parking on-site.
- Compromises have to be made when moving within walking distance of a town centre; there will be more noise and traffic than in a rural location, but having visited other McCarthy & Stone retirement apartments on busy roads the build qualities and triple glazing seem very affective.
- As potential residents aged 70 we have walked from the site to the town centre on a number of occasions. Crossing the road was not a problem as you can always use the Zebra Crossing on Sheep Street.
- A gate to the old station car park is NOT required as it would impact on the security of the site. Other flats in the town have people taking short cuts through the grounds. Another benefit of this proposed development is the McCarthy & Stone attention to security and use of camera entry.
- No reference was made to the benefits of the location and the internal design of the building. Having studied all the submitted drawings, the floor to ceiling windows would bring added light, modern design and numerous size options. In addition to the surrounding landscaped gardens some of the apartments offer the added benefit of balconies.

There are many positive benefits of having modern retirement apartments located within walking distance of Cirencester town centre.

Ruth and Andy Hayman, Ashton Keynes

Item 04
14/05222/FUL

20 St Peters Road
Cirencester
Gloucestershire
GL7 1 RG
13th August 2015

Kevin Field, Planning and Development Manager

Cotswold District Council
Trinity Road
Cirencester
Gloucestershire
GL7 1PX

Dear Mr Field

Re Planning Application 14/05222/FUL (McCarthy and Stone development)

I am unable to attend the planning meeting to speak in person but I should like to **OBJECT** to the amended design submitted under this development. I feel that the design remains out of character with the buildings on the east side of the site which include several heritage buildings. To allow the development of a flat roofed project which clearly dwarfs these historic buildings does not seem in the best interests of preserving the character of a historic town centre. I am particularly concerned that no roofline has been added. This was one of the comments made by local residents at the original public meeting, which McCarthy and Stone have ignored at subsequent stages of the planning process. The adjacent Waitrose building was required to have a pitched roof to retain a roofline and fit local character, and the St James Place building was only allowed not to have a roofline because it was an office block and also because it created a roof garden for staff. The proposed McCarthy and Stone building is clearly none of these and is for residential use.

I have concerns that with the proposed development of the Student accommodation as part of the Brewery Development, which is also boxlike, and a significant risk that the old hospital will be allowed to decay and become a development site that the western end of Cirencester, far from demonstrating the entrance into a historic town will become a conclave of flat roofed building with no significant architectural merit but constituting a distinct detraction from the heritage buildings in the area.

I hope that the council sees fit not to pass this application in view of the developers' intransigence to reconsider the roofline and external aspects.

Yours sincerely

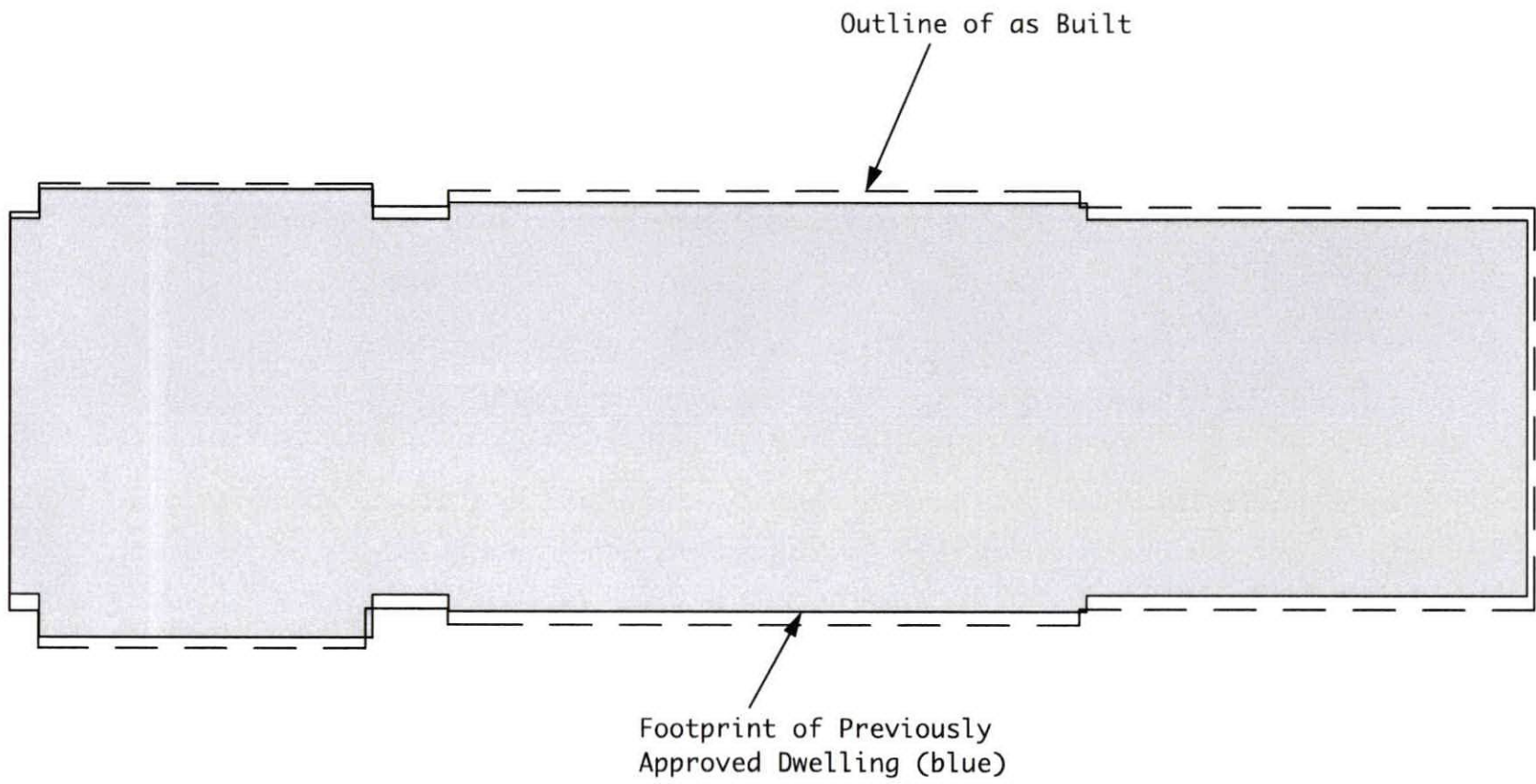
M A Blumsom (Mrs)

Cc Cllr Jenny Hincks, Watermoor Ward

Cllr Mark Harris, Abbey Ward

Item 04.

Item 05



Plan to show comparative footprints of as built and previously approved at Orchard Rise, Charingworth

Scale: 1/100
Drg. No. 14-048 - 08

ArchiWildish
traditional with a modern twist
www.archiwildish.co.uk

15/02096/ML

Note: overall height
lower on "as built"
than permitted

outline of
approved
dwelling



South Elevation Comparison View

1:100

Orchard Rise, Charingworth
14-048 - 07B

ArchiWildish
traditional with a modern twist
www.archiwildish.co.uk

15/02096/RWC

15/02096 / Mc

Martin Perks

From: Martin Perks
Sent: 14 August 2015 10:20
To: 'mark wildish'
Cc: Stephanie Ayres; Colin Davies; Kevin Field
Subject: RE: Height differences at Orchard Rise

Mark,

The heights I have stated in the Officer report are taken from the A1 plans that you have submitted. I have re-measured the heights of the side ranges and the central element and they match what I have stated in the report. Moreover, the approved scheme has a finished floor level approximately 300mm ^{lower} ~~higher~~ than the approved scheme. A simple overlay of the two elevations does not therefore accurately reflect the height difference of the two schemes. Notwithstanding this, I will attach this correspondence and your metric elevation to the additional pages so that Members are aware of your comments.

With regard to the sash windows the submitted A1 plan appears to show those in the front elevation with a height of approximately 1.4m whilst the approved plan shows the casements in the front elevation to be approximately 1.35m. In addition, the as built scheme shows full height Juliet balcony openings in the rear elevation which were not shown on the approved plans.

