



**TOWN AND COUNTRY PLANNING ACT 1990**

**PLANNING STATEMENT**

**TO ACCOMPANY A PLANNING APPLICATION  
SEEKING OUTLINE PLANNING PERMISSION  
FOR RESIDENTIAL DEVELOPMENT  
INCLUDING DEMOLITION OF 89 COURT ORCHARD**

**ON LAND AT HOLYWELL FARM  
AND 89 COURT ORCHARD  
WOTTON UNDER EDGE**

**FOR OXFORD LAW**

**JULY 2016**

**PF/9641**

## 1.0 INTRODUCTION

- 1.1 An application seeking planning permission for residential development in outline form is submitted on behalf of Oxford Law relating to the land edged red on Plan No. PF/9641.01. All matters of detail relating to means of access, appearance, landscaping, layout and scale are reserved for subsequent approval of the Local Planning Authority (so called Reserved Matters). The proposed development includes the demolition of 89 Court Orchard.
- 1.2 By way of illustration to assist in understanding the how the site may be satisfactorily developed for housing, and served by a suitable means of access, the following drawings are provided:
- i. **Illustrative layout plan Drawing No. AIT-183-PA-002 that shows the disposition of some new homes with access onto Court Orchard (No. 89). The illustrative site access arrangement is shown on Drawings No. 151158-SKT03(B) with swept path analysis shown on Drawing No. 151158-AT02(A).**
  - ii. **Illustrative layout plan (Sketch Layout Rev B) that shows the disposition of some new homes with access routed towards Synwell Road. The illustrative site access arrangements are shown on Drawings Nos. 151158-SKT01C and 151158-AT01(1).**
- 1.3 It is emphasised that no part of the existing playing fields forms part of the formal planning application, and the Applicant has no land interest over the playing fields. Nevertheless, the principle of such an access route has been discussed with GCC Highway Authority (HA). The HA has advised by letter dated 27<sup>th</sup> August 2015, and email correspondence dated 16<sup>th</sup> October 2015, that the principle of such an access route is acceptable to the HA. This correspondence is attached as **APPENDIX 1**.

1.4 In the email correspondence dated 16<sup>th</sup> October 2016 [08:38], the HA has commented on the design specification for an access through 89 Court Orchard. These design details have been incorporated into the illustrative access arrangement. The exchange of correspondence is attached as **APPENDIX 1**.

1.5 Reports to support the planning application comprise:

- i. Design and Access Statement
- ii. Ecological Survey Report (Extended Phase 1 Survey and Protected Species Survey May 2015)
- iii. Ecological Survey Report (Bat Activity Survey, Reptile Survey, Crayfish and Badger Survey October 2015)
- iv. Landscape Sensitivity Study December 2015
- v. Landscape and Visual Impact Assessment June 2016
- vi. Transport Statement June 2016
- vii. Travel Plan Statement June 2016
- viii. FRA July 2016
- ix. Foul and Storm Water Drainage Strategy July 2016

A topographical survey Drawing No 0961 is included.

1.6 The planning application has been assembled by a team of consultants comprising:

Planning – Framptons, Oriel House, 42 North Bar, Banbury, OX16 0TH

Highways – Hydrock, Over Court Barns, Over Lane, Almondsbury, Bristol BS32 4DF

Ecology – Ecoline, 25 Ainsbury Road, Beechwood Gardens, Coventry, CV5 6BA

Landscape and Visual Amenity – MHP Design, Corinth House, 117 Bath Road, Cheltenham, GL53 7SL

Drainage / Flood Risk – Hydrock, Over Court Barns, Over Lane, Almondsbury, Bristol BS32 4DF

- 1.7 The purpose of the planning statement is to assist the Planning Officer and members of the public in understanding the approach taken by the Applicant when preparing the proposal in the context of relevant planning policy.

## 2.0 RELEVANT PLANNING POLICY CONSIDERATIONS

- 2.1 The starting point is as always the provision of the development plan. The relevant development plan is the Stroud District Local Plan which was statutorily adopted in November 2015. It is fundamental to recognise that the planning system is a plan-led planning system not a plan determined system.

Section 70(2) of the 1990 Act states:

*‘In dealing with such an application the authority shall have regard to the provisions of the development plan, so far as is material to the application, and to any other material considerations.’*

- 2.2 The Proposals Map accompanying the Local Plan identifies that the site lies outside the Settlement Development Limits. The site lies within the AoNB which extends across the town. The site is not allocated for housing development.

- 2.3 Wotton under Edge is defined in the Local Plan as a Second Tier settlement as a Local Service Centre.

