



Supplement for

PLANNING AND LICENSING COMMITTEE - WEDNESDAY, 26 APRIL 2023

Additional Pages Update

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PLANNING AND LICENSING COMMITTEE
26th April 2023
ADDITIONAL PAGES UPDATE

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

ADDITIONAL REPRESENTATIONS ON AGENDA ITEMS : Page 8 - 28		
Agenda No:	Ref No:	Content:
08	22/03794/FUL (Land West of Worwell Farmhouse Tetbury)	<p>Case Officer Update:</p> <p>Updated wording of recommendation to:</p> <p>RECOMMENDATION: DELEGATED PERMISSION subject to;</p> <p>i) completion of S106 in respect of Affordable Housing,</p> <p>ii) completion of S106 in respect of library contribution, and</p> <p>iii) subject to the finalisation of discussions regarding the Highways Officer’s conditions and legal arrangements for the payment of Travel Plan monitoring contributions.”</p> <p>Updated wording of Condition 13:</p> <p>Prior to the commencement of the development hereby permitted details of a Construction Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The approved Plan shall be adhered to throughout the demolition/construction period. The plan shall include but not be restricted to:</p> <ul style="list-style-type: none"> • Parking of vehicles of site operatives and visitors (including measures taken to ensure satisfactory access and movement for existing occupiers of • neighbouring properties during construction); • Advisory routes for construction traffic; • Any temporary access to the site; • Locations for loading/unloading and storage of plant, waste and construction materials; • Method of preventing mud and dust being carried onto the highway; • Arrangements for turning vehicles; • Arrangements to receive abnormal loads or unusually large vehicles; • Highway Condition survey; • Methods of communicating the Construction Management Plan to staff, visitors and neighbouring residents and businesses.

		<p><i>Reason: In the interests of safe operation of the adopted highway in the lead into development both during the demolition and construction phase of the development.</i></p> <p>Updated wording of Condition 14:</p> <p>Prior to the first occupation or operational use of any part of the development hereby permitted, the access, parking and turning facilities shall have been provided as shown on the approved drawings.</p> <p><i>Reason: In the interests of highway safety.</i></p> <p>Updated wording of Condition 15:</p> <p>Prior to the first occupation or operational use of any part of the development hereby approved, sheltered, secure and accessible bicycle parking complying with the Manual for Gloucestershire Streets shall have been provided in accordance with details which shall first be submitted to and approved in writing by the Local Planning Authority. The parking facilities shall be maintained for this purpose thereafter.</p> <p><i>Reason: To promote sustainable travel and healthy communities</i></p> <p>Updated wording of Condition 16:</p> <p>Prior to the first operational use of the medical centre hereby permitted, the associated car parking, including the electric vehicle infrastructure, shall be provided in accordance with the approved drawings. The electric vehicle charging points shall comply with BS EN 62196 Mode 3 or 4 charging and BS EN 61851, and Manual for Gloucestershire Streets. The charging points installed shall be retained thereafter unless replaced or upgraded to an equal or higher specification.</p> <p><i>Reason: To promote sustainable travel and healthy communities.</i></p> <p>Addition of Condition 34:</p> <p>Prior to the first occupation or operational use of any part of the development hereby permitted, visibility splays shall have been provided from a point 0.6m above carriageway level at the centre of the principal access to the application site and 2.4 metres back from the near side edge of the adjoining carriageway, (measured perpendicularly), for a distance of 76.8 metres towards the northeast and 86.4 metres towards the southwest measured along the nearside edge of the adjoining carriageway and offset a distance of 0.6 metres from the edge of the carriageway. These splays shall thereafter be permanently kept free of all obstructions to visibility over 0.6m in height above carriageway level.</p> <p><i>Reason: In the interests of highway safety.</i></p>
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Addition of Condition 35:

Prior to the commencement of any part of the development hereby permitted, drawings of the prescribed off-site highway improvements and site access works shall be submitted to and approved in writing by the Local Planning Authority; and no part of the development shall be first occupied or brought into operational use until those works have been constructed in accordance with the approved details.

Prescribed Works

- A The principal site access including footway provisions around the access junction and extending to a point approximately 25 metres northwest with an informal pedestrian crossing point.
- B Footway connection to the existing footway infrastructure on Old Ilsom Farm Road
- C Vehicle access on Cirencester Road from Wormwell Farm
- D Pedestrian crossing point on Cirencester Road near to the junction with Jasmine Gardens
- E Two bus stops on Cirencester Road in the vicinity of the development site, the southbound stop to comprise a pole, flag, information case, hard standing and shelter with seats and carriageway box marking, and the northbound stop to comprise a pole, flag, information case and hard standing and carriageway box marking.
- F Footway connections and informal pedestrian crossing point associated with the bus stop provision
- G Improvements to the width and surfacing of the existing footway on the west side of Cirencester Road

Reason: To ensure the safe and free flow of traffic onto the highway and in the interests of highway safety.