The front door on the as built scheme appears as double doors whereas it is a single door on the approved scheme. The double doors that have been installed also appear to be of a different design to those shown on the submitted plans.

regards

Martin Perks
Senior Planning Officer

Planning Service Customer Feedback Questionnaire - Have we responded to your enquiry or determined your application? - Please take a few minutes to complete our short tick-box questionnaire at the link below to assist us in our continuous programme to improve standards of service to our customers and service users. Thank you.

<http://www.cotswold.gov.uk/residents/planning-building/planning/customer-feedback/>

From: mark wildish
Sent: 14 August 2015 09:33
To: Martin Perks
Cc: Stephanie Ayres
Subject: Height differences at Orchard Rise

Dear Martin,

With reference to your statement for the planning committee meeting we wish to point out some points that you have incorrectly stated in the hope that you can update your report accordingly ahead of the planning committee meeting and also accordingly inform and update the councillors so that they go into the meeting with the correct information.

Your stated differences in height between the approved and as built are incorrect and I attach a dimensioned version of my previously submitted comparison plan (for your reference) and this comparison has been produced directly from my CAD system simply overlaying the position of the 2 buildings, the dimensions show the direct differences in heights between each of the roofs and as you will see the differences in height do not tally with your conclusions that exacerbate the situation unfairly to our clients disadvantage.

We also wish to point out that the installed sash windows are in fact smaller than the windows on the approved scheme and if you could please therefore omit or amend your statement to this effect it would also be appreciated.

Thanking you for your continued assistance which is appreciated as always.

Kind Regards,

Mark Wildish MCIAT
Chartered Architectural Technologist

Registered Company Number 9074933

Martin Perks

From:
Sent: 14 August 2015 13:31
To: Martin Perks
Cc: Stephanie Ayres
Subject: Re: Height differences at Orchard Rise

Dear Martin,

I think that you have misunderstood our point regarding your calculations and the difference in height of the building that you have arrived at and I therefore have attempted to produce a simple visual representation of your section of the planning committee statement to explain that you have unfairly counted the difference in height measured from the ground level to the ridge and then added the difference in floor levels, which subsequently falsely makes your calculated height difference higher to the detriment of our case.

In effect you have taken the ridge height difference of 700mm when measured off plan from ground levels and then said that the finished floor levels are different by 300mm and just added that to the 700mm to achieve a difference of 1000mm, the attached sketch gives a visual representation that shows the difference in floor levels is irrelevant and has no effect on the overall difference in height.

We therefore hope that you can now understand our point and will amend your statement accordingly and would appreciate it if you could formally register this email and its attachments so that we can refer to them at the appeal if necessary.

Many Thanks,

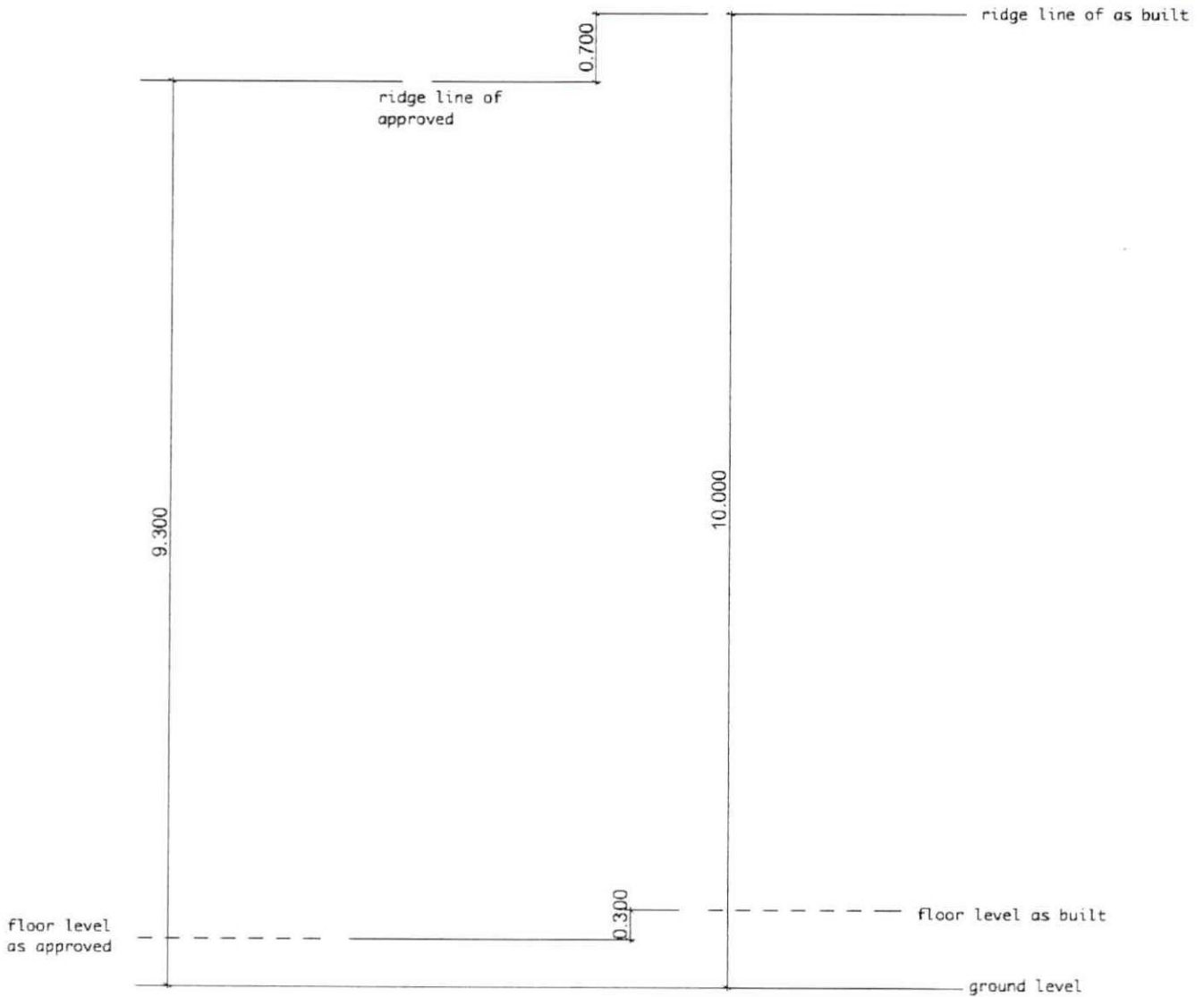
Kind Regards,

Mark Wildish MCIAT
Chartered Architectural Technologist

*Archi***Wildish** Ltd.
"traditional with a modern twist"

Registered Company Number 9074933

bedrooms in the roof space. The central core of the building has been constructed in ashlar and large sash windows have been introduced instead of casement windows. The floor level of the dwelling is approximately 300mm higher than the approved scheme. The ridgeline of the completed dwelling is 10m rather than the approved 9.3m. When the change in floor levels is taken into consideration the completed dwelling is therefore at least 1m higher than the approved dwelling. In addition, the side ranges are approximately 1.3m and 1.7m higher than the side