Policy CP3 states:

*‘These market towns, large villages and planned urban extensions have the ability to support sustainable patterns of living in the District because of their current levels of facilities, services and employment opportunities. They have the potential for modest levels of jobs and homes in order to help sustain and, where necessary, enhance their services and facilities promoting better levels of self-containment and viable, sustainable communities.’*

## 2.4 Policy ES7 relates to landscape character and states:

*‘Within the Cotswolds Area of Outstanding Natural Beauty (AONB), or on land that may affect its setting, priority will be given to the conservation and enhancement of the natural and scenic beauty of the landscape whilst taking account of the biodiversity interest and the historic and cultural heritage. Major development will not be permitted unless it is demonstrated to be in the national interest and that there is a lack of alternative sustainable development sites.*

*In all locations development proposals should conserve or enhance the special features and diversity of the different landscape character types found within the District. Priority will be given to the protection of the quality and diversity of the landscape character. Development will only be permitted if all the following criteria are met:*

- 1. The location, materials, scale and use are sympathetic and complement the landscape character; and*
- 2. Natural features including trees, hedgerows and water features that contribute to the landscape character and setting of the development should be both retained and managed appropriately in the future.*

*Opportunities for appropriate landscaping will be sought alongside all new development, such that landscape type key characteristics are strengthened.*

*The Stroud District Landscape Assessment will be used when determining applications for development within rural areas.’*

2.5 Policies CP3 and ES7 are considered to be the most significant policy considerations for the purposes of examining the principle of residential development on the site. Other development management policies are clearly relevant for any proposals that seek the approval of details. The underlying purpose of such policies can be adequately controlled by the imposition of reasonable conditions on the grant of an outline planning permission.

- 2.6 It is accepted that this proposal does not accord with the provisions of the development plan when read as a whole. Section 38(6) of the 2004 Act requires the decision-taker to consider whether there are 'other considerations' which indicate the decision should be undertaken otherwise than in accordance with the provisions of the development plan. It is submitted that other considerations derive from the inability of the District Council to demonstrate a deliverable housing land supply of at least 5 years.

### **National Planning Policy**

#### **The Framework 2012**

- 2.7 Paragraph 215 of the Framework states:

*'... following this 12-month period, due weight should be given to relevant policies in existing plans according to their degree of consistency with this framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given).'*

- 2.8 Paragraph 49 of the Framework states:

*'Housing applications should be considered in the context of the presumption in favour of sustainable development. Relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites.'*

2.9 The Applicant contends that the LPA does not possess compelling and robust evidence to establish a deliverable housing land supply of at least 5 years. As such it is submitted that policies for the supply of housing should not be considered up to date. The Court of Appeal judgement in the case of Suffolk Coastal District Council and Hopkins Homes; Richborough Estates and Cheshire East Borough Council – March 2016 has established that policies for the supply of housing should be given a wide meaning.

2.10 Policy ES7 is a policy that has the effect of restricting housing supply and in the circumstances of paragraph 49 of the Framework should not be considered up to date. It forms no part of the Applicant's case that no weight should be given to the provisions of Policy ES7. The weight to be given to individual policies such as Policy ES7 is prima facie a matter for the decision-taker.

2.11 Policy ES7 states that major development will not be permitted unless it is demonstrated to be in the national interest and there is a lack of alternative sustainable development sites. The policy is broadly consistent with the provisions of Framework 116.

2.12 On the 6<sup>th</sup> March 2014 PPG was issued. Paragraph ID 8-005-20140306 states:

*'Whether a proposed development in these designated areas should be treated as a major development, to which the policy in paragraph 116 of the Framework applies, will be a matter for the relevant decision-taker, taken into account the proposal in question and the local context.'*

2.13 The determination of whether an application is 'major development' (for the purposes of the Framework 116) is fact – specific and a matter of judgement for the decision-maker. 'Major development' is to be given its normal meaning and should be considered in the local context of the proposal.



- 2.14 For the reasoning explained in the following section of the Planning Statement, this proposal is not considered to amount to major development within the meaning of the Framework 116.
- 2.15 A development in this location is likely to take some 12 – 18 months to complete including the provision of landscaping. The inevitable disturbance from construction activities is then finished, and the site will become assimilated into the enlarged urban framework of Wotton under Edge. As a Second Tier Settlement (Policy CP3) Wotton under Edge has experienced new development in response to development needs, including the provision of new homes. This proposal adds a small scale of development to one of the main settlements of the District. In meeting the requirement for development needs, development within the AONB beyond the confines of the existing pattern of settlement is unavoidable.
- 2.16 The Framework 115 states that ‘great weight should be given to conserving landscape and scenic beauty in the AONB’. This is a matter that goes to the planning balance.
- 2.17 In the circumstances of a less than 5 year housing land supply, it is submitted that for a scale of development which is not reasonably to be described as major development in the AONB, the elevated presumption in favour of granting planning permission provided by the second bullet point of the Framework paragraph 14 is engaged.
- 2.18 The second bullet point of paragraph 14 disengages the presumption in favour of a grant of planning permission where ‘specific policies in this Framework indicate development should be restricted’. The Framework 116 is a specific policy – relating to major development – where such development should be restricted unless ‘exceptional circumstances’ justify the granting of planning permission.

2.19 Development within the AONB which is not to be regarded in the normal sense of the meaning of the term 'major' – which has to be considered in the local context of the site – is not subject to being restricted by a specific policy. Rather the Framework 115 requires 'great weight to be given to conserving landscape and scenic beauty'. This is a consideration which goes into the planning balance within the second bullet point of the Framework paragraph 14.

