

## INTRODUCTION

The Strategic Site south of Chesterton adjoins the edge of Cirencester, and has been identified in Cotswold District Council's emerging Local Plan as a mixed use neighbourhood that can deliver up to 2,350 residential units which could include student accommodation and housing for the elderly along with employment, education, community facilities, and public open space.

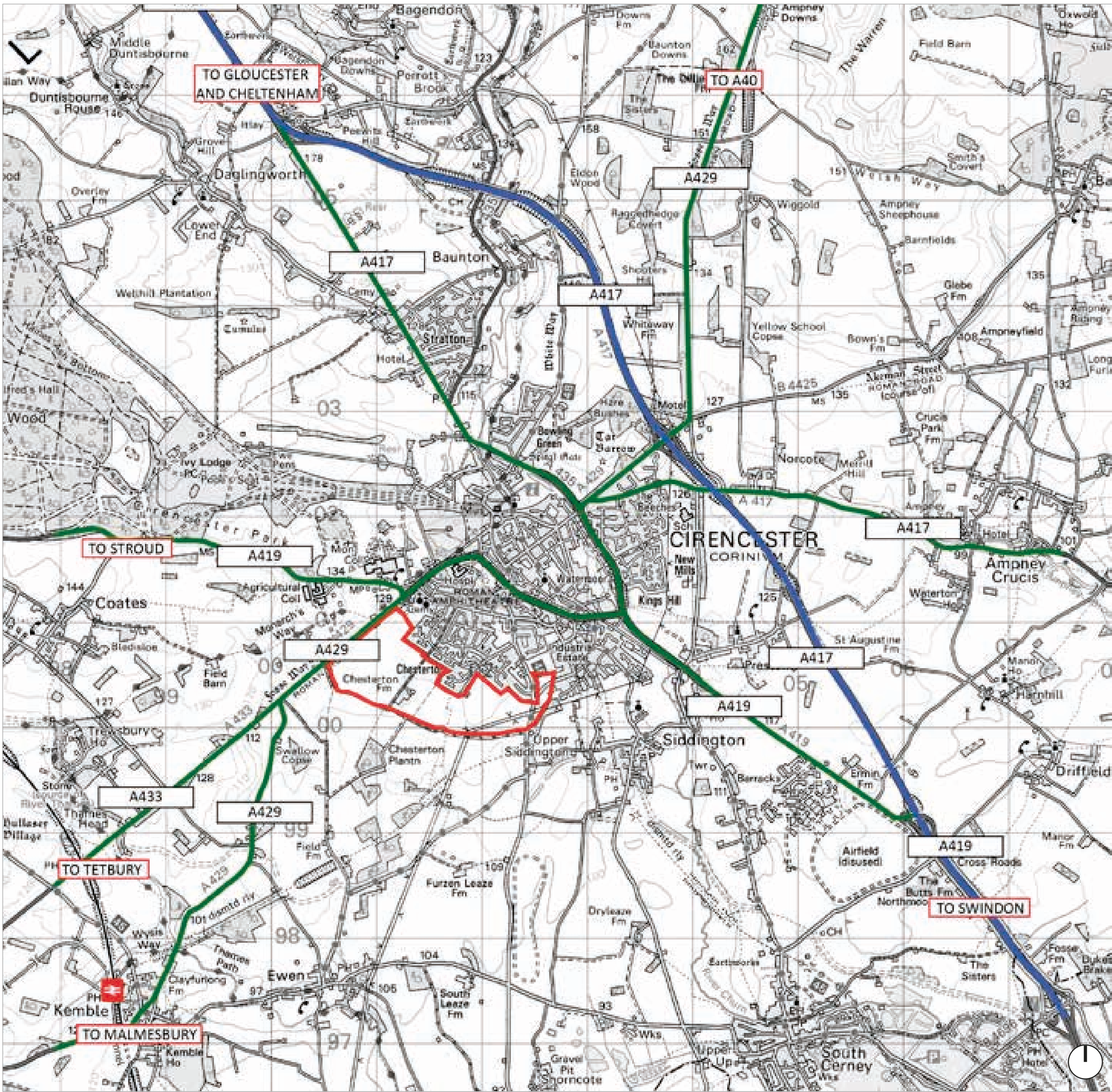
This exhibition provides an update of the ongoing technical work for Chesterton to support and inform the developing proposals.

The location for the new neighbourhood extends to 121 hectares / 300 acres in total. It can deliver infrastructure, create new jobs, accessible areas of public open space with walking and cycling links north-south between Cirencester and the countryside, and help to bring long term investment into the town. Our aim is to contribute to the future prosperity of Cirencester.

Our ideas will be developed further over the next few months reflecting the three years of technical studies, which are still ongoing, along with comments we have received from you. We will then prepare a Masterplan Framework document setting the principles of development form and type at Chesterton. This document will be made available for public consultation in September / October 2015.

Members of the design team are available today to discuss these proposals with you in more detail and we are keen to hear your comments and views – please complete a feedback form and leave it with us, or alternatively post it to:

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John Thompson & Partners  
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London  
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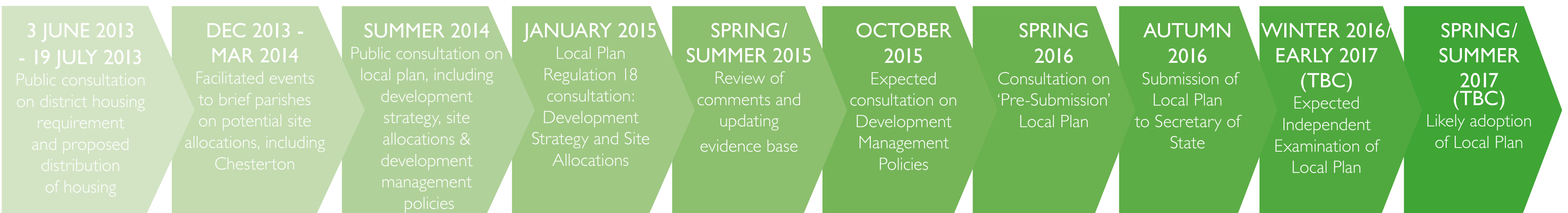


Key  
Strategic Road Network  
Local Strategic Links  
Kemble Rail Station  
Site boundary

## PROJECT TIMELINE



## EMERGING LOCAL PLAN TIMELINE



BATHURST  
DEVELOPMENT LTD

Landowner / Promoter  
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Architecture & Masterplanning  
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Planning  
Savills

edp

Landscape, Heritage,  
Archaeology,  
Aborigiculture and Ecology  
EDP

Glanville

Utilities,  
Drainage, Infrastructure  
Glanville

1-Transport

Highways and Transport  
i-Transport



PLANNING CONTEXT

COTSWOLD DISTRICT

Cotswold District Council (CDC) is required under planning legislation to prepare a Local Plan that will help shape the District in the future. CDC has been in the process of preparing a Local Plan since early 2010. The Cotswold District Local Plan, as it will be called, will set out policies, proposals and actions to meet the economic, social and environmental challenges facing the area over the twenty year period from 2011 - 2031.

The case for allocating land south of Chesterton was first discussed during the 2001 – 2011 Local Plan process. The Inspector, reporting on the Plan at that time, concluded that the land was suitable and deliverable for development, but was not required at that time.

The land south of Chesterton was identified as the preferred option for development in the following consultation papers:

- LDF Core Strategy Second Issues and Options Consultation Paper (Dec. 2010); and
- Local Plan Consultation Paper: Preferred Development Strategy (May 2013).

