

PLANNING AND LICENSING COMMITTEE

10th August 2016

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 - 27

PLANNING AND LICENSING COMMITTEE

10th August 2016

ADDITIONAL PAGES ON SCHEDULE ITEMS

Item	Ref. No	Content
01 & 02	16/02360/OUT CT.9143/B & 15/05165/OUT CT.9143	<p>Highways Officer - Finalised comments, raising no objections, with conditions (Please see letter dated 02.08.16);</p> <p>Health & Safety Executive - Revised comments received withdrawing objection, as follows:- "Having looked at the pdf output from the HSE Planning Advice Web App (HSL-160804103228-54) and at the outline planning application and associated site plans, it would appear that for the 'Outdoor Use by Public' development type, the wrong answer may have been given for the amount of people likely to be present at any one time. HSE would assume that the Forest School area, with a covered area for outdoor lessons, would be used by less than 100 people at any one time, therefore the answer to the question regarding 'Outdoor use by Public' would be 'less than 100 people'. This would lead to a sensitivity level 2 (SL2) development type, HSE would not advise against a SL2 development in the middle HSE consultation zone. Therefore, the overall HSE decision for the proposed outline planning application would be 'HSE does not advise, on safety grounds, against the granting of planning permission'. Please note you will need to re-enter the details onto the HSE Planning Advice Web App to obtain HSE's formal advice. HSE would Advise Against this planning application if the area for Outdoor Use by the Public with associated facilities (i.e. play areas, playing fields etc) was within the inner HSE consultation zone for pipeline ref. 7209 Cirencester/Dukes Brake."</p> <p>Agent - Comments submitted in response to Officer's Report (Please see letter attached dated 05.08.16).</p>
03	15/03931/FUL CD.8481/J	<p>Case Officer Comment - The Council has been made aware of a dispute between the owner of the adjacent land and the applicant concerning an area of the application site to the rear of the dwelling. The applicant has advised the Council that irrespective of the outcome of that dispute there would be sufficient space between the rear of the dwelling and the disputed boundary for the planting of a native hedgerow to be undertaken.</p>
04	15/03100/FUL CD.8481/H	<p>Agent - "I confirm agreement to withdrawal of the caravan application should the residential application be approved".</p>

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05	16/02140/FUL CT.7047/R	<p>Landscape Officer – ‘The site has been allocated as a preferred traveller site within the Emerging Local Plan. The site is located on the lower part of the slope which I consider to be less prominent in views. Since the site was first occupied, the existing planting has been retained and the landscape mitigation measures have been implemented. I consider that this planting helps to integrate the scheme into the landscape. From my recent site visit, while there are glimpsed views of the site, I do not consider that this has a negative impact on the AONB landscape and I would have no objection to this application’.</p> <p>1 additional representation has been received, the main points raised are -</p> <ul style="list-style-type: none"> - The site is in a prominent position in the AONB and close to the Cotswold Way - It is unsuitable for any development which is contrary to all normal planning policies - It was inevitable that a permanent consent would soon be applied for and it is considered that it was an error of judgement to have given a temporary consent
09	16/01509/FUL CD.9547	<p>Case Officer – Site Block Plan and Photographs (Please see attached).</p> <p>Letter of Support – Please see attached dated 29th July 2016.</p>
13	15/05510/FUL CD.7643/J	<p>Case Officer - Email sent to the Committee Members –</p> <p>‘From: Joseph Seymour Sent: 03 August 2016 11:42 To: Planning and Licensing Committee Cc: Mike Napper Subject: Item 13 - 39 Hatherop (15/05510/FUL)</p> <p>Dear Councillors,</p> <p>I am emailing to inform you of revised drawings for this application (see attachment) which differ from those shown in the appendix of my committee report in the schedule.</p> <p>The revised drawings show a slightly reduced version of the same extension that the applicant has applied for. It is these revised drawings that the applicant wants you to determine next week, and not the ones in the appendix of my report in the schedule.</p> <p>Please note my recommendation is still for a refusal. I will also include the revised drawings in the forthcoming additional pages’. (Please see attached).</p>

16	16/01998/OUT CD.2610/A	<p>Case Officer - Following the submission of additional information regarding ecology at the site, the officer recommendation is to change from a request for delegated permission to <u>permit</u>.</p> <p>Biodiversity Officer - Has requested the following three conditions to replace Condition 8 on page 291 of the schedule:</p> <ol style="list-style-type: none"> 1. Prior to commencement of any site development a Construction Environmental Management Plan (CEMP) must be prepared for the site, to protect retained habitats and to mitigate for potential impacts to reptiles, bats and birds arising from development. The CEMP should be provided to the Council for its approval and all tasks must be implemented in full thereafter. The implementation of the CEMP should be with a supervising ecologist present for key stages of work. <p>Reason: To ensure that the biodiversity of the site is protected and enhanced in accordance with the Wildlife and Countryside Act 1981 as amended and The Conservation of Habitats & Species Regulation 2010. It is important that these details are agreed prior to the commencement of development in order to ensure the proper management and protection of protected species at the site both during and following the construction of the approved development.</p> 2. Prior to commencement of any site development activities an external Lighting Plan (LP) aimed at minimising light pollution must be prepared and submitted to the Council for its approval. The lighting plan should reference latest 'best practice' guidelines such as that produced by the Bat Conservation Trust (Bats and Lighting in the UK, 2009). Any external lighting installed must not exceed the parameters given within the approved LP. <p>Reason: To ensure that the biodiversity of the site is protected and enhanced in accordance with the Wildlife and Countryside Act 1981 as amended and The Conservation of Habitats & Species Regulation 2010. It is important that these details are agreed prior to the commencement of development in order to ensure the proper management and protection of protected species at the site both during and following the construction of the approved development.</p> 3. Prior to commencement of development operations an Ecological Management Plan (EMP) must be provided to the Council, for their approval detailing all retained habitat features and how these will be managed in the
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		<p>long term, and detailing the biodiversity enhancement measures proposed for the developed site. Measures must include the provision of bird and bat boxes (ideally integrated to building fabric rather than retrofitted boxes) and native planting. All tasks to be implemented as prescribed.</p> <p>Reason: To ensure that the biodiversity of the site is protected and enhanced in accordance with the Wildlife and Countryside Act 1981 as amended and The Conservation of Habitats & Species Regulation 2010. It is important that these details are agreed prior to the commencement of development in order to ensure the proper management and protection of protected species at the site both during and following the construction of the approved development.</p>
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Highways Development Management