2.20 In the context of the main policy provisions, the merits of the application are considered.

### 3.0 THE PLANNING CONSIDERATIONS

#### Housing Land Supply

- 3.1 The latest published Housing Land Supply Assessment is for the period up to 30<sup>th</sup> September 2015 – and relates to the period up to the end of March 2015. The assessment is hence almost 18 months out of date. The assessment claims a 6.75 years supply of housing. It is submitted that a robust assessment of housing land supply would establish that the LPA is not able to demonstrate the delivery – in the meaning of the Framework Footnote 11 –at least a 5 years land supply. The availability of a 5 years housing land supply is the minimum provision for which a LPA should be capable of demonstrating delivery with ‘compelling evidence’ (Framework 48).
- 3.2 In the absence of a deliverable 5 year housing land supply substantial weight is placed upon the provision of a deliverable new supply of new housing. The scheme will also bring forward new homes as Affordable Dwellings – pursuant to the provisions of Policy CP9. Paragraph 4.17 of the Local Plan states:

*‘Affordability is expected to worsen over the next 20 years increasing the impetus for a greater supply of affordable housing within the District. The Council believes that both the very high level of housing need and the limited supply of land for housing justify a low threshold for affordable housing provision. Therefore the Council will require at least 30% of dwellings to be affordable in all housing, including extra care, schemes meeting the size threshold set out in the policy, unless unusually high costs associated with the development of the site, or the realisation of other planning objectives which take priority, make this not viable.’*

- 3.3 In these circumstances, substantial weight is also placed upon the provision of affordable housing for this scheme.
- 3.4 It has to be acknowledged that the development needs of the District cannot be met by the recycling of urban land or the recycling of suitable brownfield land from within the rural areas. The development of greenfield land to meet development needs is inevitable. A greenfield site cannot be developed for housing without having a significant impact upon its prevailing landscape character and visual amenity. The loss of greenfield land to development is a matter that goes into the negative side of the planning balance.
- 3.5 This application is accompanied by a Landscape and Visual Impact Assessment. MHP conclude at paragraph 7.4.1 of the LVIA:

*‘Overall the combined landscape and visual significance is considered to be slight adverse. This is due to a combination of an overall slight adverse landscape effect and overall slight adverse visual effect. The overall magnitude of effect is considered to be low due to the containment of the study site and the limited geographical extent of where the changes are experienced.’*

- 3.6 MHP identifies the most significant effect on landscape arising from the loss of the ‘agricultural pastoral use’ (paragraph 7.2.1). In respect of the impact upon the landscape and scenic beauty of the AONB, MHP conclude:

*‘The study site and contextual area fall within the designated landscape of the Cotswolds AONB. The Cotswolds AONB Management Plan 2013-2018 sets out the special qualities of the Cotswolds which contributes to its desirable landscape characteristics and scenic*

*beauty. Other than the use of the study site for livestock grazing, the site contributes little to the published special qualities of the AONB as set out in the Cotswolds AONB Management Plan 2013-2018.'*

*'The assessment identifies that other than the loss of pasture there would be no significant effects on landscape resources. The development would be generally compliant with the outline landscape strategies and guidelines for the landscape character area as prescribed in the Landscape Strategy and Guidance for the Cotswolds AONB. The development would not result in the loss or reduction of any 'special qualities' of the AONB other than the loss of the improved pasture.'*

- 3.7 The inevitable effect of housing development on a greenfield site beyond the existing urban edge of Wotton under Edge, goes into the negative side of the planning balance.
- 3.8 The construction process will bring about new investment, and employment. The Government estimates that 'every £1 million of new house building output supports 12 net jobs (direct and five indirect) for a year. Building of new affordable homes also provides apprenticeships. If the assumption is made that each dwelling costs £100,000 to construct, then say 25 new dwellings would amount to £2.5 million of building output – providing some 30 net jobs for a year. Moderate weight is placed upon this economic benefit.

## Conclusions

- 3.9 The impact of the development on the environmental dimension of sustainable development is confined to the loss of a greenfield site to housing – which is an inevitability if land is to be

provided to meet the housing needs of the District. The special qualities of the AoNB is preserved by the development. The underlying policy objective provided by Framework 115 is preserved by the development.

3.10 On the positive side of the planning balance substantial weight is to be given to the provision of housing – with the Government committed to ‘boosting housing land supply’. Substantial weight should be given to the provision of affordable housing in a location where affordability is a worsening situation. Moderate weight is given to the economic benefits to be derived from this development.

3.11 It is concluded that in considering economic, social and environmental gains jointly and simultaneously through the planning system, that this development achieves a net gain for sustainable development. Planning permission should be granted accordingly.





## Highways Development Management

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Stroud District Council  
Council Offices  
Ebley Mill  
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GL5 4UB

email: dave.simmons@gloucestershire.gov.uk

Please ask for: David Simmons

Phone: 01452 425651

Our Ref: S/2015/034602

Your Ref:  
S/2015/034602/PRE

Date: 27 August 2015

Dear Luke,

### TOWN AND COUNTRY PLANNING ACT 1990 HIGHWAY RECOMMENDATION

**LOCATION:** Holywell Farm Wotton-under-Edge

**PROPOSED:** Proposed access to Holywell Farm from Synwell Lane to serve proposed development of up to 42 residential dwellings.

#### **Location:**

The proposed Greenfield development is to be located on land to the North east edge of the Wotton-Under-Edge settlement. The site is approximately 500m north east of the town centre at the most direct route. The local transport network is class 4 residential highways in the area of the proposed development.