The site was taken forward by CDC as a strategic allocation in the Local Plan Regulation 18 Consultation: Development Strategy and Site Allocations document, January 2015. This document confirms Cirencester’s suitability as a location for a strategic development:

**“Cirencester is by far the most dominant centre with about a quarter of the District’s population (nearly 20,000) and over 30% of jobs (around 13,500) based in the town. This is the key location for business services, finance, retail and public services.”**

**“About 25% of the District’s population lives in Cirencester. A third of all employment is based in the town, and it is listed in the top 200 retail centres in the UK.”**

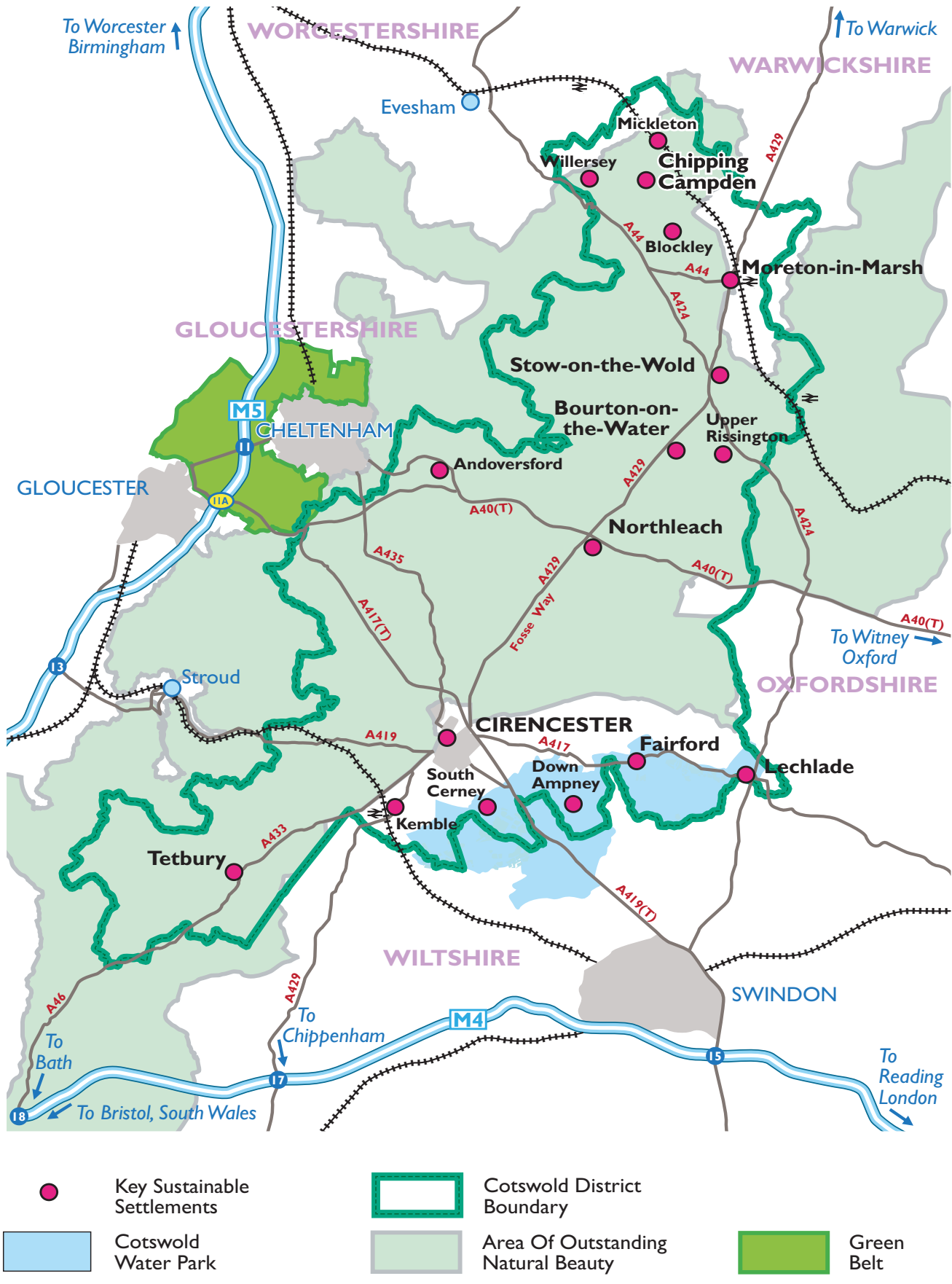
The Consultation document sets out an overall Vision for the Local Plan. This confirms:

**“Cirencester will continue to be the main focus for additional housing and employment growth, while its function as the dominant business location, service and cultural centre for much of the District will have been enhanced.”**

In terms of housing and employment growth the Consultation document sets out a strategy for development at Cirencester under policy **Settlement Strategy 1**, this confirms:

**“An overall total of up to 3,387 dwellings is proposed for Cirencester over the period April 2011 to March 2031, including housing built to date and outstanding permissions. Of these, up to 2,350 dwellings will be provided on land to the south of Chesterton phased over the period to 2031, together with 9.1 hectares of employment, and appropriate community infrastructure to support the new development”**

**Settlement Strategy 2** of the Consultation document sets out a vision and objectives for the Strategic Site, as shown below:



Cotswold District - Extract from 'Local Plan Reg. 18 Consultation Document: Development strategy and site allocations January 2015'

SETTLEMENT STRATEGY 2 - STRATEGIC SITE VISION

1. Development of the land south-west of Chesterton and adjacent to the Royal Agricultural University presents an opportunity to create a new and attractive south-western edge to Cirencester. This vision statement describes the ultimate ambition for the place.

The development will sit comfortably within the gently undulating landform, successfully incorporating significant trees and hedgerows within green corridors. A range of public open spaces will also help to green the place. In its town planning, the development will reflect the built environment of Cirencester. All buildings will exhibit high architectural quality, making optimum use of modern systems internally. The external appearance will avoid pastiche whilst preserving contact with the best local building traditions, not least in the use of high quality materials. The built environment will strike a successful balance between variety and harmony. As in the best historic townscapes the scale, massing and detailing of particular buildings will respond to the character and role of the street they address. Within the layout, focal points and landmarks will be highlighted with distinctive buildings and spaces.

A carefully planned network of green infrastructure will serve as a foil to the built environment, helping to create and define smaller, recognisable neighbourhoods within the development. As a consequence, the layout will be easy to understand and navigate. Integration with existing streets and paths in the vicinity, which will be enhanced where necessary, will ensure this new part of Cirencester is well connected to Chesterton, the rest of the town, and the countryside beyond.

2. The mix of homes and tenure types will reflect the needs and ambition of the local community. Residents will have convenient access to community facilities such as schools, shops, health care and play areas. Sufficient employment land and buildings will be provided to ensure a wide range of job opportunities, and these will be closely integrated with residential uses where practicable.

All properties will have convenient access to public transport and to a finely branched network of safe and direct walking and cycling routes, linking people to schools, work places and services, both within the development and beyond. Ready access to high speed broadband will enable home working and help reduce the number of journeys by private car. Public spaces will be well designed, with suitable management and maintenance arrangements in place to ensure their continued upkeep. All public spaces and routes will be overlooked to ensure they feel safe.

3. This new part of Cirencester will have a range of site-wide features to reduce its environmental impact including low carbon energy generation, SuDS, and convenient access to recycling facilities. Homes will provide ample space for living and storage. Allotments and gardens will provide opportunities for residents to grow their own food.

The development will promote innovation in residential, commercial and infrastructure design with a view to achieving more sustainable ways of living and a place that is future-proof. Essential infrastructure and services will be fully integrated in the design of the place from the outset and delivered in phase with the building work.

Extract from:  
**Local Plan Reg.18 Consultation: Development Strategy and Site Allocations**  
**Cotswold District Council**  
**January 2015**



## LOCAL AMENITIES & CONNECTIONS

### PROXIMITY OF LOCAL AMENITIES

Cirencester is a compact and 'walkable' town. The Chesterton site is approximately 2 km from the town centre and accessible via a number of routes including footpaths, cycle routes, bus services and the road network.

In the Cotswold District about 25% of the population lives in Cirencester. A third of all employment is based in the town, and it is listed in the top 200 retail centres in the UK. No other place in the Cotswold District comes close to Cirencester's size or offers its range of services and facilities.

- |                                  |                              |
|----------------------------------|------------------------------|
| 1. Roman Amphitheatre            | 8. Community Garden          |
| 2. New Brewery Arts Centre       | 9. Cirencester Parish Church |
| 3. Royal Agricultural University | 10. Corinium Museum          |
| 4. Sports Centre                 | 11. Cirencester Park         |
| 5. Love Lane Industrial Estate   | 12. Cirencester Hospital     |
| 6. Siddington                    | 13. Market Place             |
| 7. Chesterton Farm               |                              |

- |                    |                      |
|--------------------|----------------------|
| Residential        | Army Barracks        |
| Retail/Convenience | Places of Worship    |
| Employment         | Cemetery             |
| Health             | Agricultural Land    |
| Leisure            | Woodland             |
| Roman Amphitheatre | Countryside          |
| Education          | RAU consented scheme |
| Playing Fields     | Site boundary        |



### PUBLIC TRANSPORT

Bus service No 59 (the Cirencester Town Service serving Chesterton) stops on Cranhams Lane and Chesterton Lane to the north of the site, providing an hourly service on weekdays between the hours of approximately 0930 to 1500. This also includes certain Service 51 journeys (Swindon – Cricklade – Cirencester service) during the weekday morning peak period and evenings. The current service level on a weekday is considered limited, especially the lack of bus services during weekday evening peak periods.

To the west of the site, bus services run along Tetbury Road providing links to Malmesbury (via Kemble and Tetbury) although the frequency of these services is limited. To the east of the site, bus services run along Somerford Road and Spratsgate Lane providing links to Malmesbury, Kemble and Tetbury. A number of bus services operate from the town centre providing links to Swindon, Cheltenham, Stroud, Kemble and Lechlade.