Shire Hall
Gloucester
GL1 2TH

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

Please ask for: David Simmons

Our Ref: C/2016/036388

Your Ref: 16/02360/OUT

Date: 2 August 2016

Dear Mike Napper,

TOWN AND COUNTRY PLANNING ACT 1990 HIGHWAY RECOMMENDATION

LOCATION: Land To The South Of Love Lane Cirencester Gloucestershire

PROPOSED: Outline application for the erection of up to 88 dwellings, new vehicular access off Park Way, erection of a new purpose built school hall and provision of a solar parl (resubmission)

I refer to the above planning application received on the 10th June with submitted plans

151675/A/07

15024.105 Rev H

15024.106 Rev A

151675/A/02

Transport Assessments

Transport Note 1 & 2

Design and Access Statement

Planning Statement

Location:

The site is located to the South west of Cirencester and to the west of the village of Siddington. The plot of land is bordered by class 3 Park Way to the south, Spratsgate to the west and the class 4 Coach Road to the east. Coach Road continues into a private lane with a public right of way access to the Love Lane which allows a linkage to employment opportunities.

Local Highway Network:

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Park Way: is a single lane two-way working class 3 highway, class 3 highways are described as link roads between an estate and an A or B road. There are two priority junctions at each end of Park Way with a small section of footway present towards the east connecting Siddington with Coach Road. Park Way features a 30mph zone up until a point 160m west of Coach Road whereby the speed limits changes to a national 60mph speed limit. The western end of Park Way is typical rural in appearance with verges, hedgerows and no pedestrian facilities. During a site visit a number of measurements were taken of the highway in the vicinity of the site access and the mid point of the bend to the south west of the access. The carriageway width varied between 4.6 and 4.9m. According to MfS, 4.1m is wide enough to pass two private cars whilst 4.8m is sufficient to pass a car and HGV. The measured widths therefore are sufficient to allow vehicles to pass in free flowing conditions and have been observed as such on site. Whilst on site it was observed that a car and bus can pass one another on Park Way, although the manoeuvre was undertaken slowly it resulted in minimal delay or impact caused to other road users. The likelihood of such events occurring throughout the course of the day would be low. The lane is perceived to be narrow, which in itself acts as a means of slowing vehicles down. Widening of Park Way, other than the small section required for the access may result in increased vehicle speeds. Furthermore, the proposed profiling of the hedgerow to improve forward visibility around the bend south west of the access may encourage greater speed as drivers can see further ahead. It is therefore agreed to keep the hedgerow in its current location. MfS states that reducing forward visibility is a means of reducing speed. Furthermore, the improvements would not be required in order to make the development acceptable and would not pass the tests of planning conditions; moreover there have been no recorded personal injury collisions along Park Way and in particularly the bend south west of the access. This suggests, although narrow and perceivably not ideal, that there are no inherent safety issues with the highway layout which would require improvements to be undertaken or mitigated for by the development. The re-lining of the existing slow warnings on the highway will enhance motorist's awareness of the approaching bend and its limited forward visibility.

Coach Road: Is located between the development and Siddington and is designated as a class 4 highway. The road provides the current vehicular and pedestrian access to Siddington Primary School and a small amount of dwellings to the north. The lane is single working with some provision for passing and noticeable advanced warning markings by way of slow markers and rumble strips. The highway features no pedestrian facilities or street lighting but is regarded as shared between users. The northern most end of Coach Road features PROW BSN3 which provides a connection to Love Lane.

Spratsgate Lane: Is a single carriageway, two-way working class 3 highway subject to a 60mph speed limit. The highway features no pedestrian facilities or street lighting and is rural in nature. The highway is regarded as a part of national cycle route 45 and provides access to Cirencester.

Ashton Road/Siddington Road: is located to the east of the development site and is accessed via a priority junction from Park Way, the highway is designated class 3. The highway is subject to a 30mph speed limit and features street lighting and pedestrian provisions. Local amenities, services and public transport access are available.

Accessibility:

Walking: Primary education would be available from Siddington Primary School which would be accessible from the proposed development by foot. Secondary Education is available within 2km at Deep Park School. 2km is considered as an acceptable walking distance according to MfS which regards a 2km radius as a walkable neighbourhood. However, the most convenient route to the school with footway provision

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requires a journey of 3km. The local hospital is approximately 1.7km to the northwest which falls outside of the recommended 1.2km as stated in the IHT providing for journeys on foot document.

Bus: Bus services are available on Siddington Road and Ashton Road with access to the hourly 51 service. Peak hour buses are available via this service providing connection Cirencester and Swindon. School bus services to Kingshill are also available. The services on Siddington Road would require pedestrians to walk along the single width unlit Coach Road.

Cycle: According to LTN 2/08 the average utility cycle is approximately 3 miles, this is an acceptable cycle commuting distance. There are a range of employment opportunities within a 3 mile radius of the proposed development. Therefore a scope of opportunity has been created to encourage alternative means of transport other than the private motor car. Cycle route 45 uses Spratsgate Lane to the west of the site.

Access:

Vehicular:

Access for vehicles will be via the creation of a new priority junction on to Park Way. The priority junction is of a bell mouth style leading to a 5.5m access road. The highway at the point of the proposed access is 60mph, which in the absence of a speed survey would require 2.4m x 215m emerging visibility to the nearside carriageway edge in accordance with DMRB standards. The applicant has undertaken a speed survey in accordance with DMRB TA22/81 which determined an 85th percentile wet weather speed of 28.8mph for traffic approaching from the right and 31.2mph for traffic approaching from the left. The recorded 85th percentile speeds would require emerging visibility splays of 38m to the right and 43m to the left in accordance with Manual for Streets standards. The access plan submitted within the Transport Assessment has demonstrated that 43m is achievable in either direction.

The applicant has proposed to relocate the current 30mph zone east of the site access to a point west of the site access. This would require a TRO of which the initial fee would be £10,000 not including any associated works costs of implementing the TRO if successful. Within the TRO process a public consultation would be required with no guarantee of success.