#### **Access:**

Access is to be taken from the class 4 Synwell Lane, which features footways and street lighting. The footway on the northern edge of the carriageway is intermittent. Synwell Lane is approximately 5.5m in width with an existing gated vehicular dropped kerb access in the location of the proposed access road junction. The gated access allows access to the playing fields which will sit between the new junction and development site, a distance of approximately 150m. The proposed access is a simple T-junction of a bell mouth style vehicular crossing suitable for two way working. The access design is suitable in accordance with fig 8.4 of MfGS. The access narrows to a width of 4.8m with 2.0m footways either side. The access driveway should comply with the Gloucestershire design guidance of table 5.7. 4.8m is a sufficient width to pass a car and HGV without conflict on the straight alignment; this would still have to



be demonstrated with vehicle tracking. 2.0m footway provides a suitable linkage to the existing provision which can be safely utilised by all users.

An uncontrolled pedestrian crossing is proposed for Synwell Lane, the type and suitability of the crossing should be subject to a site assessment record in accordance with LTN 1/95 and designed and constructed in accordance with LTN 2/95. The required visibility parameters for the crossing are within LTN 2/95, pedestrian visibility splays should be demonstrated on the submitted plan.

Drawing 151158/SKT01 has proposed a speed control feature. Any speed reduction feature should be designed to a target speed of 15-20mph in accordance with table 5.7 MfGS. TA87/04 states that kerb build outs reduce carriageway width; shelter permitted parking and provide a reduction in pedestrian crossing width. The most suitable form of speed control for this development would be two kerb build outs to form a chicane; the build outs could contain a bollard or tree. The chicane therefore reduces speed in either direction, unlike priority builds out on one side of the carriageway which does not encourage reduced speed for the priority lane. The chicane should be tracked for the largest expected vehicle to enter the development in order to demonstrate that the vehicle would not be in conflict. Furthermore, the slight bend in the 4.8m carriageway may create a conflict between a passing HGV and car, therefore a swept path analysis of a HGV, most likely to be a 3 axle refuse vehicle and estate car measuring 1715mm x 4223mm passing throughout the length of the access road would be recommended at full application stage.

The exact vehicle dimensions and vehicle type should be confirmed with the district council. The swept path analysis should not come any closer than 500mm from any vertical upright structure, tree or formal parking space.

Currently the field gate access allows maintenance vehicles to gain entry to the playing fields, access should be maintained for those purposes and should be demonstrated on the submitted plan, any realignment or new access needed should comply with Gloucestershire Design Guidance and supply suitable emerging visibility commensurate with the target design speed of 20mph if access is taken from the new road.

#### **Visibility:**

Having reviewed the submitted details and the extent of highway document supplied by highway records, it does appear that 1 Synwell Lane has extended their garden to include highway verge. I however am satisfied that this area is highway maintainable at public expense and is acceptable to be used within the emergent visibility splay.

The demonstrated emergent visibility of 2.4m x 43m is in accordance with MfS standards based upon determined 85<sup>th</sup> percentile speeds. However, the 85<sup>th</sup> percentile speed in the absence of a speed survey is unknown. In this case, the required emerging visibility would be 2.4m back from the centre point of the access, to a distance of 54m to the nearside kerb edge. 54m has been determined by the annual Gloucestershire speed monitoring survey which found the 85<sup>th</sup> percentile speed for a 30mph road was 34mph. Emergent visibility splays of 2.4m x 54m would need to be demonstrated on the

submitted plan. If 54m is not achievable then a speed survey in accordance with DMRB TA22/81 would be required to see if a relaxation in the visibility parameters would be acceptable.

An NMU Context Report and Stage F/1 Road Safety Audit would be required at full application stage.

The Road Safety Audit should be undertaken on the proposed access, access road including build outs (speed control feature), pedestrian crossing point and internal layout. The audit should be undertaken at the earliest opportunity which will remove the historical problems experienced where fundamental safety issues have been identified at technical submission. Once these problems are identified at the technical stage, after the granting of permission, a new permission would be required for the amendments, creating additional cost to the developer and delay to the deliverability of the scheme.

No internal layout has been shown on the indicative plan, however I will give some guidance.

#### **Internal Layout:**

The internal layout should comply with the design guidance of table 5.6 for a share surface, whereby the minimum carriageway is 6.8m or comply with table 5.7 for a cul-de-sac. Carriageway and footway dimensions should be annotated on the submitted plan.

Emerging visibility from any junctions and private frontage accesses should be shown on the submitted plan as well as forward visibility shown around any bend or curve in the internal layout. The visibility should be commensurate with the relevant Gloucestershire design guidance target speeds.

The internal layout should be subject to a swept path analysis demonstrating the suitability of accommodating a 3 axle refuse vehicle and estate car passing throughout the development without conflict, with bends widened where necessary.

#### **Parking:**

Gloucestershire does not currently have parking provision standards, therefore the suitability of the parking provision would need to be compliant to Paragraph 39 of the NPPF with material consideration given to the DCLG Residential Car Parking Research Document. Parking provision should take into account the accessibility of the site, the use and type of development, the availability of and opportunity for public transport, local car ownership levels and the need to reduce the use of high emission vehicles.

Visitor parking should be at 0.2 spaces per dwelling.