Gloucestershire County Council has recently undertaken a consultation on changes to Cotswold bus services, although the outcome of this is currently unknown.

The nearest rail station to the site is Kemble Station.

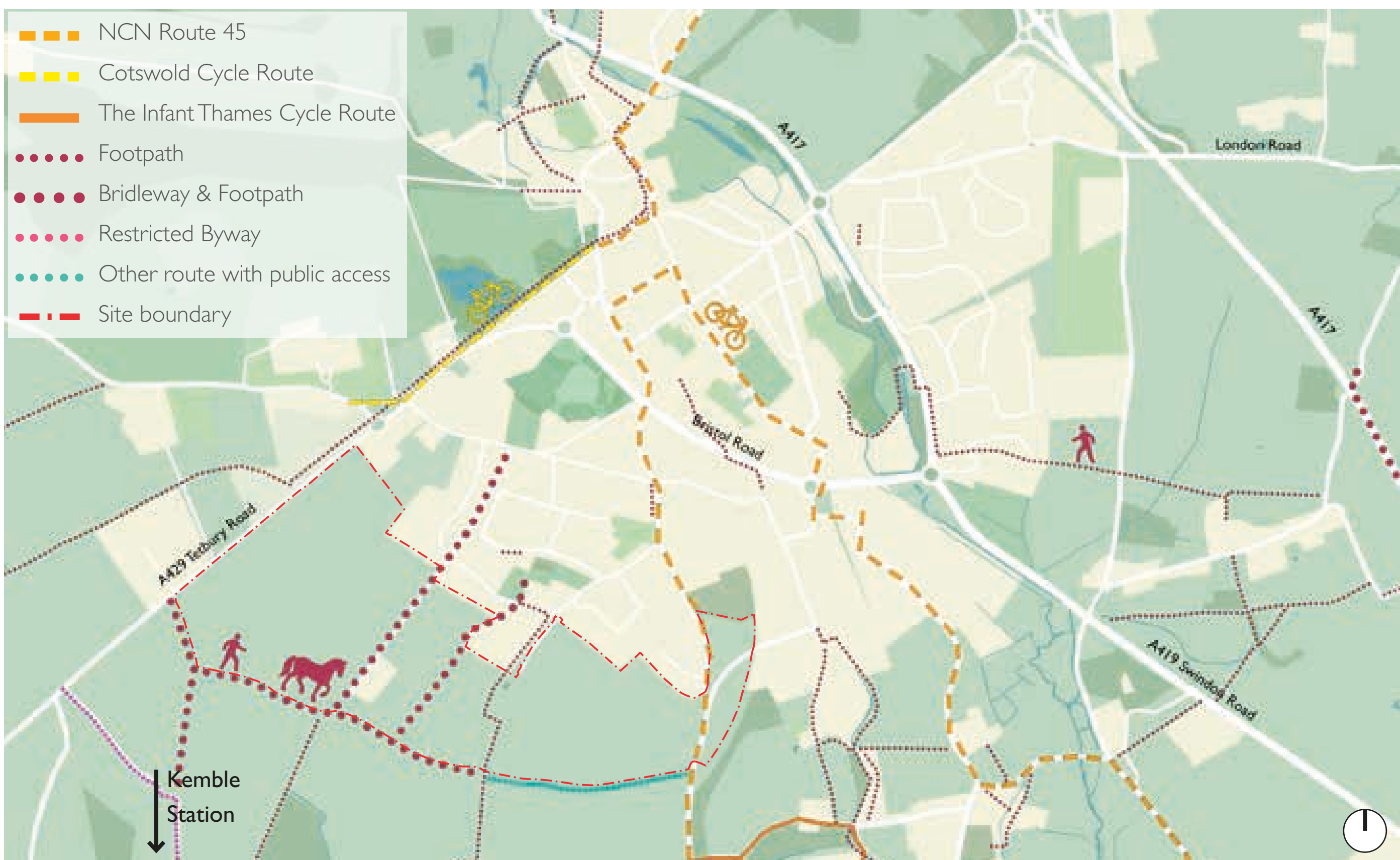


### PUBLIC RIGHTS OF WAY AND CYCLING FACILITIES

There are three existing Public Rights of Way (PROW) within the site consisting of two bridleways and one footpath. These all run in a north-south direction and link in with a footpath network within the adjoining neighbourhood to the north. These PROW also link into a farm track and bridleway running along the southern boundary of the site. The residential roads to the north generally provide good quality footpaths on both sides of the carriageway.

National Cycle Network (NCN) Route 45 runs through the eastern part of the site – along Somerford Road and Spratsgate Lane.

Locally, NCN Route 45 connects the site with the town centre to the north and Kemble Rail Station to the south (via a series of rural lanes). Further afield, NCN Route 45 provides a long distance cycle route serving a number of settlements including Gloucester, Cirencester and Swindon.





## COMMUNITY INVOLVEMENT TO DATE

### COMMUNITY PLANNING WEEKEND - MAY 2014

Over 300 people came to the Community Planning Weekend on Friday 9 and Saturday 10 May 2014 to discuss the proposed creation of a new neighbourhood to the southwest of Cirencester. The event was an opportunity for the community to discuss the proposal; share local knowledge; participate in planning the new neighbourhood; and for us to hear your views and reflect on your feedback.

Ideas to emerge included:

- creating high quality open spaces and green routes;
- providing a range of well-designed affordable and open market homes;
- provide and incorporate community facilities at an early stage;
- provide a variety of housing styles to reflect the way the town itself has changed over time; and
- establish a series of forum events to enable the community to continue to participate in the development of the plans.

### REPORT BACK - MAY 2014

Following the public workshop days, the design team analysed and summarised the outcomes and drew up a conceptual masterplan for the new neighbourhood at Chesterton. This was presented to the local community on Wednesday 14 May at The Ashcroft Centre. A broadsheet was produced and handed out at the event including the concept masterplan and a summary of the key themes discussed.



Hands on planning workshop



Hands on planning drawing



Extracts from *Land at Chesterton, Community Planning Weekend Broadsheet, May 2014*

### COMMUNITY FORUM - JUNE 2014

The Forum was organised to ensure that there was continuing dialogue between the design team and the Cirencester community as the masterplanning process evolved.

It was a well-attended event, with about 100 people at the start of the meeting, some of whom had attended the Community Planning Weekend. Over 50 people stayed on to participate in the Hands on Planning session.

Feedback included concerns regarding:

- sewage;
- flooding;
- the existence of a high pressure gas line across the site;
- scale and density; and
- traffic.

The project team have addressed these issues over the last 12 months.



### LEARNING JOURNEY - AUGUST 2014

A tour took place on Friday 15 August and covered three schemes that have aspects comparable to the proposals for Chesterton, Cirencester: Fairford Leys and Berryfields, both in Aylesbury, and Fairfield Park near Letchworth. The trip was attended by a mix of residents, plus involvement from Local Councillors. Two planning officers from Aylesbury Vale District Council gave a guided tour of the two schemes in Aylesbury. Feedback and reactions from attendees regarding the developments were varied in terms of their sense of place and quality of development.

A presentation of the feedback we received from attendees of the Learning Journey formed part of the Report Back at the October Community Forum.