The site access will feature localised widening of Park Way in order to safely allow a 3 axle refuse vehicle to enter and egress the site. It must be noted that access drawing 151675/A/02 Rev F demonstrates the proposed amendments to the access arrangement.

Tracking drawings 151675/AT/B01, 151675/AT/B02 and 151675/AT/B03 have demonstrated sufficient tracking of a refuse vehicle, box van and pantechinon vehicle with a 500mm clearance buffer incorporated into the track.

Pedestrian access:

PROW improvement Route A has issues regarding third party ownership. The stretch of Coach Road north of the school towards the section of PROW across the field is a private driveway, of which a portion of it is gravelled. The third party has made it clear that they would not accept any upgrading or improvements to the section of PROW under their control; this therefore prevents the removal of gravel and placement of bound tarmac and lighting. It is recommended that this improvement option is withdrawn and the PROW left in its current state. The section across the field however could still be improved subject to third party ownership.

Route B is a route with good scope for improvement such as resurfacing and lighting.

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Route C will make use of Coach Road to the south of the school up to its junction with Park Way where a footway east to Siddington is present.

Route D proposes a potential pedestrian link to Spratsgate, Highway Authority at this time maintain the view that this proposal cannot be supported.

There is scope to overcome the ownership issues surrounding route A. The issues have been overcome by drawing 151675/A/07. There is scope for improvement of BSN3 between the PROW "crossroads", just north of Pound Close, and Siddington Road. This is a viable and direct route from the development to the public transport facilities on Siddington Road as well as local amenities. Currently the PROW is of an unbound surface across agricultural land. However it can be improved to form a pedestrian/cycle link with a suitable dropped kerb tactile crossing point on Siddington Road in order to access southbound bus services. In order to achieve this, the PROW needs to be adopted as highway. This is achieved by way of PROW extinguishment order being submitted concurrently with an adoption process under the cycle track regulations 1984, resulting in the PROW being removed from the definitive map and added to the list of streets.

Route A is not shown on drawing no 151675/A/07, no improvements are therefore proposed but there route will still remain as a PROW as is the current situation.

Impact:

Vehicular Trip Generation:

The proposed development would generate approximately 700 total people trips per day. 100 trips would be generated in the AM peak according to the Transport Assessment with 25 arrivals and 75 departures. The PM peak will feature 87 total people trips with 55 arrivals and 32 departures.

A distribution and assignment study included in the transport assessment has demonstrated that 91% of traffic arrivals and departures will be routed to and from the west of the development. 79% of traffic is then distributed towards the north heading towards Cirencester and 12% heading south away from Cirencester.

Based upon the findings of Highway Response Note 1, it was determined that the majority of development traffic will not be routed through the Chesterton Lane / Somerford Road crossroad junction. The submitted turning count diagrams suggested that 37% of the traffic that is distributed towards Spratsgate from the development site will travel through the cross roads with 62% being distributed through the Love Lane industrial estate towards the Bristol Road. Additional ATC surveys were requested at these four locations;

1. Wilkinson Road, Elliot Road, Love Lane Roundabout
2. Love Lane, Midland Road Roundabout
3. Midland Road, Bridge Road Roundabout
4. Midland Road, Bristol Road Roundabout

At location number 1, observed flows were recorded as 1001 movements in the AM and 838 in the PM. The development traffic will increase this by 29 two-way movements in the AM and 25 in the PM, equating in a percentage increase of 2.9% and 3.0% respectively. The impact at locations 2-4 lessens as a result of localised distribution occurring between them within the minor roads of the industrial estate.

The observed flows at location 4 were 3966 in the AM and 3826 in the PM peaks. Development traffic would increase by 18 in the AM and 17 in the PM equating to a 0.5% increase in traffic movements which is a negligible impact.

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A capacity assessment was also undertaken on the aforementioned junctions to ensure that the developments impact was not significant. ARCADY modelling is the most appropriate means of assessing capacity at these locations.

Capacity is presented as the ratio of flow to capacity (RFC), with a value of 0.85 representing the practical capacity of the junction. A value of 1.00 represents the threshold capacity. When the RFC exceeds 1.00, it is said that the junction would be operating over capacity.

At location 1, the Love Lane (north) arm was operating at an RFC of 0.75 at base level. With the future year of 2021 plus committed development and development traffic, the RFC increases to 0.80. Although the RFC is high the junction is still operating within its practical capacity with a queue length of 4 vehicles which is not significant.

Locations 2-3 operate with sufficient capacity at the future year plus committed and development traffic.

Location 4, the Midland Road / Bristol Road roundabout featured an arm operating above its practical capacity at the 2016 base with an RFC of 0.98 in the AM peak. The future year 2021 sees the RFC rise to 1.02 which takes it above its theoretical capacity. The future plus committed and development does not see the RFC increase further. The development traffic in the AM would be approaching from the south, Midland Road, and does not contribute to the capacity issues on the Bristol Road east arm. The development traffic therefore does not have a significant impact upon the capacity of the roundabout. The Bristol Road east arm is operating over capacity with natural growth and no development traffic; therefore capacity here is an existing issue for which the development should not have to mitigate for.

The development will not have a significant impact upon the local highway network along any of the routes for which the development traffic has been assigned and distributed along.

Highways Response Note 1 undertook a capacity assessment of the Chesterton Lane / Somerford Road cross road junction, no capacity issues were identified. However due to concerns from third parties and local stakeholders an additional safety assessment was requested.

The assessment identified that 4 slight injury collisions have occurred at the cross roads in recent history. An incident plot undertaken by the Gloucestershire Road Safety Partnership identified 2 slight incidents in the last 5 years, 5 years being a robust timescale in planning terms. The causation factors of both slight collisions were attributed to the driver failing to look properly, therefore constituting driver error rather than a fault with the highway layout. Development traffic would add a further 26 peak hour vehicles in the AM and 23 in the PM, equating to approximately 1 additional vehicle per minute. Although the junction has restricted visibility the additional vehicles likely to use the cross roads generated from the proposed development would not significantly increase the risk of collisions.

Statement of Due Regard

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

It is considered that the following protected groups will not be affected by the transport impacts of the proposed development: age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity,

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race, religion or belief, sex, sexual orientation, other groups (such as long term unemployed), social-economically deprived groups, community cohesion, and human rights.