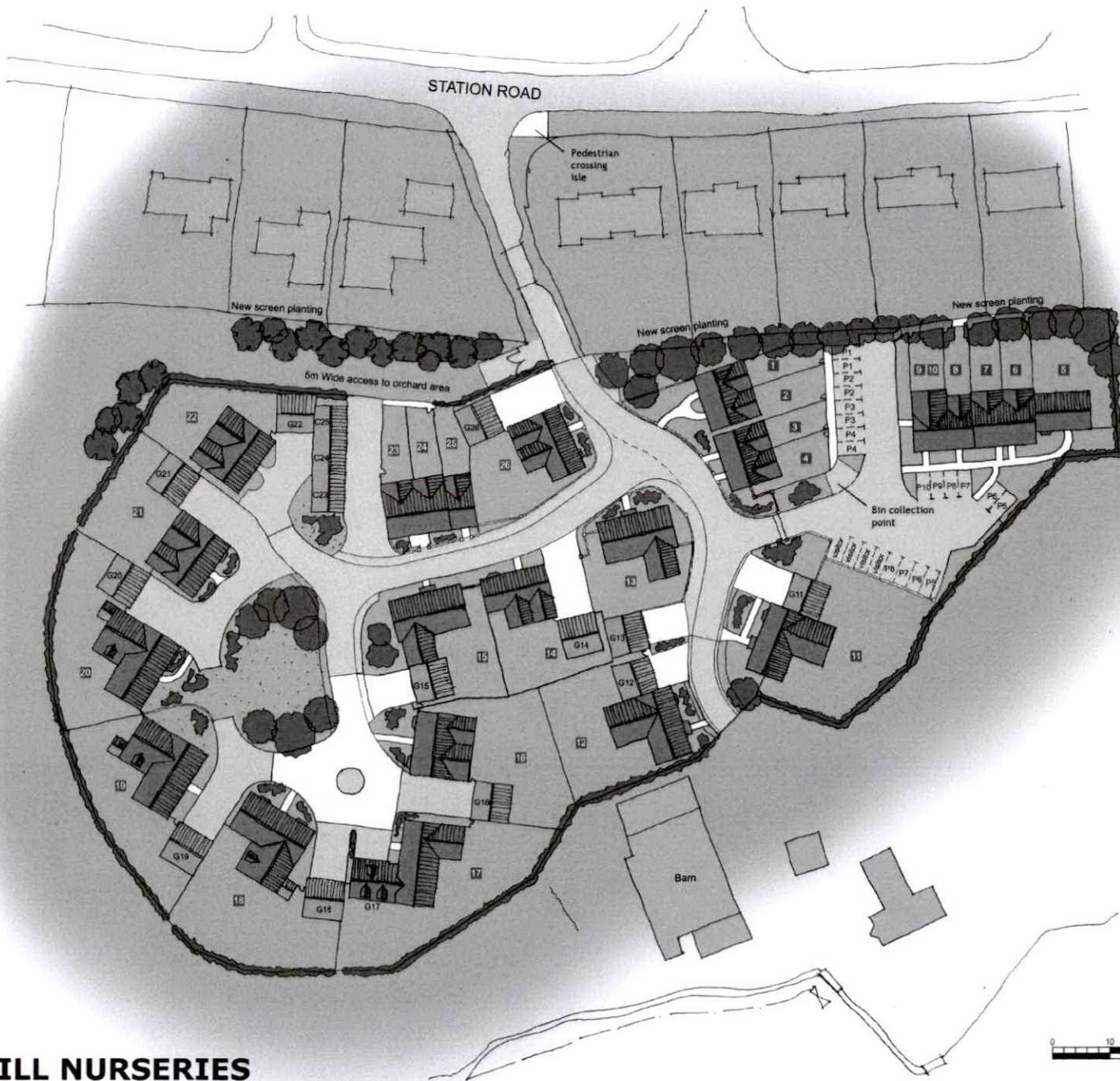
On 14 Aug 2015, at 11:56, Martin Perks <martin.perks@cotswold.gov.uk> wrote:

Sorry, there is a typo in the second line of the first paragraph. It should say lower rather than higher

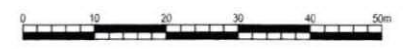
Martin Perks
Senior Planning Officer

Tel: 01285 623082

Asm 05



- KEY**
- Single storey
 - Two stories
 - Tarmac
 - Bonded Gravel
 - Tegula paving
 - Grass
- C = Car Barn
 G = Garage
 P = Parking



BERRINGTON MILL NURSERIES

CHIPPING CAMPDEN

PITFIRE BESPOKE HOMES. SITE PLAN AS PROPOSED. SCALE 1/500 @ A2. DRAWING 1596-19L

LAPWORTH ARCHITECTS

www.lapwortharchitects.com

14/05/18/ven

14/05178/REM

Lantern House, Station Road, Chipping Campden, Gloucestershire, GL55 6HY

14 August 2015

Kevin Field
Planning & Development Manager
Cotswold District Council
Trinity Road
Cirencester
Gloucestershire
GL7 1PX

Dear Mr Field

OBJECTIONS TO PLANNING APPLICATION REF 14/05178/REM

Land Parcel North of Berrington Mill Easting 415937 Northing 239283 Station Road Chipping Campden Gloucestershire re

Erection of 26 dwellings with access road, footpaths and associated works (Reserved Matters details relating to layout, scale, appearance and landscaping of development approved under permission 13/02227/OUT)

Thank you for your recent communication regarding the latest submissions. I have spent some time reading the various documents in both applications and submit the following objections which should be read together with my earlier letters of objection.

- **My principal objection relates to the size of the access roadway from Station Road which has multiple residential crossovers, no footway on the south side and has not been clearly identified as the B4035 and only route through Chipping Campden for vehicles over 7.5T, including a large number of 3 axle HGV's accessing Castle Farm (The Packing Sheds) to collect fresh produce for the large supermarket chains. Station Road is also used on a regular basis by large agricultural tractors etc usually with trailers. See drawing in enclosed pdf file.**
- **I also dispute and object to the findings of the Stage 1 Safety Audit** provided as it does not identify Station Road as the B4035. The audit was carried out at 10:25am; Station Road has peak traffic flow between 8am & 9am and 3:30pm & 5:30pm for the school runs to & from Chipping Campden, School and also employees at the Campden BRI going to and from work. The documents for the current outline planning application for The Hoo, in Back Ends include a very comprehensive Highways Department letter yet the Berrington applications do not appear to have any such information. Back Ends is a very minor road compared to the B4035 so I suggest that the Highways Department provides a suitable assessment and if conducting a survey completes it during a school term at the times specified above.
- **I object to the design and size of the internal roadways as no provision has**

been provided for loading and unloading for occasional deliveries eg Royal Mail, Supermarkets etc. See plots 26 & 13 where the design immediately adjacent to the shared roadway provides for the construction of stone walls. Recently, I visited a similar development in West Sussex which was designed with shared roadways and included affordable housing. It has much wider internal shared roadways than the proposed Berrington development with softer landscaping which allows for loading and unloading close to individual dwellings. Visitor parking spaces are provided but during my visit I noted that they are not always used and suspect that safe access for emergency vehicles may become a problem. The development was completed a couple of years ago so it is reasonably well established with its own Management company. I understand that the developer currently runs the management company but is seeking to transfer liability to the residents; something I suspect will happen on the Berrington development in time.

- **I object to the proposed ffl levels as being far too intrusive to all the existing houses on the south side of Station Road.** The levels drawing reveals that the majority of the dwellings will have a floor level almost equal to the existing housing on the south side of Station Road. This appears to be against the original design concept where the dwellings were to be constructed lower than existing housing on Station Road. It is also interesting that the plans for the dwellings appear to be sketched rather than detailed, especially the furniture layouts which I consider to be totally inappropriate at this stage of the planning process and gives a false impression of size.
- **I object to the latest proposed position of the pedestrian crossing point.** One document listed recently suggests that the pedestrian crossing point is provided on the east side of the approach road. The drawing includes a calming point but not a pathway within the access road. In practice this would mean that pedestrians would share the roadway to reach the crossing point; not the shortest route to the north side of Station Road. It appears that the roadway levels will be approximately 0.5m below the finished floor levels of the dwellings which suggests that the buildings, other than communal garaging, would be elevated.
- **I object to the buildings being elevated above the internal shared roadway** as I thought the initial development concept in the Outline Planning Application was for the buildings to blend into the landscape no be on a level with existing houses in Station Road.
- **I object to the proposed density of dwellings as over development of the site.**
- **I object to the width of the access road to the orchard area as it is disproportionate to the main shared feeder roads on the development.** It is interesting that the access road to the orchard is the only one identified with a width, ie 5m, why? I recall that the access road from Station Road was designed at 5.5m reducing to 3.5m at the calming section so the main access road will be narrower than a road designed to take gardening vehicles.