Addition of Condition 36:

Prior to the first occupation of any dwelling hereby permitted, the residential car parking shall have been provided to comply with the Manual for Gloucestershire Streets and in accordance with the approved drawings.

Reason: In the interests of highway safety.

Addition of Condition 37:

Prior to the commencement of any part of the development hereby permitted, drawings detailing the extents of all carriageways and footways proposed to become adopted as public highway shall be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of all users of the development.

		<p>Addition of Condition 38:</p> <p>No commercial deliveries to the medical centre shall be permitted to occur during the opening hours of the centre. <i>Reason: In the interests of safety of the users of the centre</i></p> <p>Addition of Condition 39:</p> <p>The Residential Travel Plan hereby approved shall be implemented and monitored in accordance with the regime contained within the Plan. In the event of failing to meet the targets within the Plan, a revised Plan shall be submitted to and approved in writing by the Local Planning Authority to address any shortfalls, and where necessary make provision for and promote improved sustainable forms of access to and from the site. The Plan thereafter shall be implemented and updated in agreement with the Local Planning Authority and thereafter implemented as amended. <i>Reason: To reduce vehicle movements and promote sustainable access.</i></p> <p>Addition of Condition 40:</p> <p>The Workplace Travel Plan hereby approved shall be implemented and monitored in accordance with the regime contained within the Plan. In the event of failing to meet the targets within the Plan a revised Plan shall be submitted to and approved in writing by the Local Planning Authority to address any shortfalls, and where necessary make provision for and promote improved sustainable forms of access to and from the site. The Plan thereafter shall be implemented and updated in agreement with the Local Planning Authority and thereafter implemented as amended. <i>Reason: To reduce vehicle movements and promote sustainable access.</i></p> <p>Addition of Informatives:</p> <p><u>Works on the Public Highway</u></p> <p>The development hereby approved includes the carrying out of work on the adopted highway. You are advised that before undertaking work on the adopted highway you must enter into a highway agreement under Section 278 of the Highways Act 1980 with the County Council, which would specify the works and the terms and conditions under which they are to be carried out.</p> <p>Contact the Highway Authority’s Legal Agreements Development Management Team at highwaylegalagreements@gloucestershire.gov.uk allowing sufficient time for the preparation and signing of the Agreement. You will be required to pay fees to cover the Councils costs in undertaking the following actions:</p>
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- Drafting the Agreement
- A Monitoring Fee
- Approving the highway details
- Inspecting the highway works

Planning permission is not permission to work in the highway. A Highway Agreement under Section 278 of the Highways Act 1980 must be completed, the bond secured and the Highway Authority's technical approval and inspection fees paid before any drawings will be considered and approved.

Highway to be adopted

The development hereby approved includes the construction of new highway. To be considered for adoption and ongoing maintenance at the public expense it must be constructed to the Highway Authority's standards and terms for the phasing of the development. You are advised that you must enter into a highway agreement under Section 38 of the Highways Act 1980. The development will be bound by Sections 219 to 225 (the Advance Payments Code) of the Highways Act 1980.

Contact the Highway Authority's Legal Agreements Development Management Team at highwaylegalagreements@gloucestershire.gov.uk. You will be required to pay fees to cover the Councils cost's in undertaking the following actions:

- Drafting the Agreement
- Set up costs
- Approving the highway details
- Inspecting the highway works

You should enter into discussions with statutory undertakers as soon as possible to co-ordinate the laying of services under any new highways to be adopted by the Highway Authority.

The Highway Authority's technical approval inspection fees must be paid before any drawings will be considered and approved. Once technical approval has been granted a Highway Agreement under Section 38 of the Highways Act 1980 must be completed and the bond secured.

Street Trees

All new streets must be tree lines as required in the National Planning Policy Framework. All proposed street trees must be suitable for transport corridors as defined by Trees and Design Action Group (TDAG). Details should be provided of what management systems are to be included, this includes root protections, watering and

ongoing management. Street trees are likely to be subject to a commuted sum.

Public Right of Way Impacted

There is a public right of way affected by the proposed development. 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 department on 08000 514514 or highways@gloucestershire.gov.uk to arrange a temporary closure of the right of way for the duration of any works.

We advise you to seek your own independent legal advice on the use of the public right of way for vehicular traffic.