Fairford Leys, Aylesbury



Berryfields, Aylesbury



Fairfield Park, Central Bedfordshire

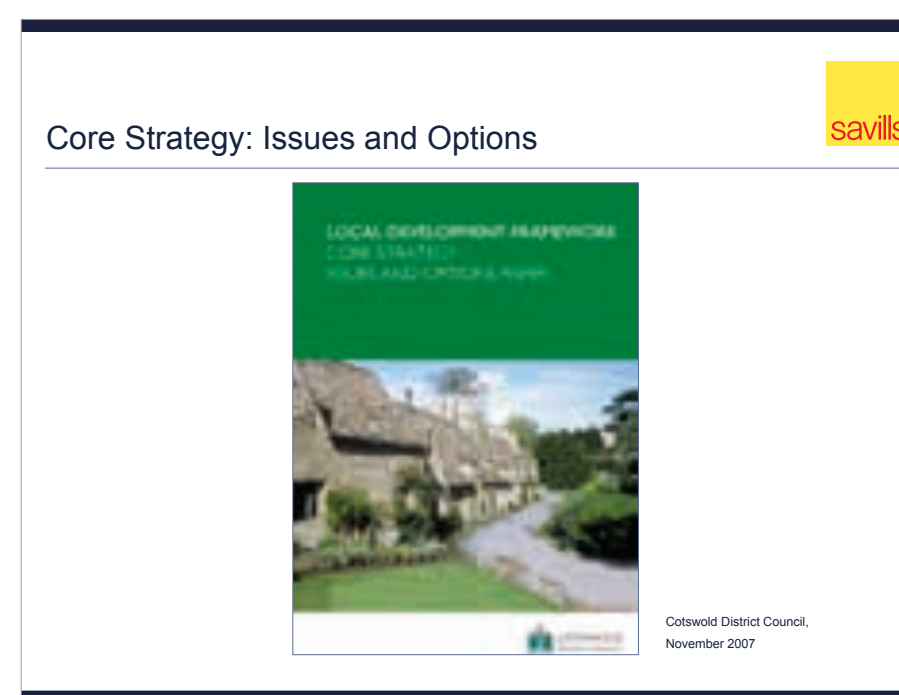
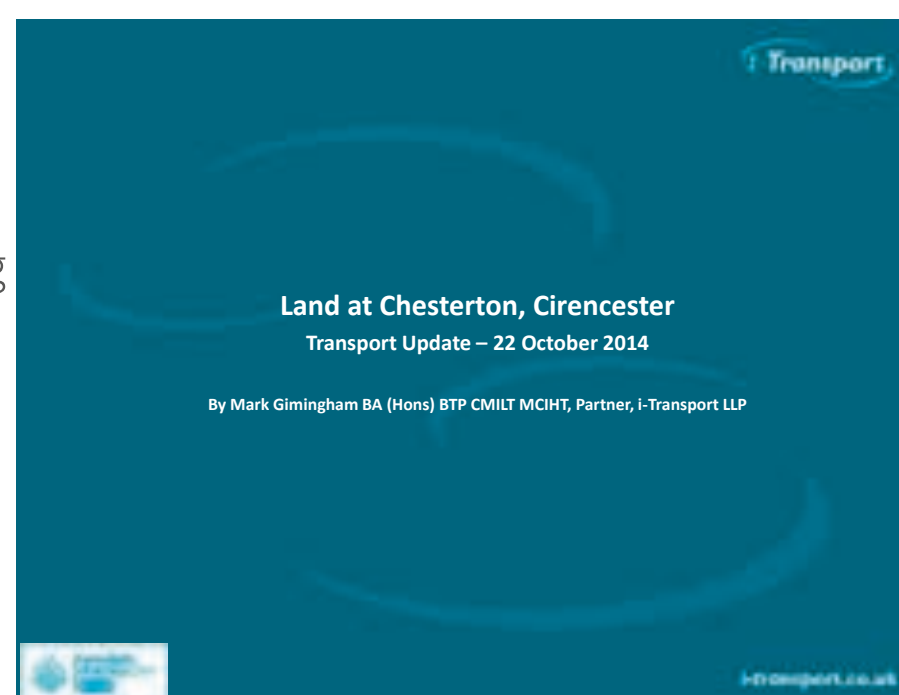


Learning Journey



### COMMUNITY FORUM - OCTOBER 2014

A Community Forum was held on 22 October 2014 in the Bingham House Gallery. Participants had the opportunity to view an exhibition, before presentations by the consultant team focusing on the technical work which had been undertaken to inform the developing proposals. There were updates on planning; landscape, archaeology, ecology; utilities and services; and movement and transport including a demonstration of the traffic modelling tool being developed to analyse existing and future traffic movement across Cirencester.



### MOVEMENT & TRANSPORT DAY - NOVEMBER 2014

As part of emerging proposals for Chesterton, the local community was invited to participate in a day long exercise exploring aspects of movement around the town – on foot, by bicycle and by car. A series of workshops were run, assessing different aspects of movement and transport, supported by a bus tour for the whole group and smaller walking / cycling trips to identified points of interest in and around the town.

The Movement and Transport Day was a productive and useful event attended by around 30 members of the community, including Local Councillors and students from the RAU.

The event was an important part of the process to build up our understanding of existing transport issues in and around Cirencester to inform the Transport Assessment process.



Movement and Transport day, November 2014



ILLUSTRATIVE MASTERPLAN

ILLUSTRATIVE MASTERPLAN

The Illustrative Masterplan represents an initial idea of how the development might be laid out. It is work in progress and has already been adapted in response to technical work and suggestions from stakeholders and the local community at engagement events. It will be further developed and refined over the coming months.

LAND USES

The plan gives an indication of the mix of uses within Chesterton, as well as the various density of development parcels – expressed as dwellings per hectare.

**Reuse and integration of Chesterton Farm**  
The listed buildings of Chesterton Farm, along with associated structures and spaces, will be retained and integrated to serve a new role at the heart of the development. The farm buildings could provide a hub for community uses such as a GP surgery and potential expansion of the existing farm shop. The sensitive restoration and conversion of the wonderful existing buildings will provide an established focus to the new neighbourhood whilst also connecting to the wider open spaces to the south and east.

**Historic environment**  
A green link will be created between key historic assets; the Chesterton Farm complex (including Grade II listed buildings), The Cranhams (Grade II listed) and the Scheduled Ancient Monument (SAM). This will retain openness to the listed buildings while also providing an opportunity to signpost the SAM.

**Mixed use neighbourhood centre**  
A mixed use square is located at the heart of the proposed neighbourhood, incorporating the existing listed buildings and connecting with Chesterton and the wider area. This centre would provide a range of facilities for the new and existing community including a local retail centre and employment. This area would itself adjoin the proposed primary school, further bringing activity and patronage into the centre of the scheme.

**Student accommodation**  
There is the potential for a 200 unit student accommodation complex to be accommodated at the main entrance from Tetbury Road. This would provide an opportunity for a gateway feature into the development and reduce pressure on housing in Cirencester.

**Employment**  
Employment uses will be located to the north-west of the development, alongside the existing offices on Tetbury Road. Further employment will be located along Somerford Road and Spratsgate Lane integrating with Love Lane Industrial Estate, as well as an element of mixed use development within the neighbourhood centre.

**Residential development**  
Lower Density  
Medium Density  
Higher Density  
A total of up to 2,350 residential units is proposed, including student accommodation and housing for older people. A variety of traditional and modern design approaches will be employed. This will include a broad range of housing types ranging from 1-bed/2 apartments to 5-bed houses. Higher density areas of housing will be located at the proposed neighbourhood centre where there will be a greater intensity of use and retail facilities. Medium (e.g. 30 dwellings per hectare) and lower density (e.g. 25 dwellings per hectare) areas suited to larger, family housing are located adjoining green open spaces and existing hedgerows and trees.

**Sports and recreation**  
On-site sports provision will comprise 2 youth football pitches and 3 tennis courts, a sports hall and health & fitness centre. In addition, the recreation facilities provided will be a Neighbourhood Equipped Area for Play (NEAP) and 2 Local Equipped Areas for Play (LEAP).



Artists impression showing Chesterton Farm reused at the heart of the new neighbourhood



Artist's impression of the proposed neighbourhood centre

- KEY**
- Site boundary
  - New primary access from Tetbury Road
  - New secondary access from Tetbury Road
  - Potential 200 unit student accommodation scheme
  - Entrance boulevard
  - Attenuation basins (SuDS)
  - Enhanced cycle / pedestrian routes to town centre
  - Mixed-use neighbourhood centre including retail
  - Primary school
  - Sports pitches
  - Multi-purpose community hall
  - GP Surgery, nursery
  - Converted farm buildings including farm shop
  - Sports Hall and Health & Fitness
  - The Cranhams
  - Entrance avenue from Somerford Road / Spratsgate Lane
  - Allotments
  - New roundabout and access from Spratsgate Lane
  - Scheduled Ancient Monument
  - Housing for the elderly
  - Bus / Cycle / Pedestrian through route only
  - Employment
  - Shared Surface

**MASTERPLAN EVOLUTION**  
Since the Illustrative Masterplan for Chesterton was first presented in May 2014 it has been steadily evolving in light of ongoing technical analysis and dialogue with the local authority, stakeholders and community. The main changes made to the layout over this time are summarised below:

**Housing numbers and types**  
As the approach to housing density / types and the proposed provision of open space has been refined, so has the proposed number of homes. The total is now for up to 2350 dwellings, including the potential for student accommodation and housing for the elderly included within this figure.

**Neighbourhood centre location**  
To ensure that the complex of buildings at Chesterton Farm becomes an integral part of the new neighbourhood, the proposed community and retail uses are shown further south (7, 8, 10, 11), allowing the farm buildings (12) to play a key role in defining the character of this area.

**School location**  
To ensure that the new primary school brings life and activity into the heart of the new neighbourhood it is now shown further south (8), facing across a square towards community uses and the converted Chesterton Farm buildings.