To summarise the traffic generated from the development will not have a significant impact on the local highway network, the residual cumulative impact is, therefore, not severe in accordance with the NPPF.

I recommend that no highway objection be raised subject to the following Condition(s).

Condition #1 Access:

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 Section 4 of the National Planning Policy Framework

Condition #2 Highway works:

No works shall commence on site on the development hereby permitted until engineering details of the proposed improvement works as outlined by drawing no. 151675/A/07 have been submitted to and approved in writing by the local planning authority and no occupation of the dwellings shall occur until the approved works have been completed and are open to the public.

Reason: - To ensure that the development is designed to give priority to pedestrian and cycle movements and provide access to high quality public transport facilities in accordance with Section 4 of the National Planning Policy Framework.

Condition #3 Visibility:

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 38m distant to the left and 43m to the right (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 the National Planning Policy Framework

Condition #4 Construction Method Statement:

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

- i. specify the type and number of vehicles;
- ii. provide for the parking of vehicles of site operatives and visitors;
- iii. provide for the loading and unloading of plant and materials;
- iv. provide for the storage of plant and materials used in constructing the development;

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- 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.

Condition #5 Estate Roads:

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 Section 4 of the National Planning Policy Framework.

Condition #6 Estate Roads Maintenance:

No 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 and to establish and

Condition #7 Parking and Turning:

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

Reason: - To ensure that a safe, suitable and secure means of access for all people that minimises the conflict between traffic and cyclists and pedestrians is provided in accordance with Section 4 of the National Planning Policy Framework.

Condition #8 Cycle parking

The development hereby permitted shall not be occupied until details of secure and covered cycle storage facilities for a minimum of 1 bicycle per dwelling has been made available in accordance with details to be submitted to and approved in writing by the LPA.

Reason: - To ensure that adequate cycle parking is provided, to promote cycle use and to ensure that the opportunities for sustainable transport modes have been taken up in accordance with paragraph 32 of the National Planning Policy Framework.

Condition #9 Travel Plan:

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The approved Travel Plan shall be implemented in accordance with the details and timetable therein, and shall be continued thereafter, unless otherwise agreed in writing by the Local Planning Authority.

Reason: - To ensure that the opportunities for sustainable transport modes are taken up in accordance with paragraphs 32 and 36 of the National Planning Policy Framework.

Condition #10 Fire Hydrants:

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

Reason: - To ensure adequate water infrastructure provision is made on site for the local fire service to tackle any property fire in accordance with section 4 of the NPPF.

Informative(s)

Note: The applicant is advised that to discharge condition #6 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 regime, 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.

Note ii: There is a public right of way running through the site, the applicant will be required to contact the PROW team to arrange for an official diversion, if the applicant cannot guarantee the safety of the path users during the construction phase then they must apply to the PROW on 08000-514514 or qcchighway@amey.co.uk department to arrange a temporary closure of the right of way for the duration of any works.

Note iii: 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.

Note iv: The proposed development will involve hedgerow/verge clearance in order to supply the required emerging visibility splays. Therefore under S142 of the Highways Act 1980, the applicant is advised to contact Amey Gloucestershire (08000 514 514) regarding a license to cultivate.

Note v: You are advised to contact Amey Gloucestershire 08000 514 514 to discuss whether your development will require traffic management measures on the public highway.

Note vi: The proposed development will require the provision of a footway/verge crossing and the Applicant/Developer is required to obtain the permission of the Amey Gloucestershire (08000 514 514) before commencing any works on the highway.

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

Note viii: The applicant would need to undertake a stopping up process for the section of the PROW to be made up into a footway/cycleway. The stopping up process can be achieved by way of PROW extinguishment order submitted concurrently with an adoption process under the cycle track regulations 1984. This process can occur outside of planning.