The parking layout should be compliant to the Gloucestershire design guidance 9.13 and 9.14 MfGS. Spaces should measure a minimum of 2.4m x 4.8m with 6.0m of drivable surface in front of them. If the drive way is to be a shared parking space and pedestrian path, the width should be increased in 3.2m. If the space is parallel to a boundary wall then the minimum width should be increased to 3.0m, 9.19 MfGS.

If there are to be any garages included with the development, the minimum garage dimensions should comply with 9.20 MfGS with 3m x 6m for a single and 6m x 6m for a double.

Cycle storage should be supplied at a minimum of 1 cycle space per dwelling and can be incorporated within the garages, if to the minimum required size, in dwelling or in the rear gardens within a shed which contains a stand secure to the foundations with a fixed lockable door, positioned to encourage overlooking with passive surveillance reducing potential crime. Rear and/or side entrances to the garden would provide a convenient access to the cycle storage facilities.

**Turning:**

The development would require vehicles to enter, turn and leave in forward gear. Adoptable standard turning areas such as fig 8.5 and 8.6 of MfGS would be required. A swept path analysis of a 3 axle refuse vehicle would determine the suitability of the turning area. Turning areas should be provided at the end of all streets including private drives that exceed 20m in length.

**Traffic Impact:**

The proposed vehicular trip generation and distribution should be evidenced and justified at full application stage. The traffic impact can be supported by a Transport statement/assessment for which the scope should be agreed in writing with the Highway Authority.

If due consideration is given to the above points, the Highway Authority would be minded to raise no objection.

**NOTE:**

*This advice is issued without prejudice to any recommendations given to the planning authority at planning application stage.*

*The above will all need to be assessed on their merits at full application stage. This advice is based on the information submitted to me, if there is any material changes/new information provided at full application stage this advice may change.*

*The advice given to this pre-application submission is given at officer level only and does not necessarily represent the position of the County Council.*

Yours sincerely,

*David Simmons*

Development Coordinator

## Tara Brook

---

**From:** Ben Stephenson <ben@bsaheritage.co.uk>  
**Sent:** 13 July 2016 11:52  
**To:** Peter Frampton  
**Subject:** RE: 12 07 9257 Bankside Phase 2

Peter

Thanks for sending on this positive response. I have holiday coming up at the end of this July until 8<sup>th</sup> August, so grateful if you could confirm the latest timescales for the application?

Regards

Ben

---

**From:** Peter Frampton [<mailto:Peter.Frampton@framptons-planning.com>]  
**Sent:** 13 July 2016 10:44  
**To:** [ben@bsaheritage.co.uk](mailto:ben@bsaheritage.co.uk)  
**Cc:** NICK DUCKWORTH; Lawrence Dungworth ([LDungworth@hallamland.co.uk](mailto:LDungworth@hallamland.co.uk)); Brett Coles ([brett.coles@fpcr.co.uk](mailto:brett.coles@fpcr.co.uk)); Debbie Jones  
**Subject:** FW: 12 07 9257 Bankside Phase 2

PF/9257

Dear Ben,

FYI - Please find attached the response from Historic England to the Scoping Opinion request confirming that they have no comments

With kind regards,  
Peter



Oriel House  
42 North Bar  
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OX16 0TH

**Tel: 01295 672310 Fax: 01295 275606**  
**Email: [nicki.stockdalesmith@framptons-planning.com](mailto:nicki.stockdalesmith@framptons-planning.com)**

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## Luke Hutcheson

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**From:** SIMMONS, Dave <Dave.Simmons@gloucestershire.gov.uk>  
**Sent:** 16 October 2015 08:38  
**To:** Luke Hutcheson  
**Subject:** RE: S/2015/034602/PRE Holywell Farm

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Hi Luke,

Access from Synwell Lane:

The lane width between the edge of the build out and edge of carriageway is not annotated but appears to be approximately 2.75m in width. LTN 1/07 6.1.6 states that total widths though narrowings of between 2.75m and 3.25m should be avoided if no cycle bypass is provided. Within this range some motorists will attempt to overtake cyclists even if there is not sufficient width to do so, therefore risk of conflict would be potentially significant.

As a result I would decrease the build outs to allow a carriageway width of 3.25m (Annotated on the plan), and to remain as an affective speed reduction feature, the staggered can be reduced with tracking submitted to demonstrate suitability. LTN 1/07 table 6.1 – 6.3 and fig 6.5 provide some helpful information regarding suitable chicane layouts.

The chicanes should include protection bollards and lighting.

Court Orchard:

Forward visibility should be complaint to the recommended design guidance within MfGS.

Initial observations are that the forward visibility has been measured incorrectly, going from ~1.5m on the nearside to ~1.5m to the offside. Forward visibility should be ~1.5m around the inside of the bend or in accordance with figure 7.19 MfS.

I have a minor concern regarding the boundary location of the adjacent property. I am concerned that the proximity of the boundary may affect pedestrian visibility around the bend.

Kind Regards

David Simmons BSc (Hon) AMIHE

***Development Co-ordinator***

***Major Developments***

(01452 425651)

Gloucestershire County Council,

Shire Hall,

Gloucester

GL1 2TH

---

**From:** Luke Hutcheson [mailto:LukeHutcheson@hydrock.com]  
**Sent:** 15 October 2015 14:05  
**To:** SIMMONS, Dave  
**Subject:** RE: S/2015/034602/PRE Holywell Farm

Thanks for the update Dave, looking forward to your comments.