**Sports and recreation**  
Detailed analysis of the appropriate provision of new sports facilities for the neighbourhood has been ongoing. The new masterplan indicates a sports hall, health&fitness centre, and 4 new pitches all located immediately south of the neighbourhood centre (9, 13), beside the school – reached directly along the route of what is currently the Chesterton Farm access.

**Tetbury Road access**  
A roundabout providing access to the south-western area of the Chesterton site is now shown (2).

**Enlarged areas of open space**  
To respect the setting of the listed buildings at Chesterton Farm and The Cranhams a large swathe of green space now extends from the east of the farmhouse round to the south of the Cranhams land.

**Surface water attenuation**  
Technical analysis has led to the development of a surface water drainage strategy for the development, including the provision of large areas given over to planted attenuation basins as part of the accessible public open space (5).



## BENEFITS OF THE SCHEME

### 1) JOBS

The project will generate temporary jobs during construction and permanent jobs once it has been completed.

a) Construction phase: a range of jobs will be created directly by this project during construction, including those engaged in engineering, construction and groundworks. The total number of full-time jobs created is forecast to be some 352 during the 10 year construction phase.

b) Indirect employment: for every single job generated directly on the site, an additional 2 jobs will be created in the supply-chain, ranging from brick manufacture to the supply of timber. The forecast is therefore for some 700 jobs to be created indirectly by the project.

c) Permanent jobs: the masterplan includes some 9ha of employment land. The number of jobs created will depend on exactly what type of companies come forward to occupy the land. Assuming a range of offices, small businesses and storage uses, the total level of employment is likely to be some 1,800 new jobs. In addition, new jobs will be created by some of the community facilities proposed, for example the school, local shops, the GP surgery and maintaining the open spaces. This might be an additional 100 jobs or more creating in the region of 1,900 jobs in total.

### 2) SCHOOLS

The pupils living in the new houses at Chesterton will be educated using capacity in existing schools as well as a new primary school being provided on the site:

Primary: the existing Chesterton Primary School has some spare capacity and so in the early phases of the scheme, the young children in the new homes will go to that school. As further phases of development are completed it will be necessary to provide for the children in a new primary school. The masterplan therefore shows a new 3-form entry primary school which will be funded by the development.

Secondary: all of the secondary-age pupils living at the site will be accommodated at existing schools. The nearest secondary school is Deer Park School and it is considered that most of the pupils from the site will go there. The cost of increasing the capacity of the school to meet the needs of the new pupils will be paid for by the development.

### 3) DRAINAGE

Thames Water has confirmed that the existing treatment works at South Cerney has already been upgraded so that it can accommodate the flows of waste water from the proposed Chesterton development. The necessary infrastructure that remains to be implemented is the new sewer that will take flows from the site to the treatment works. We are working with Thames Water to identify the best route for the new sewer, which will run within land owned by the Bathurst Estate and along public highways.

With a new sewer in place there is the potential for some of the flows of wastewater from existing houses in Chesterton to be transferred from the existing sewer network to the new sewer. If it were to happen this would reduce the flows in the existing sewer network and the associated risk of flooding that has been experienced in parts of Cirencester. This potential benefit of the scheme is currently being investigated by Thames Water.

### 4) MEETING HOUSING NEED

One of the core objectives of the proposed development is to make a major contribution towards meeting demand for housing in Cirencester and in the wider District. A broad range of housing types will be delivered at Chesterton, from 1-/2-bedroom apartments through to larger 4-/5-bed homes.

The Local Plan requires that up to 50% of the new homes provided at the site will be provided as affordable housing. The overall cost of the development will significantly determine what it can afford in terms of the proportion of affordable housing that is provided, given the sizeable investment needed in roads, schools and other infrastructure.

### 5) HEALTH

We are in discussion with the providers of healthcare services locally. We understand that the existing GP surgery has limited capacity and so the masterplan makes provision for a new GP surgery to be provided on the site.

### 6) SPORTS FACILITIES

Sports pitches will be provided on the new Chesterton site to meet the needs of the new community as well as provide a resource for use by the wider community. More than 1 hectare (2.5 acres) of the site is identified in the masterplan for sports use. This area will largely be made up of new sports pitches for outdoor play. Plus there will also be a new indoor sports facility to provide for sports such as basketball, table tennis and badminton.

### 7) OPEN SPACE

As well as sports pitches that provide for formal play, extensive areas of the site will be left open as green spaces for public use. Over 35 hectares (86 acres) of the site will be provided as public open space, allotments, sports and play areas, and areas of landscape.

In addition to the public open space provided, there will be areas of hedgerows, trees and other green areas that will be safeguarded in the masterplan. The Scheduled Ancient Monument at the centre of the site will also be left as green open space for public use.

This is the second largest area of land use on the site after housing. The multitude of green spaces will give the development a sense of openness with plenty of areas where people can play and enjoy the outdoors.

### 8) WALKING AND CYCLING LINKS

The existing footpath / bridleway links across the site will be enhanced in order to provide a series of connections between the countryside to the south-west, the new Chesterton site, and Cirencester itself including the town centre. Measures will be implemented along key walking and cycling links to ensure they offer safe and convenient routes between the Chesterton site, the town centre and other key local destinations. This will include localised narrowing on Cranhams Lane to provide safe crossing points for pedestrians and cyclists travelling between the site and the town. This means that the residents of the existing Chesterton community will be able to readily access on-foot the facilities and services within Cirencester as well as the new facilities and services being provided, including the shops, sports facilities and open spaces.

### 9) HIGHWAY IMPROVEMENTS

BDL is undertaking detailed traffic modelling to assess the impact of the proposed development on the local road network. At present the road network in Cirencester operates relatively well, albeit with certain known 'hotspots' i.e. on Stroud Road near to the school and college entrance and the junction of Swindon Road / Bristol Road.

The modelling takes into account new developments that already have planning permission and are likely to be developed in the coming years as well as anticipated levels of increase in traffic generally on the road network. This 'baseline' analysis shows that by 2031 the existing road network will be above its operating capacity.

In tandem with the proposed development therefore a series of measures will be implemented that will not only account for the proposed new development, but the future position generally taking account of traffic growth and other new developments.

The new development will therefore deliver significant investment in the road network and improvement in the capacity of the highway network. Without these measures the capacity of the existing highway network will be exceeded by 2031 even with development which has already been granted permission and anticipated traffic growth.