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Yours sincerely,

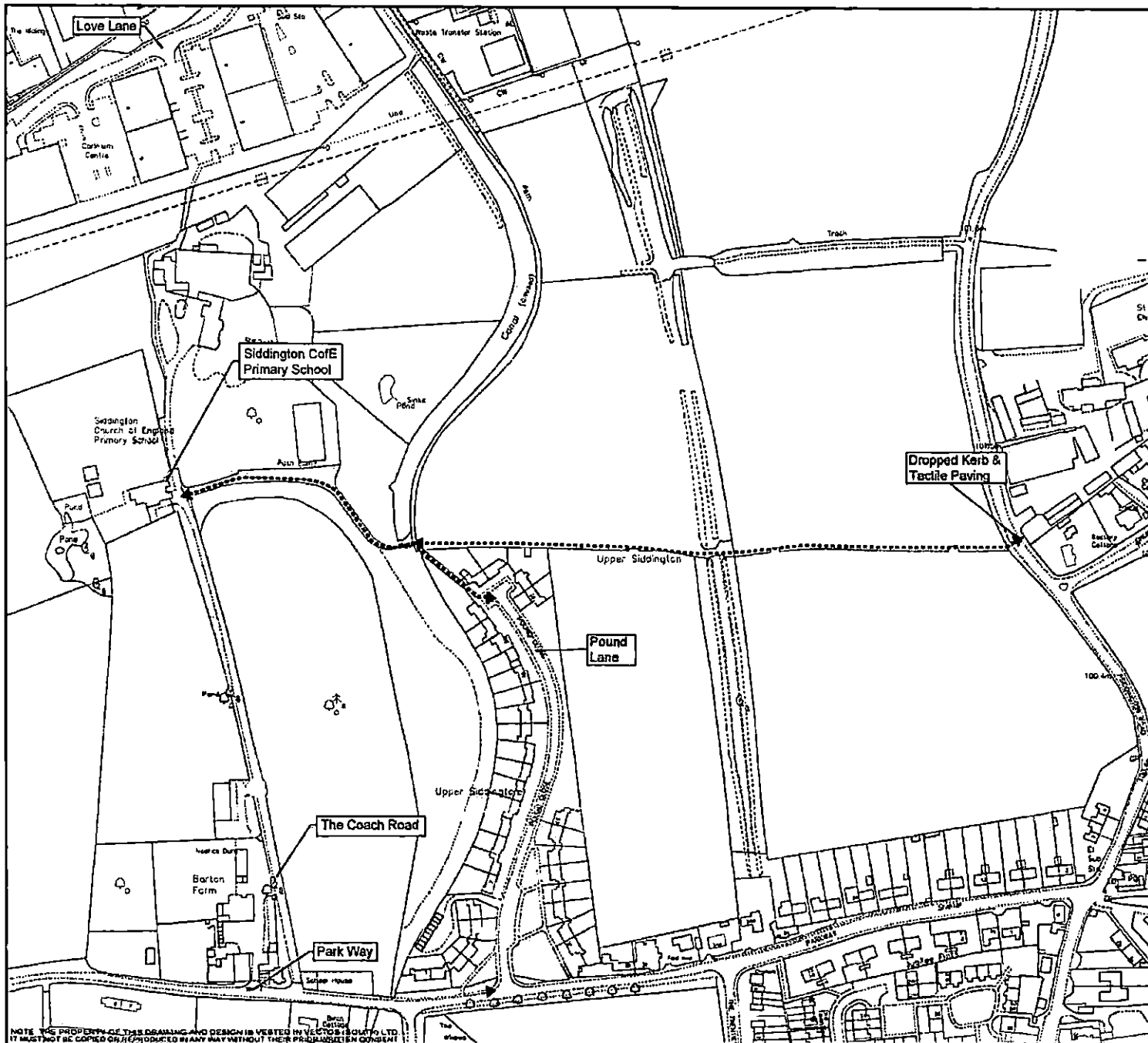
David Simmons

Development Coordinator

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Notes:
 1. This is not a construction drawing and is intended for illustrative purposes only.
 2. White lining is indicative only.

KEY:

- ■ ■ ■ Pound Close to Siddington Lane
365m Length
3m Shared Footway / Cycleway
- ■ ■ ■ Coach Road to Pound Close
210m Length
2m Footway

REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT:
Great Gable Ltd

PROJECT:
Land to the South of Love Lane
Cirencester

DRAWING TITLE:
Proposed
Footway Improvements

SCALE:
NTS at A3

DRAWN	HE	CHECKED	CMP	DATE	14.4.16

vectoros
transport planning specialists

Network Building, 97 Tottenham Court Road, London W1T 4TP
 t: 020 7580 7373 e: enquires@vectoros.co.uk

DRAWING NUMBER	REVISION
151675/A/07	

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Our Ref: 3838/AW
Your Ref: 15/05165/OUT & 16/02360/OUT

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

5th August 2016

Dear Mike

Land South of Love Lane, Cirencester (15/05165/OUT & 16/02360/OUT)

Further to the publication of the Committee reports in relation to the above mentioned planning applications, I would like to address the reasons for refusal and to clarify a number of matters.

Sustainability of the Location

The first reason for refusal concerns the location of the site and its accessibility to the wider area.

The supporting Transport Statement highlights the close proximity between the existing schools, shops, bus stops and employment which are all easily accessible by cycle or on foot. The close proximity of these services demonstrates that the site is not physically isolated. A package of footway improvements are also proposed which will include resurfacing, lighting, dropped kerbs and crossing points. This will ensure that they are attractive for pedestrians to use.

It should also be highlighted that the Highway Officer does not object to the proposed development and is satisfied that the proposed improvements to the surrounding PROW network are acceptable. The Highway Officer is also satisfied with the accessibility to services and facilities in accordance with the guidance provided by 'Manual for Streets'. Of particular note is the Highway Officer's comment that *'PROW BSN3 is a viable and direct route from the development to the public transport facilities on Siddington Road as well as local amenities.'*

Moreover, the application site immediately adjoins built form on two of its boundaries; the urban edge of Cirencester on the north and the school and residential properties around the Old Rectory on the eastern boundary. The immediate proximity of these physical features shows that the site is not isolated from other development. Furthermore, Pound Close is only approximately 300m from the site.

Landscape Impact

With regards to the concerns raised regarding landscape impact, the application site is unremarkable arable land with no intrinsic value. It contains no features of historic, archaeological, earth science or cultural interest; it is not available for recreation, not specifically valued for its perceptual aspects and no associations with specific people or events in history. Its location on the southern edge of Cirencester and its current nature as an open undeveloped field does not afford it any greater landscape or visual value.



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Items 01 & 02
16/02360/OUT CT.9143/B + 16/05165/OUT
CT.9143

There is no visual connection between the application site and the village of Siddington. The application proposals will therefore not reduce the visual separation between Siddington and Cirencester and the actual and perceived visual separation of Siddington will be maintained.

With regards to physical separation, there are several agricultural fields, established belts of vegetation, copses and the village playing field that provide physical separation between the application site and the village. A physical rural buffer between the application and village will therefore be maintained. The considerable landscape enhancements and landscape mitigation provided will also further strengthen the physical buffer and sense of rurality by introducing and restoring desirable rural characteristics between the two settlements.

Further to the comments about isolation, this is defined as '*lonely or remote*'. The terms lonely and remote do not apply to the character of the application site given the neighbouring land uses. Furthermore, the Chesterton urban extension will introduce further urbanising influences to the southern edge of Cirencester and the western boundary of the application site resulting in the edge of Cirencester becoming more prominent.

With reference to the Council's concerns regarding urbanising influences resulting from the new access; the application does not propose kerbs and traffic calming, it does not propose road widening and it is not proposed to remove large amounts of hedgerow as suggested. This is specifically illustrated within the Design and Access Statement which shows that the access has been specifically designed to be rural in scale and design.

It should also be noted that the orchard and wild flower meadow within the re-established field boundary was specifically requested by Siddington Parish Council for ecology reasons.

Impact on Heritage Assets

In respect of the refusal reason relating to Barton Farmhouse; this is a Grade II Listed building and not a designated heritage asset 'of the highest significance'.

The building is principally of significance due to its Victorian gothic style. The principal frontage fronts onto Park Way and is the frontage designed to be seen. In terms of setting, this is the elevation principally 'experienced'. As set out in the Heritage Assessment, as an estate farmhouse, views northwards from its rear, were not 'designed' and were largely fortuitous. Views north are in fact dominated by the rear outbuildings, and the field immediately beyond.

Turning to the access off Park Way, this will be some 230m west of the farmhouse, a good distance around the bend in the road. There is no inter-visibility with the farmhouse at this location, and certainly no 'experience' of the architectural or historical values of the building.

We are therefore firmly of the opinion that there will be no harm to the setting of Barton Farmhouse.