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

Access Via Public Right of Way

Access to the site is via a public right of way and the applicant's attention is drawn to the restrictions imposed by Section 34 of The Road Traffic Act, 1988, regarding the driving of motor vehicles over public footpaths/bridleways.

Impact on the highway network during construction

The development hereby approved and any associated highway works required, is likely to impact on the operation of the highway network during its construction (and any demolition required). You are advised to contact the Highway Authorities Network Management Team at Network&TrafficManagement@gloucestershire.gov.uk.

before undertaking any work, to discuss any temporary traffic management measures required, such as footway, Public Right of Way, carriageway closures or temporary parking restrictions a minimum of eight weeks prior to any activity on site to enable Temporary Traffic Regulation Orders to be prepared and a programme of Temporary Traffic Management measures to be agreed.

Response from Gloucestershire County Council Highways received: Please see attached dated 24 April 2023 (Page 19-27)

		<p>One additional third party objection comment received:</p> <p>CDC confirmed in its pre-application advice that it wouldn't support a formal planning application for 25+ houses outside of the Development Boundary, given it is contrary to Local Plan Policy DS4.</p> <p>The pre-application response from CDC confirms the soundness of Policy DS4, including when tested at appeal, stating that "allowing new housing development in similar locations would serve to undermine the Council's housing strategy".</p> <p>The recommendation from the planning officer to permit this application completely contradicts that pre-app decision therefore calling into question the integrity of the planning process.</p> <p>That in itself is surprising, but what makes it even more so is that in addition to the objections set out by local residents during the comment phase of this process (listed on page 18 of the meeting report), the comments provided by many of the professionals consulted found extensive fault with this application. The stand out objections are from the Gloucestershire County Council Highways Officer on the grounds of sustainability and highways safety, and the Conservation & Design Officer on the grounds of layout and design. The revised designs were deemed not still not acceptable by the conservation officer and suggestions from the developer about moving bus stops don't change the fact there are about two buses a day on that route. Huge lengths of the road are highly dangerous for pedestrians and will remain so.</p> <p>Moreover, the narrative that's been spun by the Phoenix Group and the developer Stonewood that this is the only option for a surgery in the town is false, yet has been perpetuated on social media to such a degree that many residents believe it to be true. In addition, NHS Gloucestershire has confirmed that if this application does not go through the town will not lose the surgery and a temporary location would be found.</p> <p>I also note the conditions set out by the planning officer for this permission, including what needs to be completed before any residents could move into housing. I want to know of the council has tested the viability of this approach for the developer from a financial and operational perspective? It is also worth noting that the developer (a very small firm in comparison to other developers) has no experience in delivering this kind of specialist facility.</p> <p>Clearly Tetbury needs a doctors surgery so a solution must be found, but choosing this location <u>when others are available</u> feels like the</p>
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		<p>“easy option” and a short-term solution (especially given the very short lease conditions set out in the plan).</p> <p>If this development goes ahead it will irreversibly change the character of our historic town from an environmental and AONB perspective, sets a precedent for further development of greenfield land at the edge of the town and ultimately questions the integrity of the planning process (as policies and plans can seemingly be disregarded when suits).</p> <p>The bottom line is if an application for 27 houses alone would be refused by the council, an application with a surgery thrown in as an incentive to push through the housing element should be declined.</p> <p>Ultimately a development on this site is not a legacy that any of us should be proud to leave for future generations.</p> <p>One additional third party support comment received:</p> <p>We have recently moved to Tetbury and enjoy its community, availability to shops, countryside and its proximity to healthcare.</p> <p>We understand that the Phoenix Surgery has been looking to move for some years and have, at last, managed to secure a potential site with a funding plan offered by the developers. Certainly a win win situation for Phoenix Surgery and all people in the "vulnerable" age bracket.</p> <p>There are a number of care homes in Tetbury, Upton Mill, Steepleton and Lower Court Retirement to name but three. These three also happen to be in the general proximity of the proposed development at land adjoining Worwell Farmhouse on Cirencester Road.</p> <p>Analysis of the 2021 Census declares that there are 6,453 people living in the area of Tetbury. That's before we arrived!!. Of those people 32% were over 60 years of age, and that was two years ago! This age group probably depends on the NHS more than other age groups, and would require a decent doctors surgery situated in town, where out of town transport is more problematic. Routes to Cirencester and Malmesbury are not always easy, in particular the Cirencester access in the morning, and that's before the huge estate is built opposite the RAU.</p> <p>New housing to Tetbury brings more people to the area, helps local businesses, and this one is even more important to all the people of Tetbury because of the availability of the Doctors Surgery. Without it, it has been suggested that the Phoenix Surgery would close leaving</p>
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		<p>ALL residents, including those most vulnerable in an unenviable position. This would also put an immense pressure on all surrounding surgeries and increase unnecessary road traffic to those areas.</p> <p>Communities are often hard to develop and so easy to lose.</p> <p>I ask the CDC Planning to pass this application for the all the people of Tetbury.</p>
<p>09</p>	<p>21/03698/FUL (Tunnel House Inn Coates)</p>	<p>Case Officer Update: Additional conditions:</p> <p>Prior to the on-site construction, introduction or placement of any of the units of holiday accommodation hereby permitted within the application site, details shall be submitted to, and approved by, the Local Planning Authority to demonstrate how the construction and facilities of the said units will maximise energy performance and minimise any potentially harmful impact on climate change. The units shall thereafter be constructed and maintained in perpetuity in accordance with the approved details. <i>Reason: In order to ensure the creation of an energy efficient development that addresses the impact of climate change.</i></p> <p>Prior to the commencement of its installation, details of the sewage treatment plant shall be submitted to and approved by the Local Planning Authority. The sewage treatment plant shall be installed in accordance with the approved details and thereafter permanently maintained. <i>Reason: To ensure that the installation preserves the visual amenity of the site, which is within an Area of Outstanding Natural Beauty, in accordance with Cotswold District Local Plan policies EN2 and EN4.</i></p> <p>One additional third party objection comment received:</p> <p>Although a member of Coates Parish Council since September 2022, I am not representing the Parish Council, but as an individual who submitted a comment of objection in relation to the planning application at the Tunnel House Inn, in Coates.</p> <p>My objection is to the 6 accommodation units, also referred to as pods. Their installation will introduce human activity to the wooded area, with associated noise and light affecting the existing habitats and wildlife. I wish to make a number of points:</p> <p>Firstly, the noise mitigation plan of ‘No amplified or other music shall be played outside the new-build holidays unit or within the area’ is not a sufficient argument. There will still be plenty of noise from people walking between the pods and the pub. Moreover, 5 out of</p>