## ONGOING HIGHWAYS & TRAFFIC STUDIES

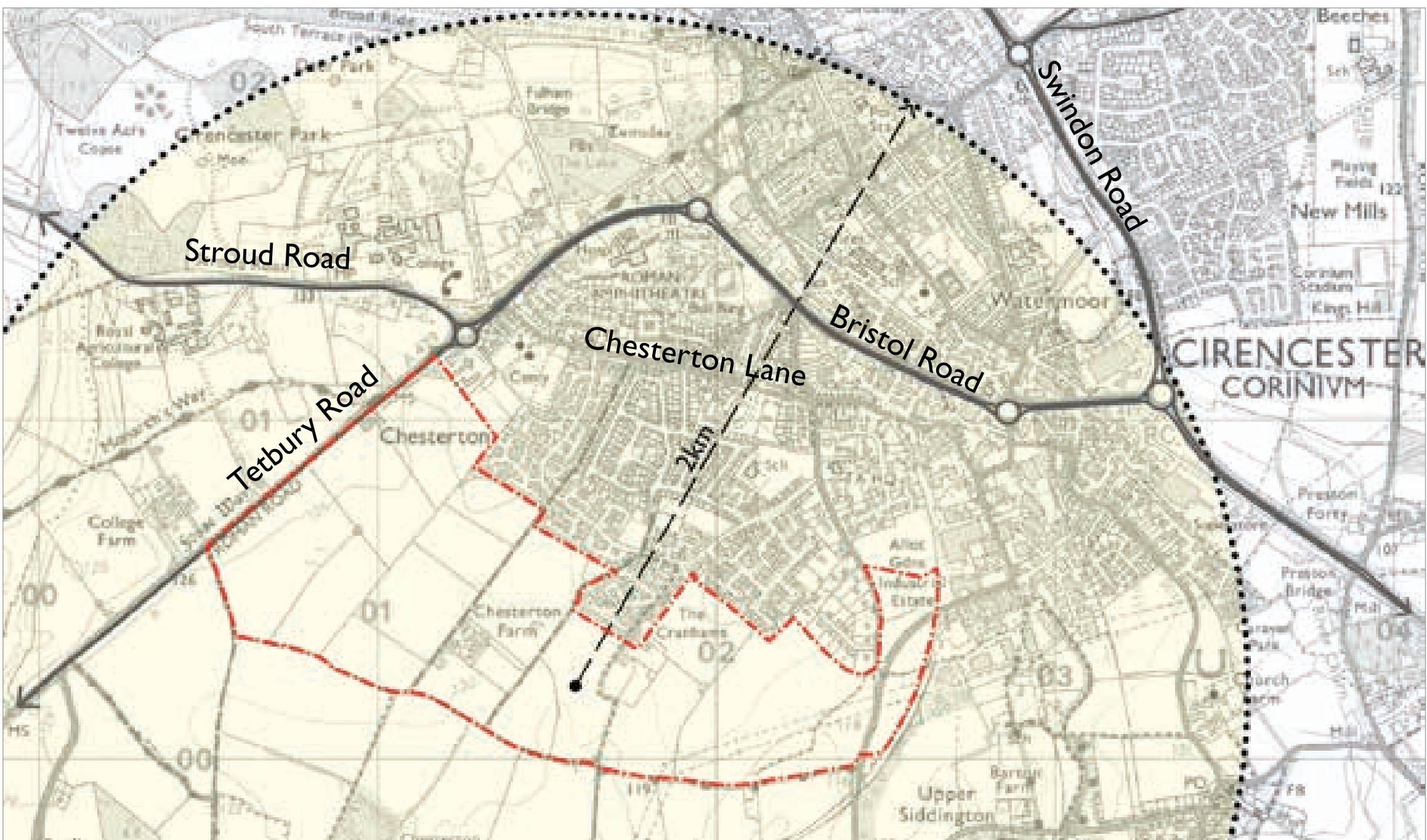
### CIRENCESTER TRAFFIC MODEL

In agreement with the local highway authority, Gloucestershire County Council, Highways England and Cotswold District Council, a traffic model of Cirencester has been developed. It covers the majority of Cirencester, including the A419 / A429 ring road, the local roads in the vicinity of the site, the town centre, as well as Siddington and South Cerney.

A number of traffic surveys have been undertaken to establish the prevailing traffic and highway conditions. Looking forward, forecast year traffic models for both 2021 and 2031 are also being developed, which take account of:

- Committed development;
- Committed highway improvement schemes; and
- Background traffic growth.

The production of forecast year traffic models is important because they are used to test the impact of traffic generated by the proposed development and the extent of highway improvements required to make these impacts acceptable. The development impact testing using the traffic model is expected to be finalised by late Summer / early Autumn 2015.



Site boundary

Indicative centre of the site

2 km radius from the centre of the site

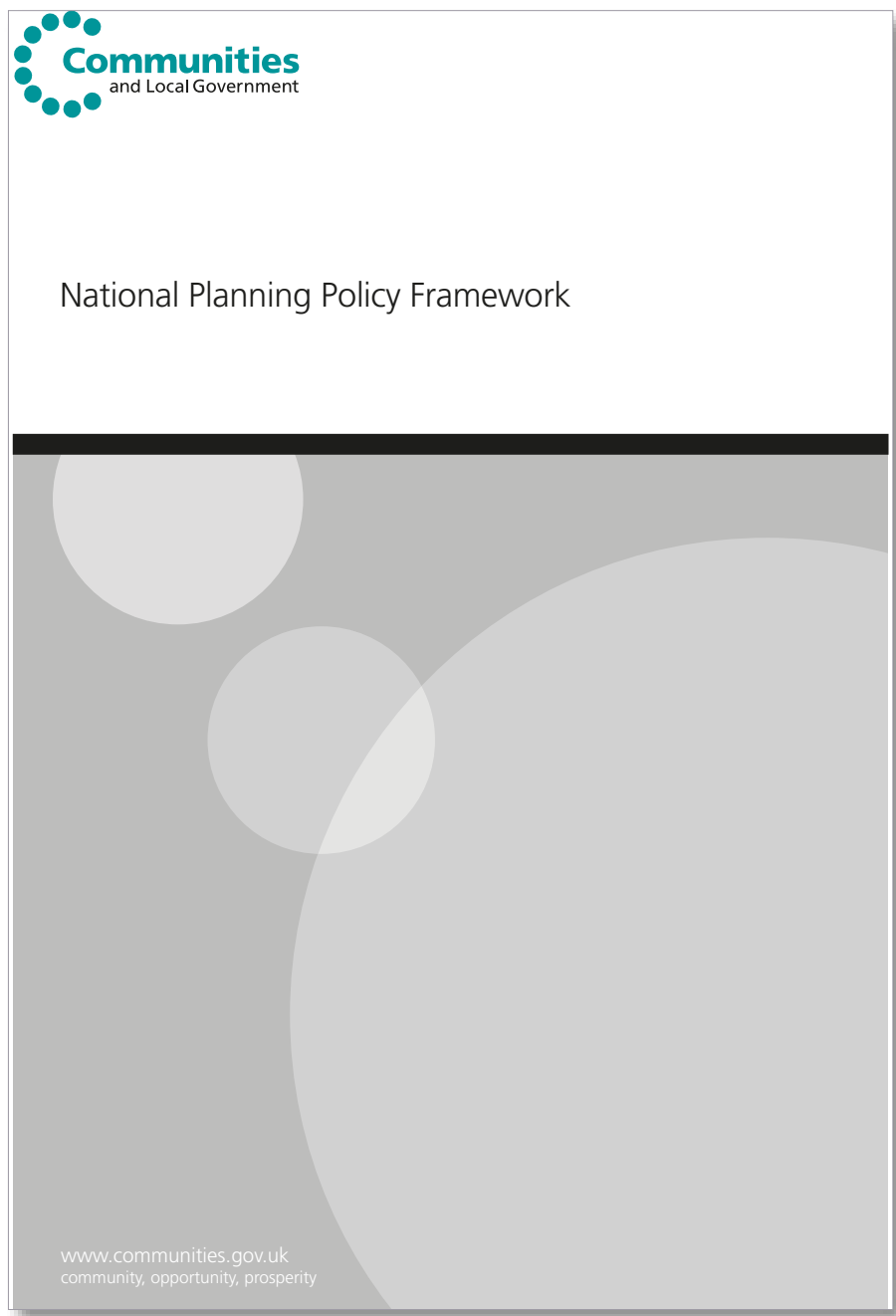
### TRANSPORT ASSESSMENT

The proposed development at Chesterton requires a comprehensive package of transport measures to address its impact on the transport network. We are preparing a town-wide mitigation strategy providing for highway improvements.

The transport assessment will demonstrate that:

- Safe and suitable access to the site can be achieved;
- The opportunities for sustainable transport modes have been taken up; and
- Improvements can be undertaken within the transport network that cost-effectively limit the significant impacts of the development.

The following exhibition boards set out our emerging thoughts on these topics. In summary:



#### Access

There will be no car access from Cranhams Lane to the north. Instead, the existing accesses and Public Rights of Way connecting the site with Cranhams Lane will form part of the core pedestrian and cycle routes connecting the site with Chesterton and the town centre.

Road access is proposed from the A429 Tetbury Road to the west and Spratsgate Lane / Wilkinson Road / Somerford Road to the east.

It is currently envisaged that there will be no through route for car traffic within the development, enforced by a bus gate situated to the south of The Cranhams. This would permit pedestrian, cycle and bus movements, but not cars.

#### Promoting Sustainable Transport

The provision of employment uses, a primary school, retail, community, health and leisure uses in addition to the proposed residential development provides the opportunity for many journeys to be contained within the site without impacting on the local transport network.

The town centre and other local facilities in Cirencester are within a reasonable walk and easy cycle distance of the site for many people. A number of walking and cycling improvements on the routes into the town centre and other key local destinations are proposed.

The emerging public transport proposals would connect the proposed development to many destinations by public transport as well as helping secure the longer term future for bus provision through Chesterton and for Cirencester as a whole.

A Travel Plan is being developed with the objective of reducing the need for travel by private car through the provision of options for non-car driver travel for local journeys.

#### Traffic Impact

The transport assessment establishes the amount of traffic that is generated by the proposed development and the origin / destination of development traffic. The Cirencester Traffic Model is used to help establish the roads that development traffic uses and thus the impacts and requirement for improvements can be established.

The initial traffic analysis is suggesting that improvements are required at a number of locations in the town, including:

- A419 Stroud Road including the Cirencester College / Deer Park School junction;
- A419 Stroud Road / A429 Tetbury Road junction including Chesterton Lane junction with the ring road;
- other junctions on the A419 / A429 ring road; and
- Somerford Road / Chesterton Lane junction.