Site drainage

Lantern House, Station Road, Chipping Campden, Gloucestershire, GL55 6HY

I could not find any detailed designs or comments for the removal and distribution of surface water as mentioned in the Outline Planning approval other than on the Levels plan which includes grass, tarmac, Tegula Paving and bonded gravel surfaces. The original outline plans identified possible locations for swales/SUDS systems as a result of the site being on a flood plain but nothing is shown on the latest drawings. As an example of my concern regarding drainage may I direct you to plot 22 as the land falls approximately 4m from the boundary (grass) to the bonded gravel surface by plot 15. It is possible that owners may not wish to retain grass within their plot thus affecting the disposal of surface water in the future. Currently surface water is absorbed before reaching the River Cam valley but this development could create future flooding problems further east in the location of the Sewage Works and the fields surrounding them.

Yours faithfully

C D Porter

Clifford D Porter

Enc : CDP Object 0715.pdf [*Dwgs - cdp1, cdp2, cdp3 (28/7/15)*]

Lantern House, Station Road, Chipping Campden, Gloucestershire, GL55 6HY

14 August 2015

Kevin Field
Planning & Development Manager
Cotswold District Council
Trinity Road
Cirencester
Gloucestershire GL7 1PX

Dear Mr Field

OBJECTIONS TO PLANNING APPLICATION REF 14/05178/REM

Land Parcel North of Berrington Mill Easting 415937 Northing 239283 Station Road Chipping Campden Gloucestershire re *Erection of 26 dwellings with access road, footpaths and associated works (Reserved Matters details relating to layout, scale, appearance and landscaping of development approved under permission 13/02227/OUT)*

Further to my letter of objection dated 31st July may I please make some further observations on a letter dated 24th July from Banners Gate to the G C C County Surveyors Department (attn. Mrs Alison Curtis). I have not seen the letter dated 15th July to the Planning Department.

I believe the objective of this current application is to ensure that the final design detail is accurate to develop the site in accordance with local regulations so have reviewed the paperwork. I object to the apparent lack of attention to detail in the information provided. My primary objections is "lack of safety in the design due to high density."

To assist with identification of my observations which should be considered as objections may I use the first 2 words of the bullet points in Banner's letter to identify my comments.

- "The Proposed" – Promoting the use of selected areas of grass verges will inevitably lead to temporary parking on them when large vehicles are using the shared roadway eg Supermarket deliveries, Royal Mail, etc.
- "The road" – If it is not to be adopted then I suggest that suitable covenants should be employed to ensure that residents enjoy quiet enjoyment within their environment and be aware of their financial obligations through an "estate/cul de sac" management company.
- "The car" – all vehicle parking locations should be of adequate size to allow proper use eg opening a car with 2 side doors (wider) and large 4x4's.
- "Plots 5" – Sensible, but should be identified with suitable signage.
- "Plots 9" – I question whether 4 visitor spaces are enough to service 26 dwellings.
- "A refuse" - What is a reasonable walking distance for residents of plots 1 -10 and refuse operatives?
- "The boundary" – Additional maneuvering area for what types of vehicle? Have agricultural vehicles & trailers been considered when designing the curves of the roadway?
- "The road" - Additional maneuvering area for what type of vehicle? As before.

Lantern House, Station Road, Chipping Campden, Gloucestershire, GL55 6HY

- "The internal" – Sensible.
- "The radius" - 15 mph speed limit? Surely the way in which the consultants are advising their client suggests that this development should be designated a "Home Zone" with appropriate signage provided by the developer at the entrance from Station Road.
- "Road widths" - How has this development suddenly become a "cul de sac?" **I object to the use of the comment "Excessive Road Widths may encourage on street parking"** as I believe that any residential development should be planned to allow all occupiers to accept the occasional delivery eg Royal Mail, Supermarkets etc without blocking the roadway for neighbours. What and how will "prohibition of parking" be enforced? The route from Station Road the the existing building know as Berrington Mill farmhouse is a through road.

On page 2 of the letter referred to reference is made to the "Gloucestershire Manual for Streets" and service vehicles. My main objection is that the latest design submitted for the roadways does not allow residents of the development to enjoy their environment. Sec 3.19 includes the advice "*Cul-de-sacs should be avoided because they tend to result in poor connectivity and do not assist with place-finding. This approach aims to improve the potential connectivity of a new development with the existing locale. Other contextual elements might include, for example, place, landscape, built environment, use and heritage.*"

As the development includes 26 dwellings, the majority with multiple bedrooms I am surprised that no provision has been made for safe areas for children. Drawing P1067/102 shows very clearly that the road width is probably not big enough to provide safe shared facilities for pedestrians and vehicles. The car shown on the drawing is probably not representative of current vehicles as it is only 1.769m wide; a MINI for example is 1.925m! **A standard 2015 Ford Transit Van is 2.5m wide and the road widths are 5m wide without pedestrian areas so 2 delivery vehicles would not be able to pass within roadway!**

No provision has been made to access Berrington Farmhouse (*T shaped building by Banners Gate box on drawing*) P1067/102. The original access from Station Road to the farmhouse for all vehicles was a straight line. As the occupiers of the farmhouse have horses grazing on the surrounding fields I suggest that a curved access road around plot 13 and between plots 11 & 12 is totally impracticable for farm vehicles including horse transporters and trailers.

The barricade design from plots 22 to plot 14 suggests that the drawings have not been checked very well? In practice it identifies the boundary of the original Berrington Mill Nurseries site ie Conifer hedge which I consider to be the western limit of the brownfield site and the site suitable for redevelopment subject to flood risk etc:

Finally, please be assured that I am not against a sympathetic development on the site of the original "nurseries" to benefit the local community in accordance with all planning regulations within an Area of Outstanding Natural Beauty but I do object to the high density, unsuitable design of the internal roadways, lack of detailed consideration regarding final floor levels and the overall effect of the final roof level of the new dwellings to the existing houses on the south side of Station Road. The enlarged "brown site" location as designed is not sustainable and will not allow residents to live in harmony with each other. It will be too congested.

Yours faithfully

Lantern House, Station Road, Chipping Campden, Gloucestershire, GL55 6HY

C D Porter

Clifford D Porter

Principal Objections

Station Road = B 4035

Castle Farm
 < Entrance for
 HGV 3 axle lorries
 Through Castle Gardens

1. C = multiple crossovers
 to access to private homes
 on B4035 (Station Road)

2. Development entrance
 Too narrow for safe shared
 use

3. No provision for delivery
 Parking on access roads
 (Royal Mail &
 Supermarkets etc)
 & Shared road surface
 Bounded by stone walls