		<p>the 6 pods are to have hot tubs situated outside, plus there will be additional noise from people sitting on the decks outside of the accommodation. It should also be considered that the intake of alcohol is likely to raise people's voice levels.</p> <p>Secondly, the proposed site of the pods is in an isolated location in the Cotswold Area of Outstanding Natural Beauty which has the conservation of dark skies at its heart. Even with downward directional bollards, there will still will be light pollution and I can't see how, as part of the visitor management strategy, the requirement of guests to pull down the window blinds during hours of darkness can practically be enforced.</p> <p>Thirdly, the installation of bird and bat boxes will not help biodiversity when the animals will be deterred by the noise and light generated by the guests staying in the pods. The effect of additional waste and litter should also not be overlooked.</p> <p>Fourthly, installing the pods at the proposed woodland site goes against policy EN4 of the Local Plan which states 'Development will be permitted where it does not have a significant detrimental impact on the natural and historic landscape (including the tranquility of the countryside)..'. It also goes against paragraph 176 of the National Planning Policy Framework where great weight should be given to conserving and enhancing landscape and scenic beauty in Areas of Outstanding Natural Beauty. The proposed site of the pods is in an isolated location in an Area of Outstanding Natural Beauty and in close proximity to a number of Grade II and Grade II* heritage assets as well as public footpaths, including the national Monarch Way. The pods' elevated position also means they will be visible from Talton.</p> <p>Finally, the business case for the 6 pods versus the status quo, or alternative types of accommodation, is not clear from the documentation in the public domain. Comparing to other pubs is irrelevant, unless they have identical commercial characteristics. In the past The Tunnel House was a thriving pub for the local community, especially for the younger population. The closure of the Tunnel house was not caused by a general decline in trade but brought about by the global a pandemic. If accommodation is truly needed then it should be kept within the Tunnel House Inn's current curtilage, for example, by extending or converting the existing buildings.</p>
10	22/01310/FUL (1 Meadow Road Cirencester)	Photograph from Ward Member which shows the new proposed entrance for the application site – please see attached (Page 28)

One additional third party comment of objection received:

Plans are incomplete and misleading; the extension is to add a 3rd bedroom to an existing 3 bed property, whose interior was reworked over 6 months between Oct 21 and March 22. With noisy work carried out outside of permitted construction hours and to the party wall, a very stressful period that continues now with this application. There is no representation of the existing semi-detached properties from all angles to include number 2. Whilst plans show symmetry of number 1 and the new build, this is incongruous with number 2 and other semi-detached properties that form this road. Semi-detached

houses will become 3 terraced houses of which number 2 forms part, but is absent. So I am unsure of how a fully informed decision can be made. No prior consent or approach was made to number 2 regarding this. Zota visited number 2 via a sales agent on 21 April 22, after submitting the application, but before residents notified. This is perceived as a reconnaissance visit with no intent to purchase or any offer received. Number 2 was permanently withdrawn late August 22 after marketing from summer 20 onwards; before and after number 1 was purchased.