## SITE ACCESS ARRANGEMENTS A

### A - TETBURY ROAD - Western vehicular access

**1 Proposed A429 Tetbury Road / North Eastern Access roundabout - Principal Access from the West**

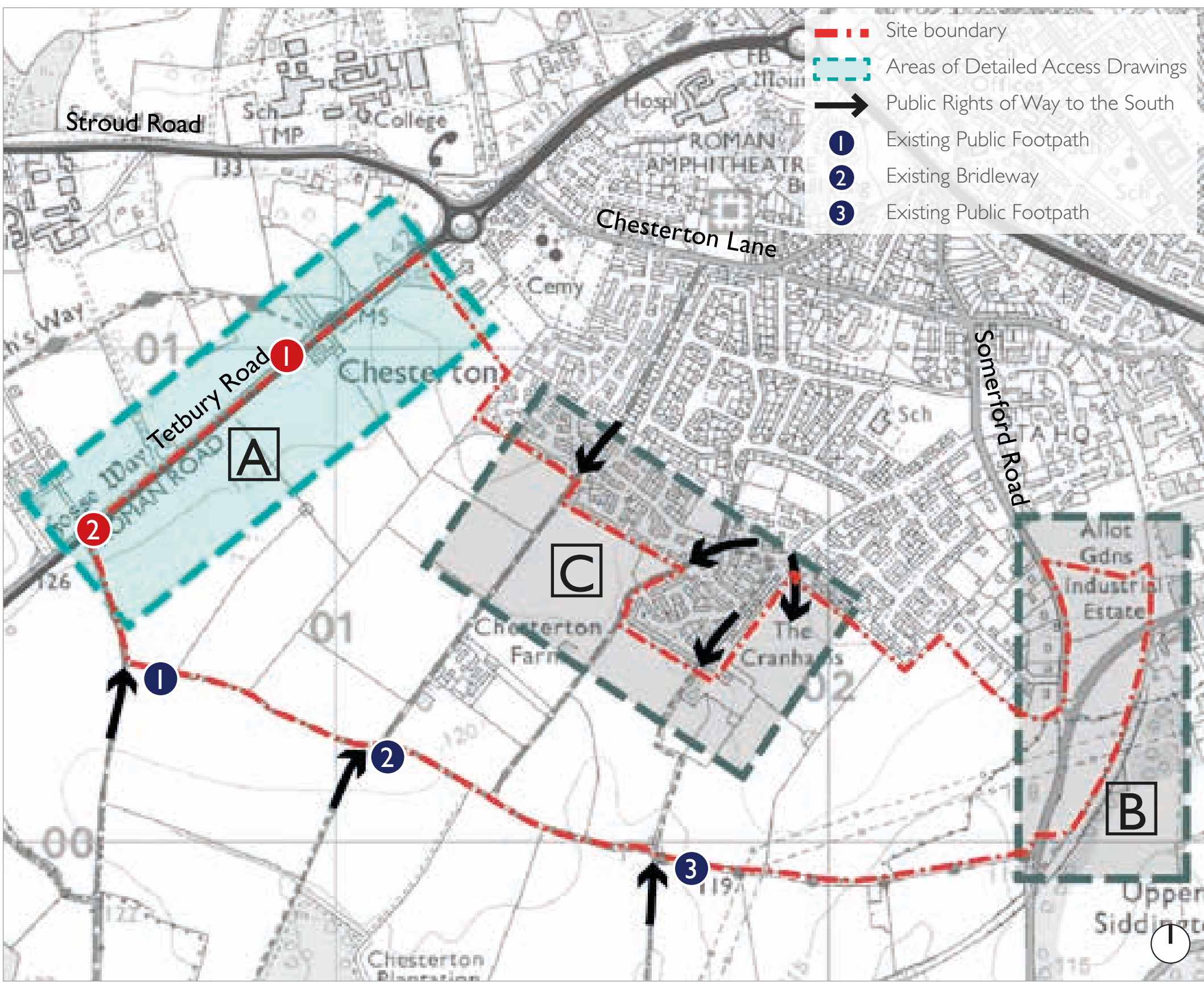
The principal access to the site will be via a new roundabout on Tetbury Road. The south eastern arm provides access to the site whilst there is also the opportunity to provide a north western arm providing access to the consented RAU business park.

It is proposed to extend the dual carriageway link between the proposed roundabout and the A419 Stroud Road / A429 Tetbury Road junction. Footways / cycleways are proposed on both sides of the proposed dual carriageway link and pedestrian / cycle crossing provision on Tetbury Road is also proposed at road level.

**2 Proposed A429 Tetbury Road / South Western Access roundabout - Secondary Access from the West**

A smaller roundabout will be provided further to the south west along the A429 Tetbury Road to provide a secondary access to the development from Tetbury Road. The south eastern arm provides access to the site whilst the north western arm provides improved access to the College Farm Buildings.

A footway / cycleway is proposed to the south of Tetbury Road linking in with the proposed provision to the north east at the principal access roundabout.



- A** Tetbury Road – Western vehicular access
- B** Somerford Road / Spratsgate Lane – Eastern vehicular access
- C** Cranhams Lane – Pedestrian and Cycle Access

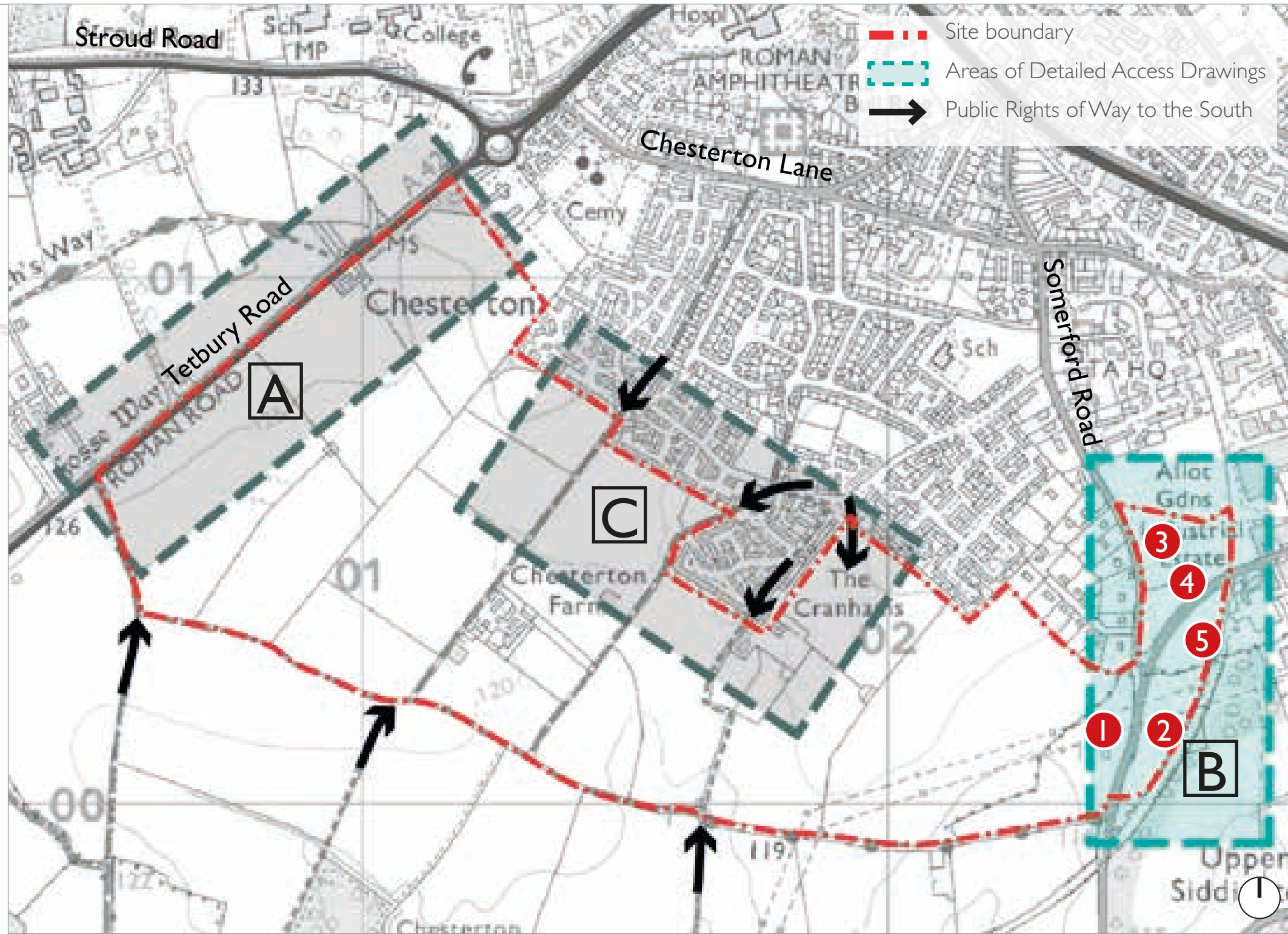
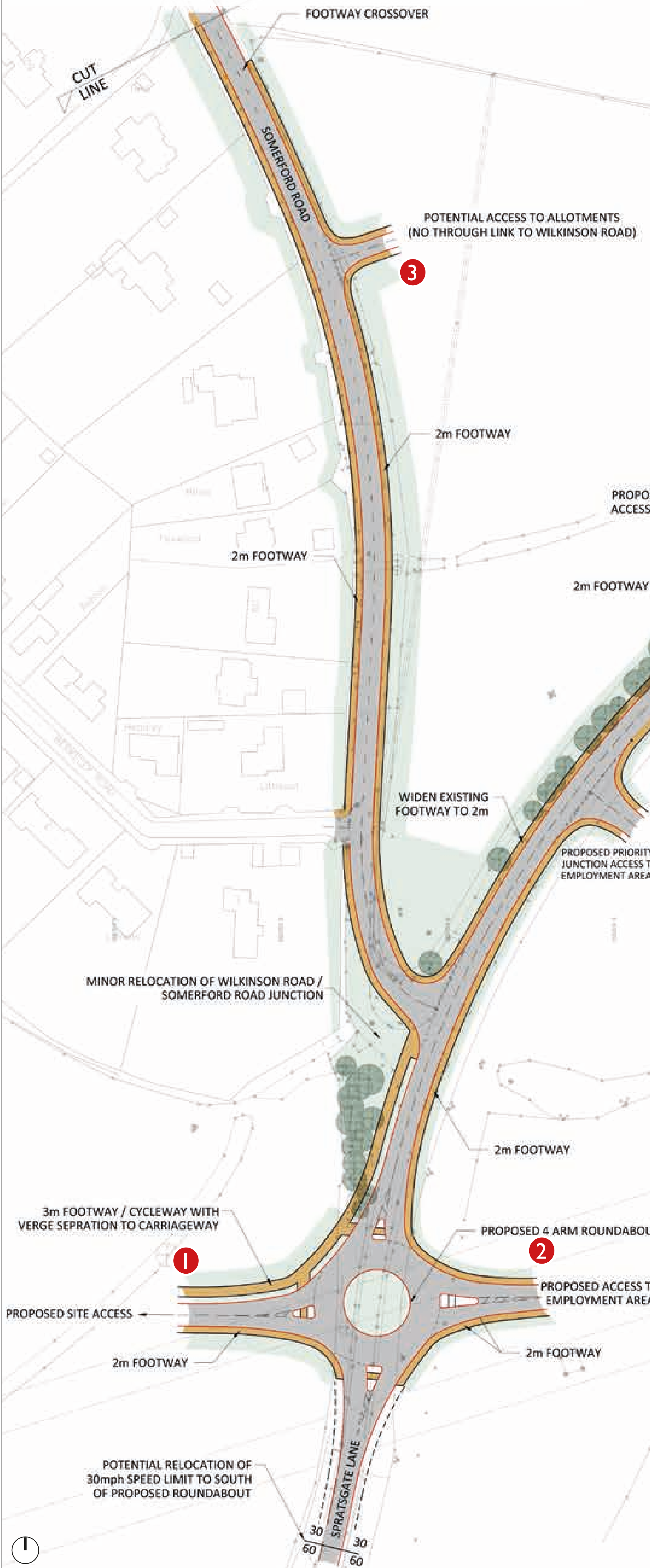
### A - TETBURY ROAD - Western vehicular access