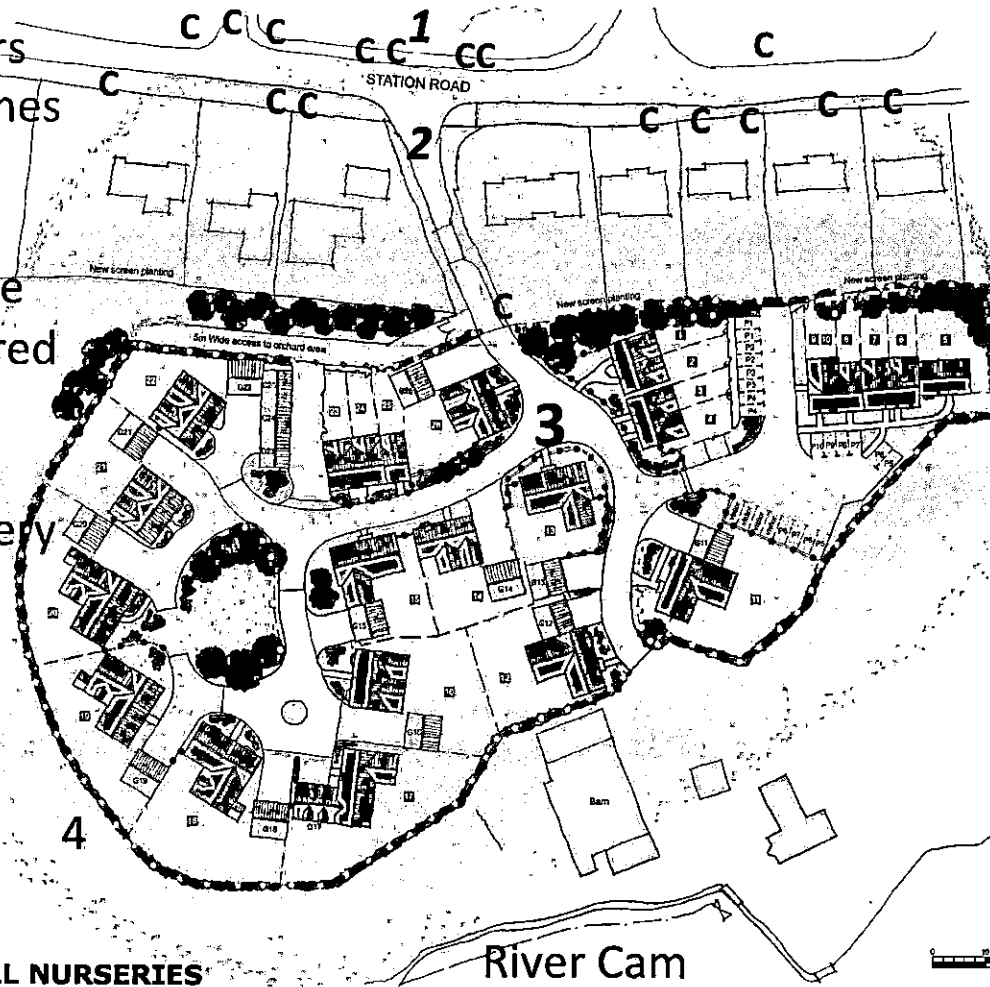
- KEY
- Boundary
 - 900mm high Natural stone wall
 - 1800mm high Natural stone wall
 - 1800mm high Timber closeboard fence
 - Estate Railings
 - Timber 3-rail fence

BERRINGTON MILL NURSERIES
 CHIPPING CAMPDEN

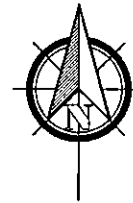
SPITFIRE BESPOKE HOMES, SITE PLAN - BOUNDARY TREATMENT, SCALE 1/500 @A2, DRAWING 1596-21B

4. No drainage swales
 Identified

2. Proposed location of pedestrian crossing requires shared use of main access route
 to and from B4035 (Station Road)



Dwg - cdp1
 28/7/15



- KEY
- Single storey
 - Two storey
 - Terrace
 - Bounded Gravel
 - Tegula paving
 - Grass
- C = Car Barn
 G = Garage
 P = Parking



LAPWORTH ARCHITECTS
 www.lapwortharchitects.com

Station Road = B4035
Only through route for
Vehicles over 7.5T

Berrington Rd

Castle Farm
Access for HGV's through
Castle Gardens

B4035

Dwg - cdp2
 28/7/15

c = single crossover
 c x2 = 2 dwellings 1 crossover
 cc = double crossovers
 ccc = triple crossovers

Reg Ellis drawing
showing better detail of Existing house crossovers in Station Road – B4035

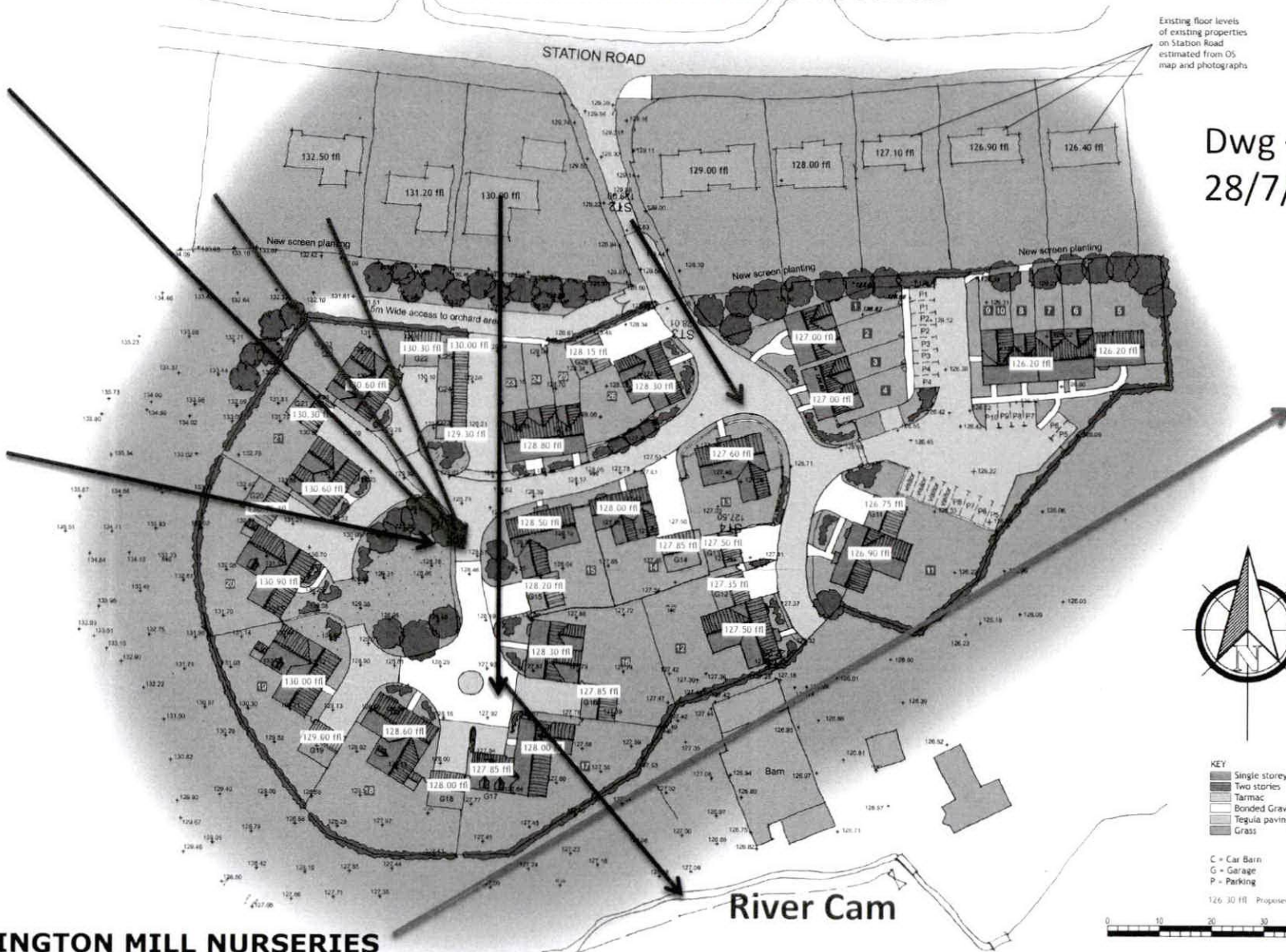
Hem07

Proposed Development Aerial View
 The right to be used as a
 Planning Condition 477 / P 111
 SHEET 11 AT
 DATE 2013-
 OUTLINE

Surface water run off directions

Existing floor levels of existing properties on Station Road estimated from OS map and photographs

Dwg - cdp3
28/7/15



BERRINGTON MILL NURSERIES

CHIPPING CAMPDEN

SPITFIRE BESPOKE HOMES. SITE PLAN - LEVELS. SCALE 1/500 @ A2. DRAWING 1596-23

LAPWORTH ARCHITECTS

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14/05178/REM

Mr Kevin Field
Planning and Development Manager
Cotswold District Council
Trinity Road
Cirencester
Gloucestershire
GL7 1PX

Orchard Cottage
Station Road
Chipping Campden
GL55 6HY

9th August 2015

Dear Mr Field,

New Details related to Planning Application 14/05178/REM

Land Parcel North of Berrington Mill

We wish to **OBJECT** to the above listed planning application.

We have previously written to Mr Perks on 11th January 2015 and 14th June 2015 to object to this reserved matters application. The objections raised in those two letters persist as the new details have done nothing to alleviate any of the concerns or problems that exist with this application.

