

*Supporter's comments in respect of Application No:
18/03534/FUL*

Good morning ladies and gentleman,

My name is Fergal O'Brien, I have lived in Gloucestershire for the last 26 years and subject to planning will be the new tenant for the site.

I started my racehorse training business 8 years ago in the area and the business has grown due to a lot of local support.

Last season I was leading Gloucestershire trainer in the Cheltenham Racecourse competition and we as a yard are in contention for that prize again this season.

I am having to vacate my present yard and the whole team do not want to leave the county, I wish to keep employment in the local area and bring future employment opportunities.

I have two young children who are very involved in the yard. They do not live with me so I do not want to move too far away from them but without Ravenswell that would be likely as there are no suitable premises available in the local area or surrounding counties which would mean that we would have to locate further afield.

The land at Ravenswell lends itself perfectly to the training of National Hunt Racehorses with very little visual impact to the surrounding area.

We want to compete with the best in the country so all the work we do will be done to the highest standard.

The reason I am here today is because some of the residents of Withington and Compton Abdale are concerned about an increase of traffic through both villages.

All traffic from the yard which includes staff, owners, farriers, vets, deliveries and horse boxes will be directed via the A40 down Compton Hill which does not pass through either of the villages.

I have already told members of both parish councils that I am a very approachable person and if any vehicle associated with the yard was seen not using the advised route then they are welcome to ring me directly and action will be taken.

I really hope after listening to my reasonings that you will all see the benefits that a new National Hunt Yard can bring to this community. We are a very friendly bunch and we are all very excited to start this new chapter with you all.

Agent's comments in respect of Application No:
18/03534/FUL

Dear Councillors,

The current scheme before you has evolved from discussions with the Planning Officer, Local Authority consultees and the client.

Throughout the process we have sought to ensure that the scheme adheres to the relevant planning policies. We are heartened that the scheme is supported by some local residents with no objections raised by either the local authority or county council consultees.

We appreciate that concern has been raised by some local residents regarding highways matters. We would respectfully refer to the support by the highways officer regarding this application. The applicant cannot be held responsible for the condition of the highways and would be happy to lobby with those parties to the highways authority to improve said roads.

With regards to providing a road access across the farm to the A40; currently there is no track the full distance, which is clearly illustrated within the late representation photographs. The planning officer in her report confirms that this would need planning and would cut through the AONB together with an established 'plover' breeding ground which has been created and encouraged by the applicant over many years.

The proposed use will have traffic movements predominantly of cars and some horse boxes with a maximum weight of 3 tons against potential traffic movements of up to 90 vehicles per day at 32 tons with the current agricultural business.

In an attempt to reduce the traffic movements further, the racing yard will now use straw grown on site for bedding and haylage for feed, with the manure then spread back on the farm which will reduce further traffic movements to and from the site.

To sum up we are currently at a position whereby we have support from the Planning Officer and her team and would urge you to support this current application for approval.

Thank you.

Relocate access, demolition of existing garage & erection of car port

APPLICATION REFERENCE NUMBER: 18/04146/FUL

Paul & Selina Chadwick
24 Chester Crescent
Cirencester GL7 1HE

Our proposal would help ease the chronic car parking problems on Chester Street whilst maintaining a single public parking space on the Chester Street frontage. This space would be repositioned in front of the current garage entrance.

Overview of Application

The Application for a new vehicular entrance close to the corner of Chester Street and Chester Crescent would enable safe and uninhibited entry and exit of up to 4 cars into our rear garden area. Entry and exit would be from the town centre direction.


Visibility for reversing out of the entrance would be good because no cars can obstruct the view on the corner.

The old stable stone walls need rebuilding due to poor condition; this would be done to specifications set by the Council, using the available on-site stones.

Bi-fold hardwood gates to a simple design would be put across the 3.7m (12 ft) wide entrance.

Comments on Conservation Officer's Preferred Option

The current double gate access entrance is 2.25m wide; most cars are (with mirrors) approx 2.0 - 2.1m wide. It therefore requires great care and a perpendicular approach to get in / out of the current gates; this is not possible to do this if there is a car parked on Chester



Street opposite the gates. It is rare for the space opposite to be unoccupied. The current gate width is therefore not viable for regular car movements given the current parking situation.

