

PLANNING AND LICENSING COMMITTEE
8th September 2021
ADDITIONAL PAGES

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

ADDITIONAL REPRESENTATIONS ON SCHEDULE ITEMS : Page 1 - 4		
Item:	Ref No:	Content:
01	20/04343/REM (The Steadings Development Phase 1A Chesterton Cirencester)	<p>Cirencester Town Council</p> <p>Comments received after the end of the consultation exercise.</p> <p>On the 26th of August 2021, officers received an email from Cirencester Town Council adding a further comment to its previous objection.</p> <p>The Town Council considers that the proposed scheme should deliver a future-proof, low-carbon heating solution from the outset.</p> <p>(Email attached)</p> <p>Gloucestershire County Council as the local highway authority</p> <p>Officers have not yet received a formal response from the local highway authority to consultation on the revised application details.</p> <p>Officers now understand that the local highway authority will be unable to send a representative to the Planning and Licencing Committee Meeting on the 8th of September.</p> <p>Officers therefore consider it appropriate to make Members aware of initial comments, which officers received from the Highway Development Management Team Leader by email on the 18th of August 2021.</p> <p>The email sets out concerns about conflict with paragraph 131 of the NPPF (i.e. tree-lined streets), and about the visibility splay for plot 68.</p> <p>If the Highway Development Management Team Leader was to provide a formal response to the revised application details it would not be a positive one. He would therefore prefer to see the application deferred, until a more satisfactory design is presented.</p> <p>(Email attached)</p>

03	21/00736/FUL (Haydons Bank Station Road Chipping Campden)	<p>The Highway Authority are raising no objection to the application for the following reasons:</p> <p>The proposal is ancillary accommodation and as such does not generate any additional trips as it would still be considered to be one dwelling house on the site. The access has good levels of visibility and the application includes an additional parking space to reflect the additional bedroom proposed.</p> <p>The Highway Authority does not consider it necessary to condition that it be ancillary despite the intention give the access and parking suitability, however should it become a standalone dwelling house in the fullness of time electric vehicle and bicycle parking would be required as part of any subsequent application.</p>
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Subject: RE: The Steadings Phase 1A | CDC ref 20/04343/REM
Date: Thursday, 26 August 2021 at 11:08:52 British Summer Time
From: Johan Newman
To: 'Anthony Keown'
Attachments: image001.png, image002.jpg, image003.jpg, image004.jpg, image005.jpg, image006.png, image007.jpg, image008.jpg, image009.jpg, image010.jpg, image011.png, image012.jpg, image013.jpg, image014.jpg, image015.jpg, image016.png, image017.jpg, image018.jpg, image019.jpg, image020.jpg

Dear Anthony

Further to my recent email, we would just like to add to our previous comments, referencing your question number 15 in your letter of 2nd August to Savills in which we would concur that the proposed scheme should deliver a future-proof low carbon heating solution from the outset.

Kind regards

Johan

Johan Newman
Deputy Chief Executive Officer

t: 01285 655646

w: www.cirencester.gov.uk



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Subject: RE: The Steadings | Phase 1a | CDC ref 20/04343/REM
Date: Wednesday, 18 August 2021 at 18:37:45 British Summer Time
From: HAWLEY, Stephen
To: 'Anthony Keown'
Attachments: image001.jpg

Anthony,

Thank you for sharing these details and your time this afternoon.

To clarify my comment on street trees from our last meeting with the applicant, the new NPPF is a material planning consideration and whilst it is unfortunate that live applications have to react to policy changes it is reality of situation for this scheme. Para 131 makes it clear that all new streets should be tree lined and whilst it doesn't provide detail there is significant guidance available on how this could be achieved. I share the view of your arboricultural advisors that street trees should be located in the prospective highway and the specifies should be an approved "transport corridor" specifies in TDAG. It is clear to me that the proposal conflicts with para 131 and as such has not addressed the national expectations, this must weight against the proposal and I would expect the applicant to explain and make revisions to ensure the proposal embraced this approach.

I also remain concerned about the visibility splay for plot 68 give the parking space's proximity to the bend and the visibility for an exiting vehicle with one on passing through the bend and vice versa, this remains a safety concern.

I am able to prepare a formal response to this proposal but it would not be a positive position give the comments above. I would prefer to see the applicant deferred until a more satisfactory design is presented.

Steve

Stephen Hawley BSc (Hons) IEng MCIHT FIHE MTPS Cert(mgmt)open
Highway Development Management Team Leader
Highways Development Management
Communities Infrastructure

01452 425830 / 07880457029

Stephen.hawley@gloucestershire.gov.uk

Gloucestershire County Council, Shire Hall, Gloucester, GL1 2TG

Find out more on our website for [Highways Pre Application Advice](#), and [Manual for Gloucestershire Streets & Technical Specification for New Streets](#)

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