When viewed from the grounds of number 2, it highlights problems such as extending upward on a slate roof that commences 7ft off the ground, which also contains guttering half way up that trespasses the boundary line, and it diminishes light to windows. The effect of turning 50% of number 1's garden into a carpark, the boundary wall height between 1 and 2 varies between 3ft 6 and 4ft due to garden slope, a wall these cars will be facing. Parking created within a drop zone of a 98 year old apple tree. These issues are not clearly visible from road side assessment. These points highlight how inappropriate this application is, the light, noise and CO2 pollution from cars, the loss of privacy to enjoy outside space, etc. Prior removal of trees in anticipation of this carpark has already exposed my property to pedestrians, car noise and additional light; and with the applicant's low boundary wall, my property has experienced intruders, a 1st in 42 years. The safety concerns of a concealed carpark with its close proximity to Rug Rats, and numerous children that reside, walk to school, and play in the area.

Occupants of number 1 opt not to utilise driveway parking, but park along the road to the front elevation and on the corner, upon yellow lines. Double yellow line parking is common within this area. If the existing driveway was properly utilised there is currently parking for up to 4 cars. If this application succeeds this will reduce parking to 2 spaces per house. Parking and traffic within this area is very problematic now, any additional property will exacerbate the situation not resolve it.



Cotswold District Council
Main Offices
Trinity Road
Cirencester
Gloucestershire
GL7 1PX

Highways Development
Management
Economy Environment
and Infrastructure
Shire Hall
Westgate Street
Gloucester
GL1 2TG

Date 24 April 2023
Your ref: 22/03495/FUL
Ask for: John Patey

Dear Harrison Bowley

**TOWN AND COUNTRY PLANNING ACT 1990
(DEVELOPMENT MANAGEMENT PROCEDURE) (ENGLAND) ORDER 2015
ARTICLE 18 CONSULTATION WITH HIGHWAY AUTHORITY**

PROPOSAL: Mixed use development comprising healthcare facility, 27 dwellings (including 11 affordable units), landscaping, site access, internal estate road and associated works.
LOCATION: Land adjacent to Worwell Farm Ilsom Tetbury
APPLICANT: Stonewood Partnerships Ltd

Gloucestershire County Council, the Highway Authority acting in its role as Statutory Consultee has undertaken a full assessment of this planning application. Based on the appraisal of the development proposals the Highways Development Management Manager on behalf of the County Council, under Article 18 of the Town and Country Planning (Development Management Procedure) (England) Order, 2015, has **no objection subject to conditions and financial contributions.**

The justification for this decision is provided below.

The application proposes a mixed development of 27 residential dwellings and a purpose built primary healthcare facility.

The housing mix is given as comprising 4 one-bedroomed units, 3 two-bedroomed units, 6 three-bedroomed units and 14 four-bedroomed units.

The medical centre would have a floor area of 1235 m². It would employ 6 full time and 29 part-time personnel, amounting to 20 Full Time Equivalent staff. The centre would replace the current surgery that is located in Tetbury.

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The highway authority submitted its comments on the proposals in its consultation response dated 2 March 2023. The Local Planning Authority is requested to have continued regard to those comments insofar as they remain appropriate and relevant.

The highway authority recommended that planning permission should be refused and set out a number of reasons why the proposals were considered to be unacceptable. Those reasons are summarised below.

- o It was proposed that the primary pedestrian access to the development would be made from Cirencester Road in the south western corner of the site, where there would be a pedestrian crossing facility. A 2-metres wide footway would be provided from the access point, routing within the site to link to the medical centre. The application confirmed that no new public roads within the site were to be provided. Given that none of the highway infrastructure within the site would be adopted, the proposal to provide only an internal pedestrian link from Cirencester Road to the medical centre was considered to be unacceptable.
- o There was no highway footway proposed to the east side of Cirencester Road along the site frontage and as a consequence it was considered that the proposals were not satisfactory in failing to provide suitable access to the west side of Cirencester Road and to the housing development area known as Jasmine Gardens. The highway authority considered that a new footway should be provided on the east side of Cirencester Road from the proposed site access southwards along the site frontage to link to the proposed pedestrian access, and suitable pedestrian crossing points to connect with the west side of the road should be included.
- o The application confirmed that residential car parking would be provided in accordance with Manual for Gloucestershire Streets guidance and the quantum of proposed parking is acceptable. However, the application is seeking full planning permission and the details of the parking spaces had not been clearly marked on the site layout plan.
- o The car parking for the medical centre was not shown to accommodate a service vehicle or an emergency vehicle. There was no identified loading/unloading bay for a delivery vehicle nor a location close to the building entrance for an ambulance to pick up or drop off.
- o The medical centre was proposed to have 12 cycle spaces. The spaces were not shown to be sheltered as required and the staff parking was not shown conveniently located near to the staff entrance.
- o Some lengths of the existing footway provision along Cirencester Road are very substandard in width and surfacing and would need to be improved to make them suitable for the intensified use that would result from the development. No proposals for footway improvement were included.
- o The nearest bus stops located along Cirencester Road are more than 500 metres distance from the centre of the site and are not conveniently located for people who may have walking difficulties to use public transport.