Luke

**Luke Hutcheson BSc (Hons) MSc MCIHT**  
Graduate Consultant

**Hydrock**

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**From:** SIMMONS, Dave [<mailto:Dave.Simmons@gloucestershire.gov.uk>]  
**Sent:** 15 October 2015 13:37  
**To:** Luke Hutcheson <[LukeHutcheson@hydrock.com](mailto:LukeHutcheson@hydrock.com)>  
**Cc:** Eliot King <[EliotKing@hydrock.com](mailto:EliotKing@hydrock.com)>  
**Subject:** RE: S/2015/034602/PRE Holywell Farm

Hi Luke,

Please accept my apologies for the slow reply.

I am taking a look at this now and will get some comments for you shortly.

Kind Regards  
Dave

---

**From:** Luke Hutcheson [<mailto:LukeHutcheson@hydrock.com>]  
**Sent:** 06 October 2015 10:38  
**To:** SIMMONS, Dave  
**Cc:** Eliot King  
**Subject:** RE: S/2015/034602/PRE Holywell Farm

Hi David,

Further to the pre-application response that you provided below, I would like to present you with a worked up access solution for Holywell Farm from Synwell Lane taking on board the points raised in your response.

I also attached an alternative access option which is taken from Court Orchard, along with correspondence previously held between GCC and Hydrock discussing its acceptability.

I would be grateful if you could confirm that both accesses are acceptable in principle to GCC. It should be noted that the accesses are alternatives and only one point of access will be provided to the site.

Kind regards,

**Luke Hutcheson BSc (Hons) MSc MCIHT**  
Graduate Consultant

**Hydrock**

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**From:** SIMMONS, Dave [<mailto:Dave.Simmons@gloucestershire.gov.uk>]  
**Sent:** 27 August 2015 13:25  
**To:** Luke Hutcheson <[LukeHutcheson@hydrock.com](mailto:LukeHutcheson@hydrock.com)>  
**Subject:** S/2015/034602/PRE Holywell Farm

Hi Luke,

Please find attached my pre-app advice.

Kind Regards

David Simmons BSc (Hon) AMIHE

**Development Co-ordinator**  
**Forest, Gloucester & Stroud Districts**  
(01452 425651)  
Gloucestershire County Council,  
Shire Hall,  
Gloucester  
GL1 2TH

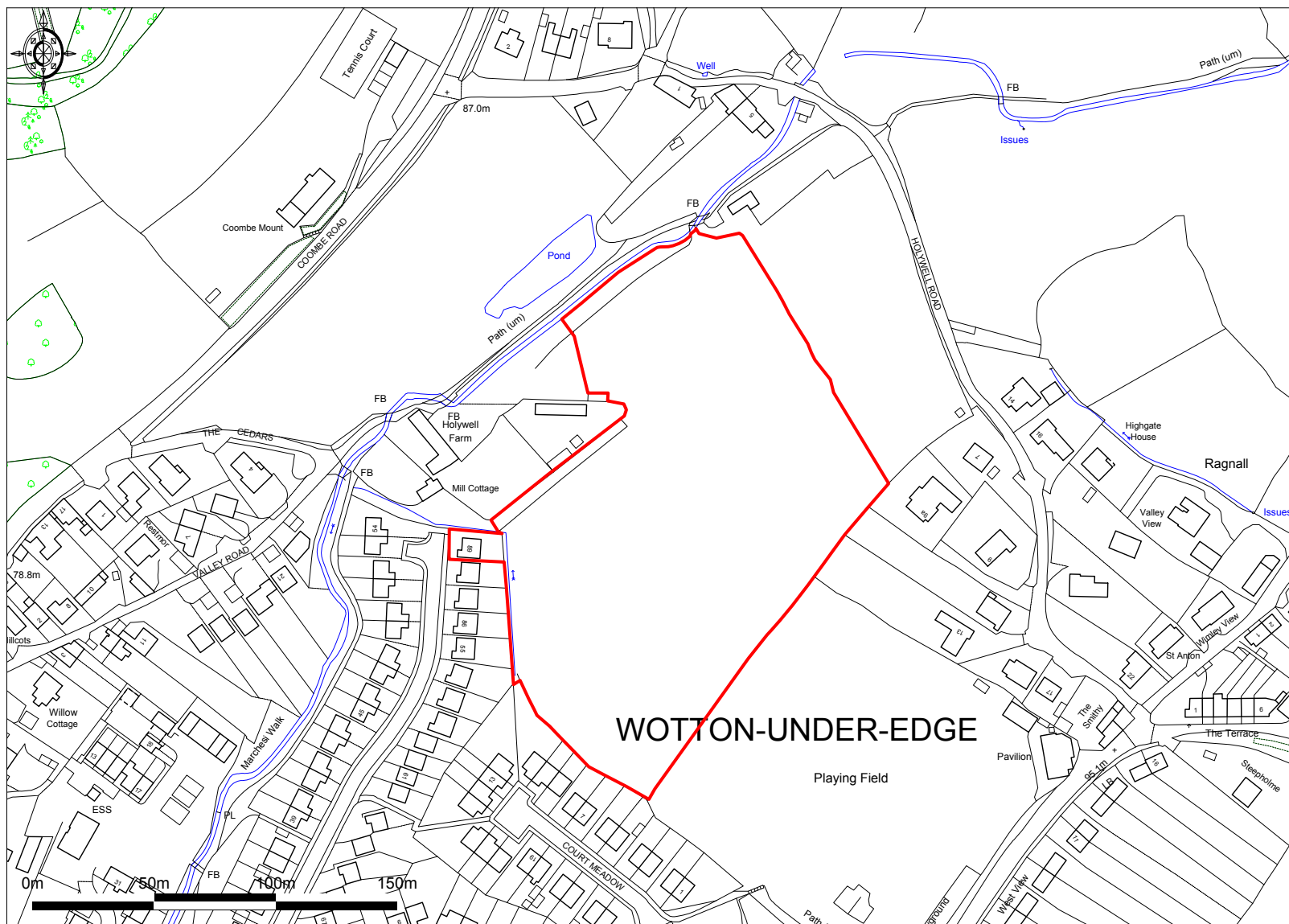
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Land at Holywell Farm and 89 Court Orchard, Wotton-Under-Edge, Gloucestershire