A widening of the existing off-street parking entrance, an option preferred by the Conservation Officer, would still create challenges in driving in and out where there are cars parked opposite the entrance.

Because the current entrance is at the SE corner of our plot, immediately adjacent to our neighbours' fence, entry would have to be from the Watermoor side. This makes it very difficult due to the usually occupied Disabled Bay (outside 22 Chester St.). The existing garage / parking entrance would need to be widened by at least 1.6m towards the town centre to make it viable, losing the public parking space on Chester Street.

Other Option to Consider

To preserve some of the stone corner street profile (Conservation Officer concern):

If necessary, we would move the Application proposal entrance to start 2m from the corner of Chester Crescent & Chester Street (current proposal approx 0.5m).

This Option would mean that the original corner of the stone wall would be preserved.

The shifting of the entrance by 2m would however mean losing the public car parking space on our Chester Street frontage.

This Option would be our second preference, as opposed to expanding the existing garage entrance, because of the accessibility and safety issues.

Objector's comments in respect of Application No;
18/03534/FUL

Planning Application Change of use at Ravenswell Farm, Withington

18/03534/FUL

1. Introduction

My name is Keith Jordan and I am Chairman of the Compton Abdale Parish Meeting, and it is in this capacity that I am addressing the committee.

2. Overview

The residents of our village are in support of this proposal, but 89% only support it if a satisfactory arrangement for traffic access can be achieved.

A poll taken within the last 5 days of residents produced the following results:

- | | | |
|--|----------|-----|
| • Support for the application, without reservation: | 7 votes | 11% |
| • Objection to the application | 0 votes | |
| • Support for the application provided an effective traffic solution can be agreed and effectively implemented | 56 votes | 89% |

3. Lanes (Appendix 1)

The village lanes comprise:

- There are 11 km (6.8 miles) of lanes that run through the village from the 5 access points, with an average width of 3m and only 7 passing places – OS Map Appendix 1 – Photo 'A'
- All 7 passing places are only suitable for a private car, and are not large enough to accommodate an HGV or trailer
- The proposed access route measures 3.7km and has only 2 hard surfaced passing places, each only suitable for a private car
- This proposed route requires a turn of more than 90 degrees from Spring Hill into Grove Hill towards Withington. Any overrun would result in a large vehicle running over a narrow grass bank and possibly into the stream (which has happened before) – Photo B
- This lane (Grove Hill) contains a very steep hill (estimate 1 in 5) which becomes dangerously impassible in snow or ice, has blind bends, and has no passing places on the steep sections – Photo C
- The Transport TN of 18/09/18 incorrectly states that Compton Rise is 5m wide. On average, it is 3m wide in common with the other lanes

- There are no pedestrian pavements, footpaths or lighting along these lanes
- Cyclists frequently use these lanes, as does the school bus
- Many SatNav systems and other mapping software guide drivers through Compton Abdale when travelling from the North, South and East, and not along the proposed route in the application

4. Our Proposal (Appendix 2)

The residents would prefer that the applicants use an alternative route for access.

A pre-existing access point, clearly shown on Ordinance Survey Map of 2009, is located approximately 250m from the A40 on Spring Hill, opposite Clay Barn - appendix 2 – **Photo D**

Clearly this will require investment on behalf of the applicants in order to provide a gateway and suitable surface for the vehicles, but having visited the site (at the applicants' invitation), this appears to be a very practical solution – **Photos E,F,G**

Appropriate new road signage and clear instructions on the applicants' website and publicity material, this should result in minimal traffic impact on both Compton Abdale and Withington, resulting in a much safer solution.

5. Summary

Compton Abdale is a small, quiet village with approximately 100 residents, including young children and elderly residents. The lanes are very narrow with few passing places. There are steep gradients in places (including the applicant's preferred access route).

89% of those residents who voted in the recent pole would support this application provided there is a workable solution for traffic flow.

We therefore request that if the Planning Committee is minded to approve this application, then it is conditional upon a binding condition to construct and use a bespoke entrance to this facility, or to upgrade the existing passing places to accommodate HGVs, and to minimise traffic through our village.

We would respectfully request a site visit by the committee prior to a final decision being made.

Thank you for the opportunity to address this committee.