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- o There are presently no adopted highway links available westwards from Cirencester Road and as such London Road could not provide an alternative route from the town centre as suggested in the application.
- o It was considered that the proposals did not demonstrate that there would be safe and suitable access to the proposed development for all users and therefore would not be in compliance with Local Plan Policy INF4 or National Planning Policy Framework paragraph 110. The proposals for parking for delivery and emergency vehicles accessing the medical centre were not demonstrated to be suitable and the car parking spaces for the residential dwellings had not been clearly demarked. In these regards the proposals were not considered to be in compliance with Local Plan Policy INF5.

The applicant has submitted additional information on 5 April 2023, to address all of these concerns raised. The additional information has included the following –

- o a Technical Note
- o a Walking, cycling and horse-riding assessment review
- o updated Travel Plans

The applicant has confirmed agreement to providing financial contributions to deliver bus stop infrastructure and footway improvements.

The highway authority had previously commented that a Stage 1 RSA should be conducted and the submitted Technical Note (TN) states that one will be carried out shortly, although this hasn't been included as part of the application.

The TN comments that it would not be feasible to provide footway infrastructure along Cirencester Road adjacent to the site due to ground level differences. The internal pedestrian link within the site has, therefore, been proposed and the TN now confirms that the link would be offered for public adoption.

The TN also confirms that the internal streets within the development would be offered for adoption. An Adoption Plan would need to be provided to clearly identify the extents of the infrastructure to be included within the adoption areas.

A Parking Layout Plan has been included as Appendix B to the TN to indicate the allocation of the proposed residential car parking. The TN says the Plan has been updated in respect of the proposals for cycle parking. The TN indicates that the number of stands have been increased and comments that the parking would be covered. There still appears to be no appropriate and convenient provision of separate staff cycle parking.

Appendix C to the TN provides a swept path analysis to demonstrate that a fire tender would be able to safely access and egress the medical centre car park. Similarly, an ambulance vehicle would have satisfactory access. It is noted that the NHS provider has confirmed that the layout and proposals for the medical centre are suitable for their needs.

The TN confirms that the developer would be agreeable to making a financial contribution towards the provision of improved and upgraded bus stop infrastructure, providing a pair of bus stops on Cirencester Road in the vicinity of the site. The

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highway authority welcomes this acknowledgement for the need for improved public transport facilities. Clearly, the closer that the bus stops could be accommodated to the proposed development access the more beneficial they would be. However, the highway authority would seek to secure the improvements by direct developer delivery and a scheme of works would be carried out under a s.278 agreement with the County Council.

As required, a Grampian form of Condition would ensure that a scheme of improvement was secured and delivered.

The TN acknowledges that the pedestrian and cyclists access routes to London Road through the development to the west of Cirencester Road are not yet formally adopted but they are publicly and currently used as public routes without restrictions. The highway authority accepts that this is the case and it is reasonable to consider that the routes would be available to users of the proposed development.

The TN seeks to suggest that an improvement to the public transport facilities as above would preclude the need for anyone to walk to the development along Cirencester Road. However, it is reasonable to consider that some demand for walking would prevail.

The TN confirms that the developer would be agreeable to making a financial contribution towards the provision of improved and upgraded footway along the road, acknowledging that the existing provision is deficient. The highway authority welcomes this but would seek to secure the improvements by direct developer delivery and a scheme of works would be carried out under a s.278 agreement with the County Council.

Again, as required, a Grampian form of Condition would ensure a scheme of improvement was secured and delivered.

Residential and Workplace Travel Plans have been submitted. It is essential that the Travel Plans would be monitored in order for their effectiveness to be assessed and managed. The costs associated with the County Council's assistance in evaluating and supervising the Travel Plans would be £1,000 per year per Plan for the 10 years' life span for each Plan. These costs would be secured through s.106 planning obligations.