In the table that follows we have provided updated comment based upon the new information that has been provided since our last letter, dated 14th June 2015.

In our letter dated 11th January 2015 commenting on the first version of plans for the detailed planning application, we observed that *"The reserved matters proposal is both unsuitable and unsustainable for this site. In its current form it will cause problems for new residents arising from a lack of integration, as well as significant loss of residential amenity to existing residents."*

We hope that you agree with us that even with the new details provided the current proposal falls far short of the standard that is required for sustainable development in the Cotswolds AONB and will accordingly refuse the application in its current form.

Yours sincerely,

Neil & Elena Richards

cc. Councillor Mark Annett

HEM 07

Comments 11 th January 2015		Updated comment 14 th June 2015	Updated comment 9 th August 2015
Objection	Proposed remediation		
There is a lack of integration of the open market and affordable housing, with two distinct 'zones' being created and separated by the erection of car parking 'barns'. The planned affordable housing 'zone' is concentrated in the north east of the site, with open market houses to the south and west of the site.	Re-site units 1-4 or units 5-10 so that there is a more equal balance of affordable housing from east to west as well as north to south within the site.	Nothing has been done to improve site integration. OBJECTION REMAINS	Nothing has been done to improve site integration. OBJECTION REMAINS
The housing layout, scale and design is distinctly urban and inappropriate for the Cotswolds AONB.	The developer should be instructed to produce a housing design that reflects Cotswold vernacular style to protect the character of the AONB.	Nothing has been done to address the inappropriate housing design. OBJECTION REMAINS	Nothing has been done to address the layout or scale of the development. Multiple feature detail drawings, such as window and doors have been provided. These merely serve to highlight the fact that this developer and architect know nothing of the style of building within the Cotswolds. OBJECTION REMAINS

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Item 07

Comments 11th January 2015		Updated comment 14 th June 2015	Updated comment 9 th August 2015
Objection	Proposed remediation		
<p>Units 5-10 are planned in a single terrace, which is disproportionately large for the site.</p>	<p>This six unit terrace should be broken into three semi-detached units. This will have a number of benefits: there will be more flexibility in siting the units leading to better integration; it will also allow parking to be more distributed and sited alongside the units that it serves.</p>	<p>This problem has been elevated in the revised scheme. The large terrace remains, but its orientation has been changed such that the proposed terrace is now closer to existing residences and now has windows facing directly towards the living room and bedroom windows of existing residents. Such a layout must not be approved.</p> <p>OBJECTION REMAINS</p>	<p>This problem remains, units 5-10 will directly overlook and cause loss of residential amenity to existing properties on Station Road. This must not be allowed.</p> <p>OBJECTION REMAINS</p>
<p>A central car park has been planned immediately adjacent to existing residents' boundary fences, this will create a security risk in addition to causing noise, light and air pollution.</p> <p>The orientation of the car park and lack of screening to the north is such that the headlights of any car entering will shine directly into the living rooms and bedrooms of existing residences.</p>	<p>Coupled with greater integration of open market and affordable housing and with the break up and re-siting of the large terrace (units 5-10), the car parking can be sited immediately adjacent to the units that it serves.</p>	<p>There has been a slight reduction in the concentration of car parking, but nothing has been done to address security, screening, sources of environmental pollution or lessen the loss of residential amenity to existing residents.</p> <p>OBJECTION REMAINS</p>	<p>Nothing has been done to address this concern. Indeed there are discrepancies between the screening plan when a comparison is made between the Landscape Scheme, Boundary Treatment and Site Section drawings. This gives no confidence whatsoever that the developer has a robust screening plan.</p> <p>OBJECTION REMAINS</p>

Comments 11th January 2015		Updated comment 14 th June 2015	Updated comment 9 th August 2015
Objection	Proposed remediation		
There is significant elevation proposed to the ground level in the east of the site, but no detail of the resultant level in relation to existing residences.	The developer should be instructed to fully explain the movement in ground levels, the resultant level in relation to existing residences, what the ground surface will be and how it will drain.	Not addressed in new details. OBJECTION REMAINS	The new information indicates an 8m height difference from West to East within the development. No survey information or detail is provided as to how site works will be conducted to avoid ground slippage, given that the West of the site is known to have underground springs. In the East of the site residences are planned with floor levels only a few cm above the adjoining flood plain of the River Cam. This poses an unacceptable risk to existing residents and the new proposed development. No details are provided as to how the known flood risk will be mitigated. OBJECTION REMAINS

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Comments 11th January 2015		Updated comment 14 th June 2015	Updated comment 9 th August 2015
Objection	Proposed remediation		
There is no illustration or description of the resulting roof levels of the new development in relation to the existing residences.	New housing units should be planned to a roof height level that is lower than the existing residences on the southern side of Station Road.	Not addressed in new details. OBJECTION REMAINS	New information shows proposed roof levels. The floor & roof levels of existing residences have, according to the applicant, been estimated from OS maps and photographs. This is not good enough. Such a sensitive application cannot be approved upon so flimsy an estimate, particularly when the proposed units 5-10 all but obliterate the existing properties Orchard Cottage & Brook Furlong.

Hem07

Comments 11th January 2015		Updated comment 14 th June 2015	Updated comment 9 th August 2015
Objection	Proposed remediation		
<p>There is insufficient screening provided to the northern boundary of the site. Notably less so than in the approved outline application.</p> <p>The boundary to the north of the car park is the most thinly screened location of the whole development.</p>	<p>A screening depth of several metres should be designed throughout the site. The west to east 'line' created in the north east of the site by the garden fences of units 5 & 6 should be continued west to move the car park and housing unit 1 further south.</p> <p>If any car parking does remain adjacent to the northern boundary, then it should be screened from existing residences by a car parking barn.</p>	<p>Some additional detail has been provided regarding proposed boundary fences, but this does not address the previously expressed objections related to lack of separation and lack of screening.</p> <p>OBJECTION REMAINS</p>	<p>There are discrepancies in the boundary treatment when a number of the applicant's drawings are compared side by side. Not only is the proposed screening inadequate, it is not even consistent within the submitted plans.</p> <p>OBJECTION REMAINS</p>

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Comments 11th January 2015		Updated comment 14 th June 2015	Updated comment 9 th August 2015
Objection	Proposed remediation		
No description is given as to how the site screening will be maintained and by whom.	<p>The developer should be instructed to describe who will be responsible for the maintenance of the site screening.</p> <p>A minimum open space of two metres should be created between the northern boundary screening and the boundary fences of existing residents to enable access for the safe maintenance of the screening and removal of waste cuttings.</p>	<p>A small alleyway has been created between fences behind units 6-10, but the previously expressed objections have not been addressed.</p> <p>OBJECTION REMAINS</p>	<p>The boundary treatment appears to impinge upon neighbouring residents garden fences, it is not clear what is being proposed.</p> <p>The narrow alleyway behind units 6-10 appears to be created between two 1.8m tall fences and leads directly to the car park. I believe this presents a security risk.</p> <p>OBJECTION REMAINS</p>

Comments 11th January 2015		Updated comment 14 th June 2015	Updated comment 9 th August 2015
Objection	Proposed remediation		
The Road Safety Audit is invalid having been deliberately conducted at a quiet time that under reports the level of traffic along Station Road	Information only supplied 9 th June 2015	A transport statement was submitted with the outline application. In that statement it was calculated that during the 8-9am 'school run' rush hour, one vehicle passes along Station Road every six seconds, with the vehicles travelling at an average of 38mph, despite being in a 30mph zone. For the reserved matters application a safety audit was conducted at 10.25 am, when traffic conditions were described as 'light'. Such a negligent assessment cannot be used to inform any responsible decision.	Not addressed in new details. OBJECTION REMAINS



Highways Development Management

Shire Hall
Gloucester
GL1 2TH

Katherine Brommage
Cotswold District Council
Trinity Road
Cirencester
Gloucestershire
GL7 1PX

Please ask for: Alison Curtis

Our Ref: C/2015/033627

Your Ref: 14/05629/OUT

Date: 11 August 2015

Dear Katherine,

TOWN AND COUNTRY PLANNING ACT 1990 HIGHWAY RECOMMENDATION

**LOCATION: Land To The Rear Of Templefields And Crossfields Andoversford
Gloucestershire**

**PROPOSED: Outline planning application for a residential development of 59
dwellings with all matters reserved except access**

The proposal seeks outline planning permission for 59 dwellings at the above location. The point of access is to be established now with all other matters reserved. This should be read in conjunction with the response made on 11th May 2015.