Community Benefits

The Committee report refers to the provision of a relief sewer as a benefit. This benefit should not be underestimated.

In order to address the serious foul flooding issues, we will install a relief sewer to divert a large proportion (800-900 properties) of the drainage from the existing Somerford and Chesterton estates. This will divert a considerable foul flow from running down Wilkinson Road and into the Siddington trunk sewer.

We have spent a considerable amount of time and resources developing a foul drainage solution which will help address many of the existing drainage problems experienced by the residents of Cirencester and Siddington. Not only will our drainage solution adequately serve our development, it will divert a large proportion (800-900 properties) of the drainage from the existing Somerford and Chesterton estates.

A positive meeting was held with Thames Water on the 21st April 2016 and it was advised that they have carried out upgrades to the Shorcote sewage treatment plant in order to provide sufficient capacity for planned development in the catchment area up to 2026.

Thames Water welcomed the gravity sewer design and is positive that it will be a workable solution, subject to agreeing a detailed design. It was also pointed out that a good business case could be made for the gravity solution as it would represent a considerable capital and revenue cost saving to Thames Water and the developers, due to the avoidance of constructing a major pumping station, energy charges for pumping, pump maintenance charges and the routing of the rising main along the highway.

Importantly, subject to gaining planning permission in a reasonable timeframe, we can deliver a suitable, practical and achievable foul drainage solution well ahead of the Chesterton urban extension. This will deliver immediate benefits to whole of the Cirencester community, with consequent improvements in the health, wellbeing and peace of mind of the residents of Siddington.

With regards to Siddington Primary School, it is clear that it is a crucial part of Siddington and plays an important part in making Siddington a sustainable community. Due to the demographic changes in the village there is a low proportion of families and a high proportion of the elderly. This has made it difficult to fill the school to its maximum potential. A socially mixed housing scheme of 88 houses will fill the school up to its present capacity of 84 pupils. Furthermore, the development could also facilitate a new school hall which could enable the school to increase its numbers to 110 pupils. The ability of the school to operate, be efficiently funded and survive would therefore be facilitated by these proposals.

Further benefit to Siddington Primary School will be the provision of a vehicular access road from Park Way which would link directly to the school grounds, providing a safe drop off point for the pupils. This is also crucial to the school's survival as it will enable pupil numbers to increase. This will substantially reduce the car use in Coach Road, so making it safer for pupils walking and cycling to the school. In addition, access to the new pond in the south of the site and to the Solar Park to the north will be made available to the school for educational purposes which will significantly improve pupil experience.

Matters of Clarity

The final refusal reason is a technical reason that relates to the fact that a S106 has not been signed. To clarify, we are agreeable to in principle to contributions towards education, libraries and affordable housing set out in the Committee report.

Third Party Comments

It is of note that there has been very limited public response to this application which is unusual for an application of this size. Of the 17 representations which have been submitted to the Council by members of the public, 11 raise objections whereas 6 support the proposals. 1 representation solely makes observations.

With regards to Siddington Parish Council, they raised 5 matters in relation to the application which can be summarised as follows:

1. The proposal would represent an out of character, isolated community.
2. The proposed foul drainage depends on the Chesterton urban extension going ahead.

3. The suitability of Park Way and the proposed access.
4. Flooding on Park Way.
5. The safety of the proposed pedestrian and cycle link onto Spratsgate Lane.

In respect of matter 1, the supporting information demonstrates that the site is not visually or physically isolated and is not out of character with the surrounding area. Furthermore, evidence has been provided which shows that the site is within reasonable cycling and walking distance of numerous every-day services and facilities.

With regards to matter 2, we have made it clear that the proposed foul drainage is not dependant on the Chesterton urban extension coming forward. In fact, it is the case that the foul drainage can be brought about well ahead of the proposed Chesterton development and will deliver tangible benefits to the existing residents of Cirencester and Siddington.

The suitability of Park Way and the proposed access has been fully assessed and the submitted information demonstrates that the site would be served by a safe and suitable access and the residual cumulative impact on the highway network would not be severe.

With regards to the flooding on Park Way, further investigation works were undertaken and potential mitigation works have been suggested.

In respect of matter 5, this is not shown as a potential future link which could come forward at a later date.

Notwithstanding the above, it is interesting to note the Chairman's Report from the Siddington Parish Council Annual General Meeting on the 10th May 2016. Here it clearly states that *"the Council's concerns regarding the application to build 88 dwellings at the Severalls Field site have been largely resolved by Great Gable Ltd."*