The highway authority has undertaken a robust assessment of the planning application. Based upon the analysis of the information submitted the highway authority concludes that there would not be an unacceptable impact on highway safety or a severe impact on congestion. There are no justifiable grounds on which an objection could be maintained.

Conditions

Prior to the first occupation or operational use of any part of the development hereby permitted the access, parking and turning facilities shall have been provided as shown on the approved drawings.

REASON: *To ensure conformity with submitted details.*

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Prior to the first occupation or operational use of any part of the development hereby permitted visibility splays shall have been provided from a point 0.6m above carriageway level at the centre of the principal access to the application site and 2.4 metres back from the near side edge of the adjoining carriageway, (measured perpendicularly), for a distance of 76.8 metres towards the northeast and 86.4 metres towards the southwest measured along the nearside edge of the adjoining carriageway and offset a distance of 0.6 metres from the edge of the carriageway. These splays shall thereafter be permanently kept free of all obstructions to visibility over 0.6m in height above carriageway level.

REASON: *In the interests of highway safety.*

Prior to the commencement of any part of the development hereby permitted drawings of the prescribed off-site highway improvements and site access works shall have been submitted to and approved in writing by the Local Planning Authority; and no part of the development shall be first occupied or brought into operational use until those works have been constructed in accordance with the approved details.

Prescribed Works

- A The principal site access including footway provisions around the access junction and extending to a point approximately 25 metres northwest with an informal pedestrian crossing point.
- B Footway connection to the existing footway infrastructure on Old Ilsom Farm Road
- C Vehicle access on Cirencester Road from Wormwell Farm
- D Pedestrian crossing point on Cirencester Road near to the junction with Jasmine Gardens
- E Two bus stops on Cirencester Road in the vicinity of the development site, the southbound stop to comprise a pole, flag, information case, hard standing and shelter with seats and carriageway box marking, and the northbound stop to comprise a pole, flag, information case and hard standing and carriageway box marking.
- F Footway connections and informal pedestrian crossing point associated with the bus stop provision
- G Improvements to the width and surfacing of the existing footway on the west side of Cirencester Road

REASON: *To ensure the safe and free flow of traffic onto the highway and in the interests of highway safety.*

Prior to the first occupation or operational use of any part of the development hereby sheltered, secure and accessible bicycle parking complying with the Manual for Gloucestershire Streets shall have been provided in accordance with details which shall first be submitted to and approved in writing by the Local Planning Authority. The parking facilities shall be maintained for this purpose thereafter.

REASON: *To promote sustainable travel and healthy communities*

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Prior to the first occupation of any dwelling hereby permitted the residential car parking shall have been provided to comply with the Manual for Gloucestershire Streets and in accordance with the approved drawings

REASON: *In the interests of highway safety.*

Prior to the first operational use of the medical centre hereby permitted the associated car parking including the electric vehicle infrastructure shall have been provided in accordance with the approved drawings. The electric vehicle charging points shall comply with BS EN 62196 Mode 3 or 4 charging and BS EN 61851, and Manual for Gloucestershire Streets. The charging points installed shall be retained thereafter unless replaced or upgraded to an equal or higher specification.

REASON: *To promote sustainable travel and healthy communities.*

Prior to the commencement of any part of the development hereby permitted drawings detailing the extents of all carriageways and footways proposed to become adopted as public highway shall have been submitted to and approved in writing by the Local Planning Authority.

REASON: *In the interests of all users of the development*

Prior to commencement of the development hereby permitted details of all proposed street tree planting, root protection systems, future management plan, and the proposed times of planting shall have been submitted to and approved in writing by the Local Planning Authority, and all tree planting shall be carried out in accordance with those details and at those times.

REASON: *To ensure the continued wellbeing of the trees in the interests of the amenity and environmental quality of the locality.*

Prior to commencement of the development hereby permitted details of a construction management plan shall be submitted to and approved in writing by the Local Planning Authority. The approved plan shall be adhered to throughout the construction period. The plan shall include but not be restricted to:

- Parking of vehicle of site operatives and visitors (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction);
- Advisory routes for construction traffic;
- Any temporary access to the site;
- Locations for loading/unloading and storage of plant, waste and construction materials;
- Method of preventing mud and dust being carried onto the highway;
- Arrangements for turning vehicles;
- Arrangements to receive abnormal loads or unusually large vehicles;
- Highway Condition survey;
- Methods of communicating the Construction Management Plan to staff, visitors and neighbouring residents and businesses.

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REASON: *In the interests of safe operation of the adopted highway in the lead into development both during the demolition and construction phase of the development.*

No commercial deliveries to the medical centre shall be permitted to occur during the opening hours of the centre.