Non-Motorised Users Context Report

A Non-Motorised Users (NMU) Context Report has been submitted to support the application, in accordance with the DMRB HD 42/05. There are some aspects where improvements are needed to ensure that all highway users from this development are appropriately provided for. These include:

- provision of uncontrolled pedestrian crossing facilities at the junction of Gloucester Road with Crossfields junctions
- provision of uncontrolled pedestrian crossing facilities at the junction of Gloucester Road with Station Road junction.
- uncontrolled pedestrian crossing facilities on Station Road

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- the improvement of bus passenger waiting facilities at the west bound stop on Gloucester Road
- improvement of stiles and gates on the public footpath
- pedestrian route between the site and Templefields
- pedestrian route between the site and the village hall/ recreation ground/primary school.

The mitigation above is compliant with the CDC Local Plan and Core Planning Policy 11 in the NPPF and have been condition as part of the recommendation below.

Road Safety Audit

A Stage 1 Road Safety Audit (RSA), designer's response and exception report has been submitted the Designer has responded to the recommendations of the Auditor and the Exception Report has been accepted by the Highway Authority.

Access onto existing highway

The proposed development is proposed to be accessed via a new access from Gloucester Road

Emerging visibility splays from the proposed site access have been determined using national guidance in Manuals for Streets based on the 85th percentile recorded speed of the road and the measured topography. The resulting splays of 2.4 x 145.5m west and 2.4m x 122.4m to the east have been shown on drawing numbered 13249/001 Rev B and will include the removal of some of the existing vegetation to the west of the site access.

The proposed access geometry includes a 6.75m wide carriageway with 10m radii and 2m footway. A Swept Path Analysis of an 11.51m long refuse vehicle with an oncoming estate car with 0.5m clearance between vehicles and all vertical boundaries including kerbs has been submitted and is accepted.

Recommendation

I refer to the above planning application received on 6th August 2015 with Plan(s) Nos: 13249/001 Rev B. I recommend that no highway objection be raised subject to the following condition(s) 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:

- specify the type and number of vehicles;
- provide for the parking of vehicles of site operatives and visitors;

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- 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 and Policy 38 of Cotswold District Council Local Plan.

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 paragraph 35 of the National Planning Policy Framework and Policy 38 of Cotswold District Council Local Plan.

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 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 of the National Planning Policy Framework and Policy 38 of Cotswold District Council Local Plan.

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

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The vehicular access 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 145.5m to the west and 122.4m to the east 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.

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 paragraph 32 of the National Planning Policy Framework and Policy 38 of Cotswold District Council Local Plan.

No wall of the 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 details to be submitted for the approval of reserved matters shall include vehicular parking and turning and loading/unloading 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.

No dwelling shall be occupied on the development hereby permitted until details of the uncontrolled pedestrian crossing facilities at the junction of Gloucester Road with Crossfields, and Gloucester Road with Station Road and on Station Road 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 in accordance with paragraph 32 of the National Planning Policy Framework and Policy 38 of Cotswold District Council.

No dwelling shall be occupied on the development hereby permitted until details of the shelter with seating, lighting and facility for RTP1 to be installed 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.

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Reason: To ensure that the opportunities for sustainable transport modes have been taken up in accordance with paragraph 32 of the National Planning Policy Framework and Policy 38 of Cotswold District Council.

No dwelling shall be occupied on the development hereby permitted until details of the footway improvements to include surfacing and low level lighting between the site and the village hall, recreation ground/MUGA and the school 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 in accordance with paragraph 32 of the National Planning Policy Framework and Policy 38 of Cotswold District Council.

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 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 developer will be expected to meet the full costs of supplying and installing the fire hydrants and associated infrastructure.

Yours sincerely,

Alison Curtis
Development Co-ordinator

Hem 08



Mrs C Trump
Andoversford Parish Council
11 Pine Holt
Station Road
Andoversford
GL54 4JX

Dear Caroline

16-10-14

Land at the Rear of Templefields and Crossfields, Andoversford

Following on from our meeting with your Parish Council (PC) last month and further feedback from Cllr Hughes on your behalf, please find enclosed a revised Illustrative Master Plan dealing with the comments/concerns raised during the meeting as follows:

1. **Access:** The PC were against the new housing scheme being accessed through the existing estate roads in Templefields and Crossfields and would prefer a new access point off Gloucester Road. Consequently the scheme has been revised showing the point of access off Gloucester Road as shown on the Illustrative Master Plan.
2. **Surface water run-off:** The PC were concerned that the field closest to the railway line can be very wet and water seems to collect in places along the base of the railway line. A Flood Risk Assessment has been undertaken and a new surface water drainage system has been designed as part of an overall drainage strategy. This will include a new surface water pond as shown on the Illustrative Master Plan. We also propose to leave approximately 50% of the field undeveloped and utilise this land as public open space, preserving part of 'ridge and furrow'.
3. **Ecology:** The PC were concerned about damage to the existing biodiversity. We have undertaken extensive ecology survey work including specific surveys for water vole, otter, bats, reptiles, badgers, dormice and birds as well as a botanical survey. The areas with the richest biodiversity is the meadow associated with the River Coln and the vegetation associated with the railway line. Both of these areas have been excluded from the redline development boundary and will remain unchanged. The existing field boundary vegetation hedgerows and trees surrounding the site have good ecological value and will be retained and enhanced. The new pond will create a new habitat. Consequently the overall biodiversity value is likely to be increased.



4. Footpaths: The PC stated that the new housing scheme could be used to deliver better and more formal footpath links to the village and its facilities. These potential links are shown on the Illustrative Master Plan and include new footpath links between the site and the village centre, the school, the playing fields and the footpath network in the wider countryside to the north and west.
5. Play Area: The PC stated that the new housing scheme could provide a multi-use games area (MUGA) for joint use by the community and the school. This could be located in the area of public open space as shown on the Illustrative Master Plan adjacent to the existing playing field.
6. Traffic: The PC raised concerns about traffic speeds through the village and the use of the Gloucester Road as a rat run. Our traffic consultant has raised this issue with County Highways.

I also enclose a copy of the letter that will be circulated to all householders in Andoversford and the school informing them of the opportunity to comment on the revised scheme at the following web site address.

www.templefields-andoversford.co.uk

This web-site will be available to view from 21st October until 3rd November 2014 inviting comments from the public. These comments will then be reviewed and will help to inform the preparation of the supporting information accompanying the outline planning application. We will also send out hard copies of the master plan by request for those in the community who do not have access to the internet. Posters will be placed in public locations throughout the village with this information.

Please contact me if you wish to discuss any aspect of the enclosed information.

Yours sincerely

Helen Donnelly

Land to the Rear of Templefields and Crossfields Andoversford Draft s106 Heads of Terms July 2015

PLANNING APPLICATION REFERENCE: 14/05629/OUT

Proposed Planning Obligation Agreement, Section 106 Town and Country Planning Act 1990
for Planning Application: Outline Application for a Residential Development of 57 Dwellings.

The Proposed Heads of Terms (HoTs) for a s106 legal agreement would deliver social and physical infrastructure to meet the policy requirements of Cotswold District Council (CDC) through either on site delivery or as financial contributions to meet the wider needs of the community and are included within the table below.