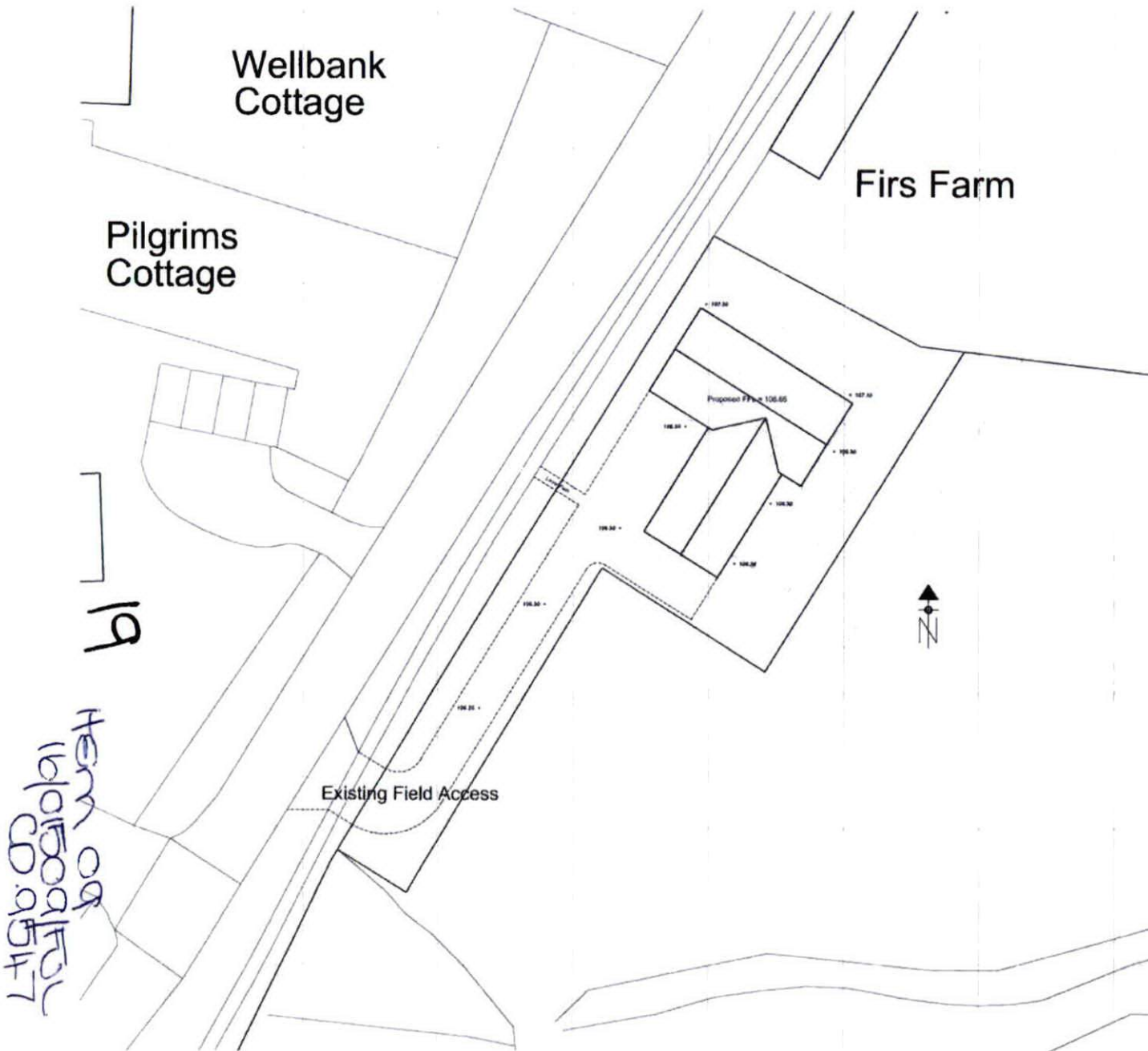
I would be grateful if this letter could be brought to the attention of the Planning Committee Members ahead of the Committee meeting on the 10th August and published in full in the late papers.

Please do not hesitate to contact me should you require any further information.

Yours Sincerely,

Adam White MRTPI
Senior Planner
Hunter Page Planning
adam.white@hunterpage.net

Hemo 01+02. 4 18
16/02/360/OUT CT.9143/B
15/05/165/OUT. CT.9143



Site Block Plan (1:200)

NOTES



Site Location Plan (1:1250)

0	29/07	Revise position	AS	AS	
0	31/03	Planning Application	AS	AS	

Rev.	Date	Description	By	Chk	App
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Client/Project
 Mr & Mrs Duckett
 Land adj. Firs Farm, Todenham

Drawing Title
**Proposed New Dwelling
 Site Location & Block Plans**

Designed AS	Drawn AS	Date 31/03/2016	Scale As Shown
CAD Reference			Size A2

Mirus Construction Limited

Mirus Construction Limited
 Unit 1, 3 Wilburton Road
 Cirencester
 GL7 1YT
 Tel: 01285 656555 Fax: 01285 656372

PROJECT NUMBER C220/001	REVISION A
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1610150091501

Land Adjacent Firs Farm, Todenham

16/01509/FUL - Wireframe representation of new dwelling in revised location



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Item 009
16/01509/FUL
CD.015147

Land adjacent Firs Farm, Todenham

Proposed materials/build type



21

Item 09
16/01509/FUL
CO.9547.

DEERHURST, TODENHAM, GLOUCESTERSHIRE. GL56 9NY

Friday, 29 July 2016

Mr M Perks,
Planning and Development Officer
Cotswold District Council
Trinity Road
Cirencester
Gloucestershire
GL7 1PX

By email only: democratic@cotswold.gov.uk

Dear Mr Perks,

Re: Full Application for Erection of a Single Storey Dwelling at Land South West of Firs Farm, Todenham for Mr and Mrs Charles Duckett

I write in reference to the above application and further to a letter date 28 July 2016 from Mr Field inviting formal submission of my comments to you ahead of the planning committee meeting on 10 August.

I would have liked to have spoken on behalf of the applicants at the committee however unfortunately I will be away abroad at the time.

Mr and Mrs Duckett are the third generation of their family to have farmed in Todenham. They are an intrinsic part of the continuity of the community whilst others come and go. They live currently in a beautiful but tired, old listed farmhouse of which they only occupy a few rooms.

Mrs Duckett is now infirm and suffers from a long term condition which greatly restricts her mobility. Mr Duckett still is active in assisting his son, James, in running the farm day-to-day. I meet him every morning as he tends his sheep and maintains the lands around the village.

The land which he has tended is in wonderful condition; we are extremely fortunate in the village to benefit not only from the attraction of the landscape which the Ducketts have helped create and maintain but also the family allows occupation of their land and farm for the fete, village celebrations and other fund raising events. The family is involved in the Village Hall, Fete, and Parish Council at a time when most make no contribution to such essential community functions.

Mr and Mrs Duckett now need a single storey property which they can occupy safely and relatively comfortably.

The impact to the village landscape is at most minimal and I see as enhancing a previously developed area of rough ground continuous with other village houses. I struggle to see any negative impact on

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Item 09
16/01509/FUL
CD.0547.

DEERHURST, TODENHAM, GLOUCESTERSHIRE. GL56 9NY

adjacent property and am utterly bemused as to how a single storey property set behind a 7' hedge can effect in any way the view of the church.

To provide our valued residents with comfortable, sustainable homes for their future is an absolute essential if Cotswold villages are to continue as anything other than dormitory settlements providing commuters and second homers with a rural pastiche.

Todenham struggles for families who provide any support to community life with the village bereft of occupiers during the week. The Ducketts stand out as the cornerstone of much of the true community activity in the village. We should all recognise retaining such families as a crucial issue in policy and decisions for the future good of our district.

I hope desperately that Cotswold DC can realise the critical role you have in supporting sustainable village communities and move towards making decisions that enhance sustainable local life for all.