REASON: *In the interests of safety of the users of the centre*

The Residential Travel Plan hereby approved shall be implemented and monitored in accordance with the regime contained within the Plan. In the event of failing to meet the targets within the Plan a revised Plan shall be submitted to and approved in writing by the Local Planning Authority to address any shortfalls, and where necessary make provision for and promote improved sustainable forms of access to and from the site. The Plan thereafter shall be implemented and updated in agreement with the Local Planning Authority and thereafter implemented as amended.

REASON: *To reduce vehicle movements and promote sustainable access.*

The Workplace Travel Plan hereby approved shall be implemented and monitored in accordance with the regime contained within the Plan. In the event of failing to meet the targets within the Plan a revised Plan shall be submitted to and approved in writing by the Local Planning Authority to address any shortfalls, and where necessary make provision for and promote improved sustainable forms of access to and from the site. The Plan thereafter shall be implemented and updated in agreement with the Local Planning Authority and thereafter implemented as amended.

REASON: *To reduce vehicle movements and promote sustainable access.*

Obligations

Monitoring of Two Travel Plans each for a period of 10 years (£1000/plan per year):
Financial Contribution of £20,000 plus Default Payment.

Informatives

Works on the Public Highway

The development hereby approved includes the carrying out of work on the adopted highway. You are advised that before undertaking work on the adopted highway you must enter into a highway agreement under Section 278 of the Highways Act 1980 with the County Council, which would specify the works and the terms and conditions under which they are to be carried out.

Contact the Highway Authority's Legal Agreements Development Management Team at highwaylegalagreements@gloucestershire.gov.uk allowing sufficient time for the

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preparation and signing of the Agreement. You will be required to pay fees to cover the Councils costs in undertaking the following actions:

- Drafting the Agreement
- A Monitoring Fee
- Approving the highway details
- Inspecting the highway works

Planning permission is not permission to work in the highway. A Highway Agreement under Section 278 of the Highways Act 1980 must be completed, the bond secured and the Highway Authority's technical approval and inspection fees paid before any drawings will be considered and approved.

Highway to be adopted

The development hereby approved includes the construction of new highway. To be considered for adoption and ongoing maintenance at the public expense it must be constructed to the Highway Authority's standards and terms for the phasing of the development. You are advised that you must enter into a highway agreement under Section 38 of the Highways Act 1980. The development will be bound by Sections 219 to 225 (the Advance Payments Code) of the Highways Act 1980.

Contact the Highway Authority's Legal Agreements Development Management Team at highwaylegalagreements@gloucestershire.gov.uk. You will be required to pay fees to cover the Councils cost's in undertaking the following actions:

- Drafting the Agreement
- Set up costs
- Approving the highway details
- Inspecting the highway works

You should enter into discussions with statutory undertakers as soon as possible to co-ordinate the laying of services under any new highways to be adopted by the Highway Authority.

The Highway Authority's technical approval inspection fees must be paid before any drawings will be considered and approved. Once technical approval has been granted a Highway Agreement under Section 38 of the Highways Act 1980 must be completed and the bond secured.

Street Trees

All new streets must be tree lines as required in the National Planning Policy Framework. All proposed street trees must be suitable for transport corridors as defined by Trees and Design Action Group (TDAG). Details should be provided of what management systems are to be included, this includes root protections, watering and ongoing management. Street trees are likely to be subject to a commuted sum.

Public Right of Way Impacted

There is a public right of way affected by the proposed development. 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 department on 08000 514514 or

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highways@gloucestershire.gov.uk to arrange a temporary closure of the right of way for the duration of any works.

We advise you to seek your own independent legal advice on the use of the public right of way for vehicular traffic.

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

Access Via Public Right of Way

Access to the site is via a public right of way and the applicant's attention is drawn to the restrictions imposed by Section 34 of The Road Traffic Act, 1988, regarding the driving of motor vehicles over public footpaths/bridleways.

Impact on the highway network during construction

The development hereby approved and any associated highway works required, is likely to impact on the operation of the highway network during its construction (and any demolition required). You are advised to contact the Highway Authorities Network Management Team at

Network&TrafficManagement@gloucestershire.gov.uk

before undertaking any work, to discuss any temporary traffic management measures required, such as footway, Public Right of Way, carriageway closures or temporary parking restrictions a minimum of eight weeks prior to any activity on site to enable Temporary Traffic Regulation Orders to be prepared and a programme of Temporary Traffic Management measures to be agreed.

Yours sincerely

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Principal Development Coordinator

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Agenda Item No: 10 - 22/01310/FUL (1 Meadow Road Cirencester)



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