APPENDIX 1

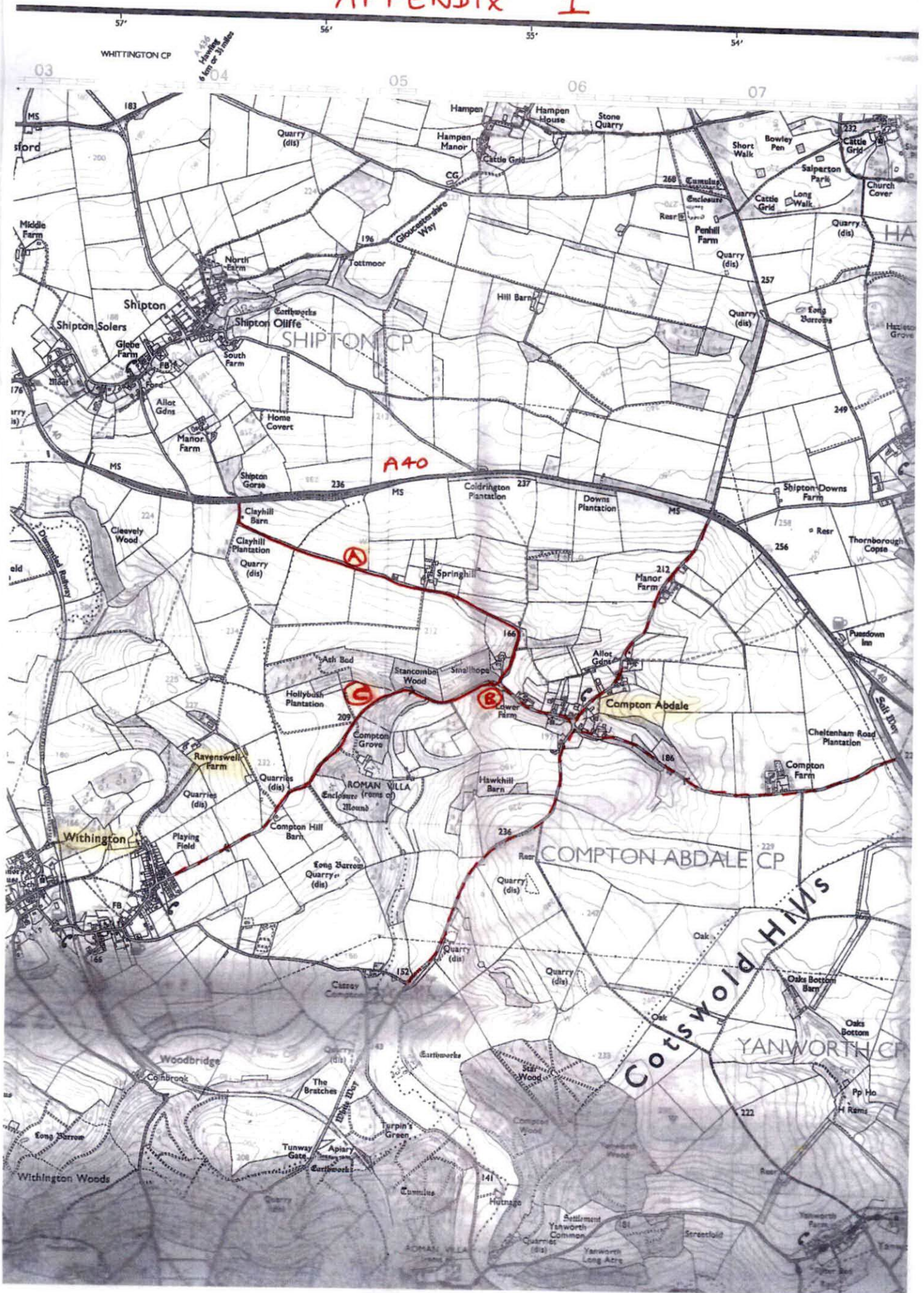


PHOTO 'A'

NARROW LANES (SPRING HILL)

(TYPICAL WIDTH OF ALL LANES
IN COMPTON ARDALE)



PHOTOGRAPH 'B'

SHARP 100° TURN FROM SPRING HILL
IN COMPTON ARDALE TOWARDS WITHINGTON



STREAM

PHOTO 'C'