The provision of housing for the young and old within their home communities is given too little thought and is placed far too low in scale of importance. In reaching their decision on this application councillors can, I hope, show their genuine support for those that have helped create the landscape and communities which we all cherish.

I respectfully urge councillors to support this application.

Thank you.

Yours sincerely,

Stephen Pannell

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Item 09.
16/015009/FUL
CD.9547.

Revised Drawings for Item No. 13:- 39 Hatherop



Existing South



Proposed South

Item 13 24
15/05510/FUL CD. 764315.

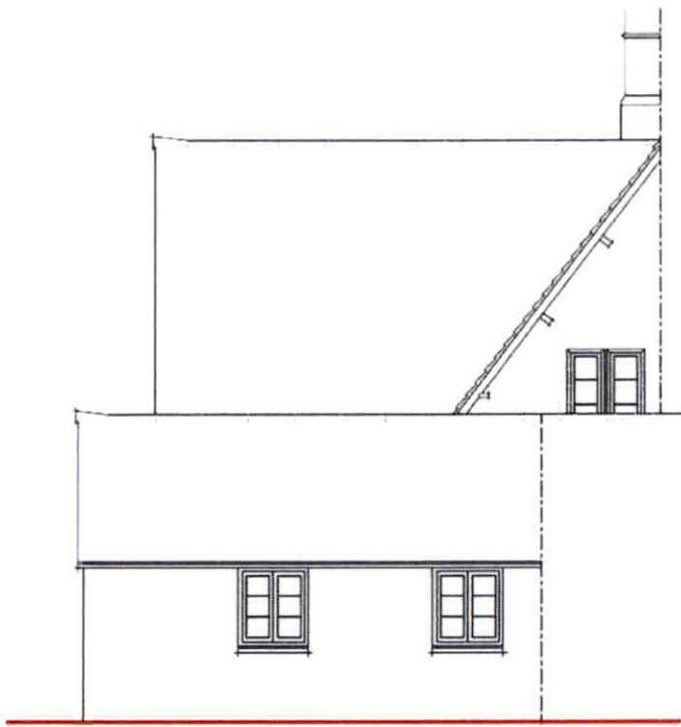


Existing West



Proposed West

Item 13 25
15/05510/FUL CD.7643/5.

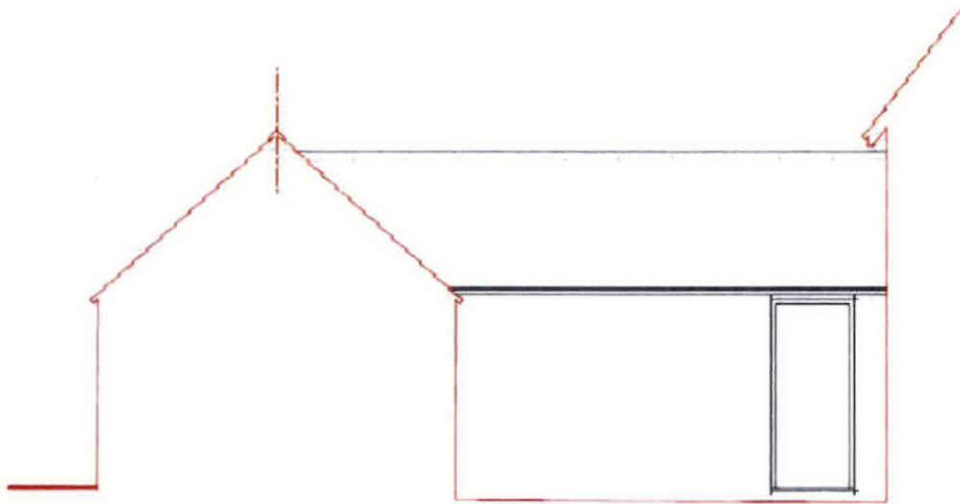


Existing East

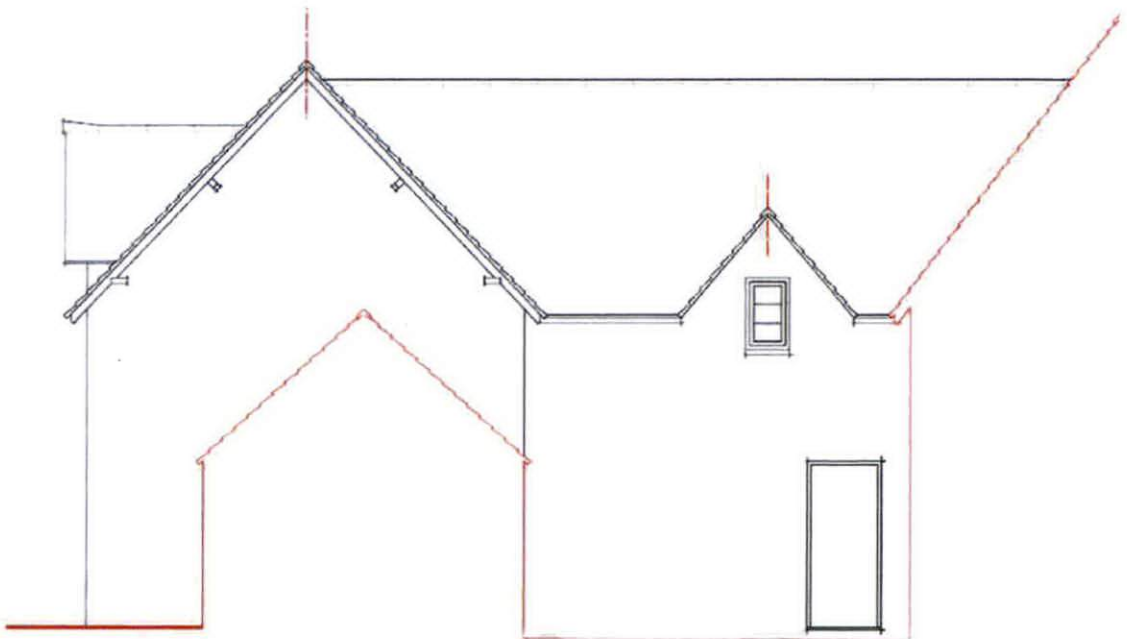


Proposed East

26 Item 13
15/05510/FUL CD.7643E



Existing North



Proposed North

Item 13
27 15/05510/FUL CO.7643/J.