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Our Ref. PJF/tdb/PF/9641  
Dwg. No. PF/9641.01













Mill Cottage

#### NOTE

TOPOGRAPHICAL INFORMATION BASED  
UPON DRAWING TITLED SITE SURVEY  
DRAWING NUMBER 0961-A  
DATED OCT 2009  
PRODUCED BY HEALER SURVEYS

LOCATION OF SIGN TO BE DETERMINED BY  
LOCAL HIGHWAY AUTHORITY

#### KEY

- PROPOSED KERB
- PROPOSED BACK EDGE KERB
- PROPOSED CARRIAGEWAY  
CONSTRUCTION
- PROPOSED FOOTWAY  
CONSTRUCTION
- PROPOSED SPEED CUSHION  
CONSTRUCTION
- PROPOSED LOCATION OF  
WARNING SIGN FOR SPEED  
RESTRICTION

Notes:  
All dimensions are to be checked on site before the  
commencement of works. Any discrepancies are to be  
reported to the Architect & Engineer for verification. Figured  
dimensions only are to be taken from this drawing. This  
drawing is to be read in conjunction with all relevant  
Engineers' and Service Engineers' drawings and specifications.  
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B	07/06/16	AMENDMENTS TO TITLEBLOCK AND SIGN LOCATION ADDED	AJT	LH
A	05/01/16	PROPOSED ACCESS CHANGED AND FORWARD VISIBILITY ADDED	AJT	LH
Rev	Date	Description	By	Ckd

**Hydrock**

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TEL:+44(0)1209 719037 FAX:+44(0)870 838 1078  
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Client:

OXFORD LAW

Project:

HOLYWELL FARM,  
WOTTON-UNDER-EDGE

Project Number: C151158

Drawing Title:

PROPOSED ACCESS GENERAL  
ARRANGEMENT AND  
VISIBILITY SPLAY

Drawn:	Checked:	Scale @ A3:	Drawn Date:	First Issue:
AJT	JMc	1:250	09/11/2015	09/11/2015