S106 HoT	Proposed delivery
Affordable Housing	50% of the new dwellings (types and sizes to be agreed) will be Affordable as defined by the NPPF and will be made up of both rented and intermediate tenure in proportions to be agreed. A plan showing the location, size and type of affordable dwellings will be submitted for approval at reserved matters stage pursuant to the permission.
On site open space	Details of the provision of Public Open Space (POS) including 1 Multi Use Games Area (MUGA) shall be submitted to CDC for approval at reserved matters pursuant to the permission. The Developer agrees to layout and provide the POS and the MUGA as approved by the reserved matters application no later than the date on which 50 dwellings are first occupied

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14/05/15

	<p>having received written confirmation from CDC that the POS has been laid out to its reasonable satisfaction thereafter to retain maintain and manage the POS in accordance with a Landscape Masterplan for a minimum period of 12 months and to ensure that the POS is retained as publicly accessible areas.</p>
Off-site Highway improvements	<p>The Developer agrees to a financial contribution towards the following:</p> <p>Provision of uncontrolled pedestrian crossing facilities at the junction of Gloucester Road with Crossfields junctions.</p> <p>Provision of uncontrolled pedestrian crossing facilities at the junction of Gloucester Road with Station Road junction.</p> <p>Uncontrolled pedestrian crossing facilities on Station Road</p> <p>The improvement of bus passenger waiting facilities at the west bound stop on Gloucester Road.</p> <p>Improvement of stiles and gates on the public footpath.</p> <p>Pedestrian route between the site and Templefields.</p> <p>Pedestrian route between the site and the existing footpath between the village hall/recreation ground/primary school and resurfacing of this existing footpath £5696 + vat = £6834 (subject to approval of the quote yet to be provided by the Parish Council).</p>
Education	<p>The Developer agrees to financial contribution to GCC to meet the needs based upon a current capacity assessment of the local school. The contributions will be used towards capital works to extend, remodel, upgrade and improve the capacity and suitability of the facilities identified.</p>

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	<p>Andoversford Primary School a contribution of £176,611.</p> <p>Balcarras and/or The Cotswold School a contribution of £161,150.</p> <p>Contributions will be payable by the Developer to the GCC in two equal installments at 12 months and 24 months after commencement of development.</p> <p>Should GCC for any reason not use the said sums for the purposes specified in the Agreement within ten years of the date of the Agreement, GCC shall repay to the Developer the said sum with interest or such part thereof which has not been used.</p>
Community Facilities (Libraries)	<p>Financial contribution subject to the needs of insufficient local infrastructure.</p> <p>£11,172</p> <p>Charlton Kings Library</p> <p>Contributions will be payable 12 months after commencement of development.</p>
Legal Costs	<p>The Developer shall pay reasonable legal costs to CDC and GCC in connection with the preparation and satisfactory completion of the Agreement.</p>

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BAGENDON DOWNS PIG FARM

Bagendon Parish Council met on Monday 3 August 2015 to consider Planning Application Ref. No. 15/01048.

It objects to the proposals in principle and considers that planning permission should be refused on the following grounds:

- It represents an expansion and intensification of employment uses within the Parish which is adequately catered for at Lyncroft.
- It represents a significant increase in floorspace at an unsustainable rural location poorly accessed and not serviced by public transport.
- It considers that the Downs Farm rural location is not a suitable location for an enlarged employment area in the Parish of Bagendon, should Lyncroft be relocated.
- It considers the local highways network, particularly Welsh Way and Dowers Lane given their narrow width to be unsuitable and dangerous for an increase in HGV traffic usage.
- Both the Welsh Way and Dowers Lane carriageways are gradually becoming wider with increased traffic use and the highway verges are becoming damaged and are eroding with the result that stone walling is being damaged.
- It considers the proposal to be an industrialisation of an otherwise agricultural and/or equestrian site which is out of character with the AONB and the residential neighbourhood.

Should, however, the LPA be minded to grant a planning permission, Bagendon Parish Council would expect stringent conditions, including:

- The site is not to be brought into use until a suitable planning permission is granted for residential or non employment land use of Lyncroft.
- The floorspace permitted should not exceed the existing floorspace at Lyncroft.
- The use of the site is restricted to uses only within the B1 Business Use Class.
- There is no external storage.
- There are strict hours of operation so as to allow residential neighbours some relief from commercial activity.
- There are suitable conditions to ensure no artificial light pollution.
- There are suitable conditions to ensure there is no noise pollution from any activity carried on at the site.
- The access junction with Welsh Way and Dowers Lane and the access into the site are both improved so as to improve highway safety and to reflect the multi-arm nature of the accesses at this location.

- 7.5 ton weight limit restrictions should apply to both the Welsh Way and Dowers Lane to limit HGV traffic that may as a result of this development use the roads as a rat run.

Bagendon Parish Council would appreciate further consultation on planning conditions if the LPA is minded to grant.

7 August 2015

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15/01047/FUL.

Comments for Planning Application 15/01048/FUL

Application Summary

Application Number: 15/01048/FUL

Address: Bagendon Downs Farm Perrotts Brook Bagendon Cirencester Gloucestershire GL7 7JE

Proposal: Redevelopment and conversion of former pig farm buildings to provide 4 light industrial workshops (Use Class B1(c) and Ancillary B8) with associated car parking and access

Case Officer: Mike Napper

Customer Details

Name: Mr Mark Venn

Address: Little Maltings Perrott's Brook Cirencester

Comment Details

Commenter Type: Objection Comments

Stance: Customer objects to the Planning Application

Comment Reasons:

- Highway access and parking

Comment: I object to the proposals on the grounds of access. Specifically:

- The sizes of suggested vehicles that will service the site are totally inappropriate for the local roads. Dowers Lane (from the A417) and Welsh Way (from the A435) are just wide enough for two cars to pass. It is impossible to see how lorries of this size would be able to pass ordinary cars, let alone caravans (for Mayfield Park) or agricultural machinery, both of which use these roads regularly.
- With the proposed size of the development there would inevitably be an increase in traffic volume. This will be particularly noticeable during rush hour, when these narrow roads already suffer from heavy, fast-moving commuter and school traffic.
- These local roads are frequented by both cyclists and pedestrians whose safety would be jeopardised by the increased numbers and size of vehicles.

Although not strictly a planning issue, I note that while there is a weight restriction on Dowers Lane for traffic coming off the A417, there are no corresponding signs on Welsh Way for traffic coming from the A435. There would therefore be nothing to prevent heavy goods vehicles accessing the site via the A435 and passing through the area of housing at the bottom of Welsh Way and attempting to negotiate the following series of bends.

Comments for Planning Application 15/01048/FUL

Application Summary

Application Number: 15/01048/FUL

Address: Bagendon Downs Farm Perrotts Brook Bagendon Cirencester Gloucestershire GL7 7JE

Proposal: Redevelopment and conversion of former pig farm buildings to provide 4 light industrial workshops (Use Class B1(c) and Ancillary B8) with associated car parking and access

Case Officer: Mike Napper

Customer Details

Name: Mr Kenneth Lovett

Address: Briarfurlong Cottage Perrott's Brook Bagendon, Cirencester

Comment Details

Commenter Type: Objection Comments

Stance: Customer objects to the Planning Application

Comment Reasons:

- Highway access and parking
- Loss of general amenity
- Over development
- Privacy light and noise

Comment: Further to my original objections submitted on the 21/5/2015, which still stand, I comment below on the revised application with a deadline for comments of 12/8/2015. The additional information regarding vehicles visiting/leaving the site would lead to chaos for those having to endure 16.5metre articulated lorries on a very narrow road used as a ratrun between the A435/A417. At present there are few if any places where such a large vehicle could pull over and if two such vehicles met there would be no where they could pass. They would be unable to back-up without endangering other road users. Also how could two such vehicles enter/leave the site at the same time as access would be vitually impossible. Also if the road was blocked because more than one large vehicle was using the same stretch of road what would happen if emergency vehicles required right of way - would you be happy to know that your family/neighbours were at risk in such an event. The whole application should be rejected as it is inappropriate for the location and the road evidence submitted is questionable and based on equestrian centres in other parts of the country and has no relevance to the proposal and is merely a red herring. Horse boxes are not 16.5 metres long and would not be accessing the site many times a day, every day, unlike 30/40 ton articulated lorries delivering/collecting form the site. My comments regarding the applicant's plans for the land surrounding the site of the proposed units should also be investigated fully to seek thier intentions.