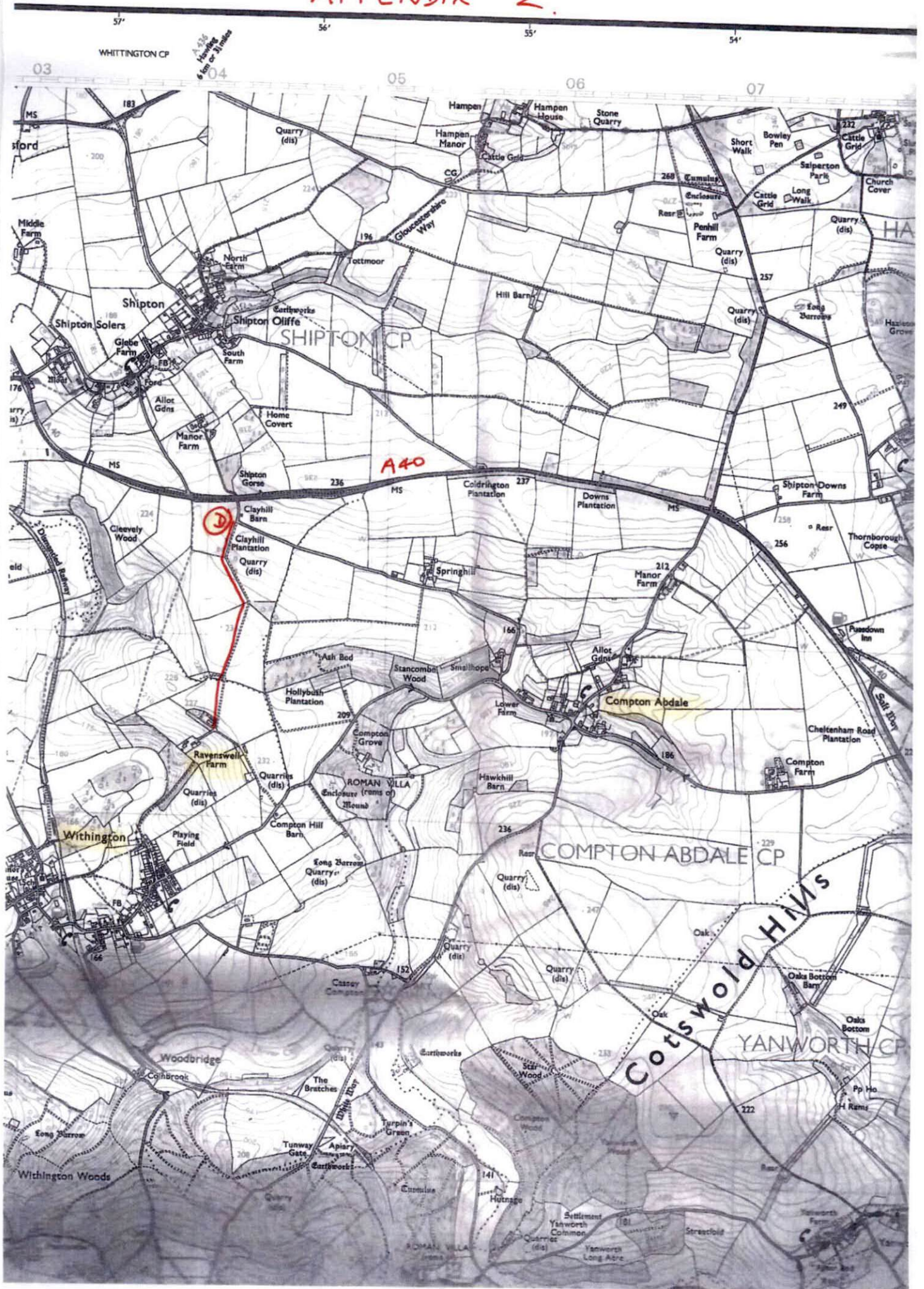
STEEP HILL (GROVE HILL)

TOWARD WITHINGTON

FROM COMPTON ABDALE



APPENDIX 2



PHOTOGRAPH D

CURRENT ACCESS GATE AND FARM TRACK
AT CLAY BARN TOWARDS RAVENSWELL FARM



PHOTO 'E'



PHOTO 'F'



PHOTO 'G'