Drawing Status: INFORMATION

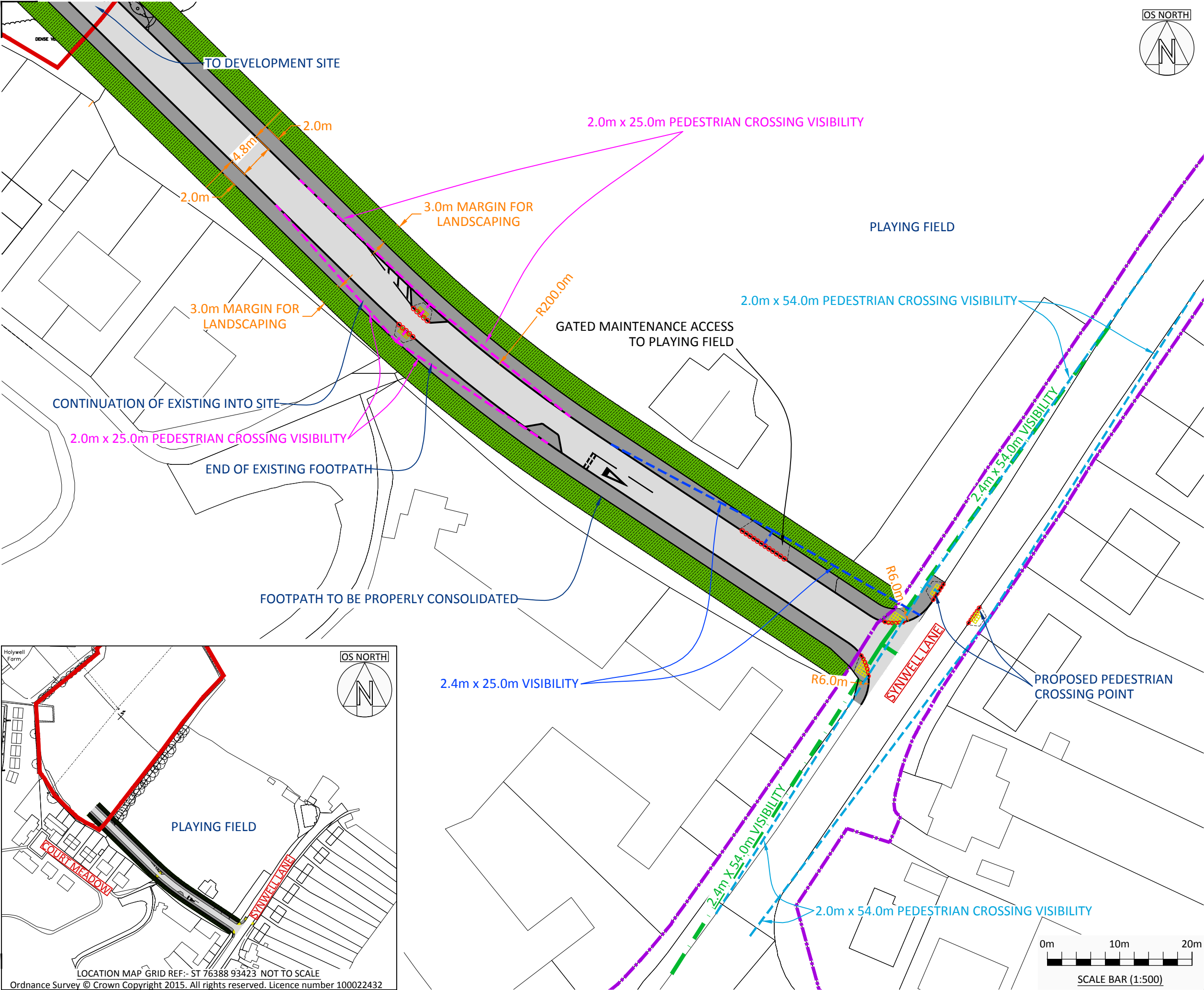
Drawing No. 151158/SKT03 Revision B

14m FORWARD VISIBILITY SPLAY

PROPOSED FOOTWAY TO  
TIE INTO EXISTING

APPROXIMATE LOCATION  
OF OWNERSHIP  
BOUNDARY

0m 5m 10m  
SCALE BAR (1:250)



OS NORTH

KEY

INDICATIVE SITE BOUNDARY

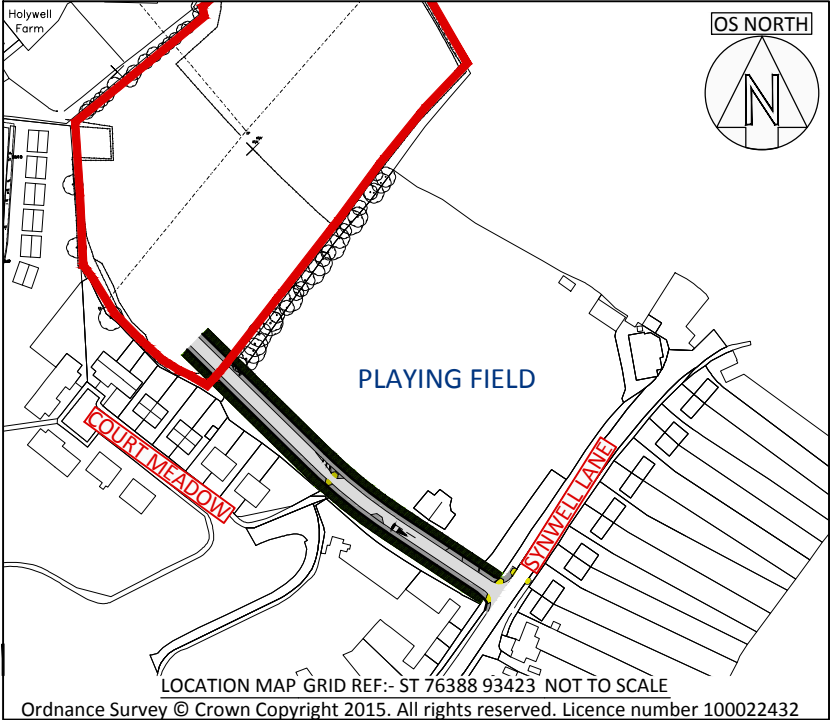
HIGHWAY BOUNDARY  
(INTERPRETED FROM  
GLOUCESTERSHIRE COUNTY  
COUNCIL RECORDS)

PROPOSED KERB

PROPOSED BACK EDGE KERB

PROPOSED EDGE OF BANK

PROPOSED DROPPED KERB



CHICANE LAYOUT, PEDESTRIAN VISIBILITY SPLAYS AND FIELD ACCESS ADDED				
C	05/10/15	LANDSCAPE BUFFER SHOWN	SCJ JMc	AJT LH
B	24/04/15	TEXT ALTERATIONS	SCJ JMc	
A	21/03/15			
Rev	Date	Description	By	Ckd

Hydrock

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Client:

OXFORD LAW

Project:

HOLYWELL FARM,  
WOTTON-UNDER-EDGE

Project Number:

C151158

Drawing Title:

SYNWELL LANE SITE ACCESS  
INDICATIVE GENERAL  
ARRANGEMENT

Drawn: Checked: Scale @ A3: Drawn Date: First Issue:

SCJ EK 1:500 13/04/15 21/04/15

Drawing Status:

INFORMATION

Drawing No. 151158/SKT01 Revision C