## SITE ACCESS ARRANGEMENTS B

### B - SOMERFORD ROAD/SPRATSGATE LANE - Eastern vehicular access



### B - SOMERFORD ROAD/SPRATSGATE LANE - Eastern vehicular access

Proposed Spratsgate Lane / Wilkinson Road / Somerford Road Access Arrangements  
- Access from the East

- 1 Main site access
- 2 Employment access
- 3 Potential allotment access
- 4 & 5 Employment access

A new roundabout will be provided on Spratsgate Lane to the south of the Wilkinson Road / Somerford Road junction. The western arm will provide access to the main part of the development whilst the eastern arm provides an access to the proposed employment area.

Two priority junctions are proposed on Wilkinson Road providing access to the proposed employment area, whilst there is a potential access shown from Somerford Road to allotments (with no through road connection to Wilkinson Road and no access to the proposed employment areas from Somerford Road).

Improved footway provision is proposed along both Wilkinson Road and Somerford Road.



## SITE ACCESS ARRANGEMENTS C

### - CRANHAMS LANE - Pedestrian/cycle access

- 1 Existing Chesterton Farm access
- 2 Existing bridleway west of The Maples
- 3 Existing footpath near The Cranhams
- 4 Existing footpath near The Cranhams
- BG Bus gate restricting car movements between the western and eastern parts of the site

The masterplan will provide a fully connected and permeable high quality network of streets, as well as pedestrian / cycle routes of different character within the site. This will minimise barriers to walking and cycling, naturally calm traffic speeds and encourage these modes as an attractive means of travel; and prioritising a “people first, car second” environment. The street layout will be developed further during the lead up to any planning application.

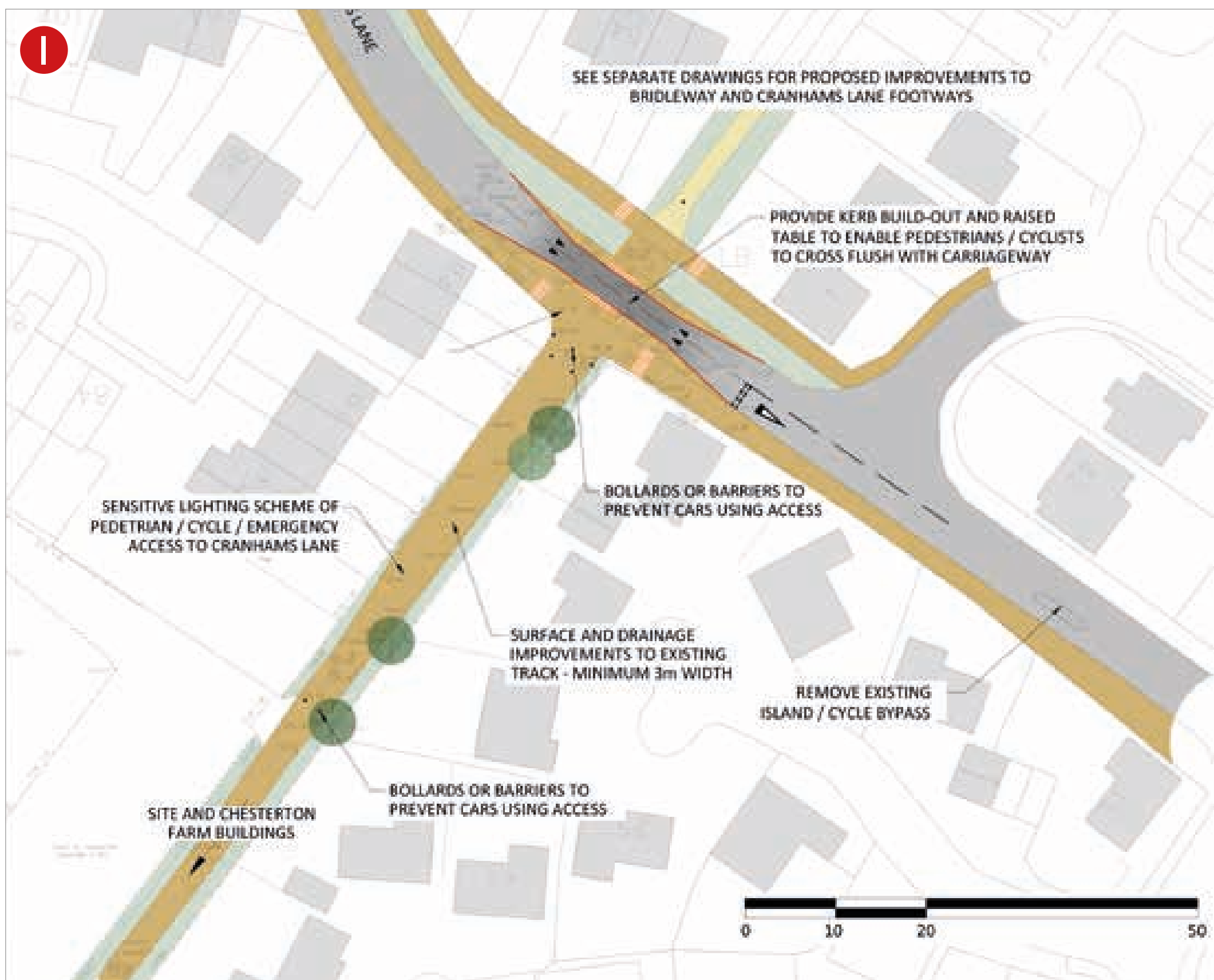
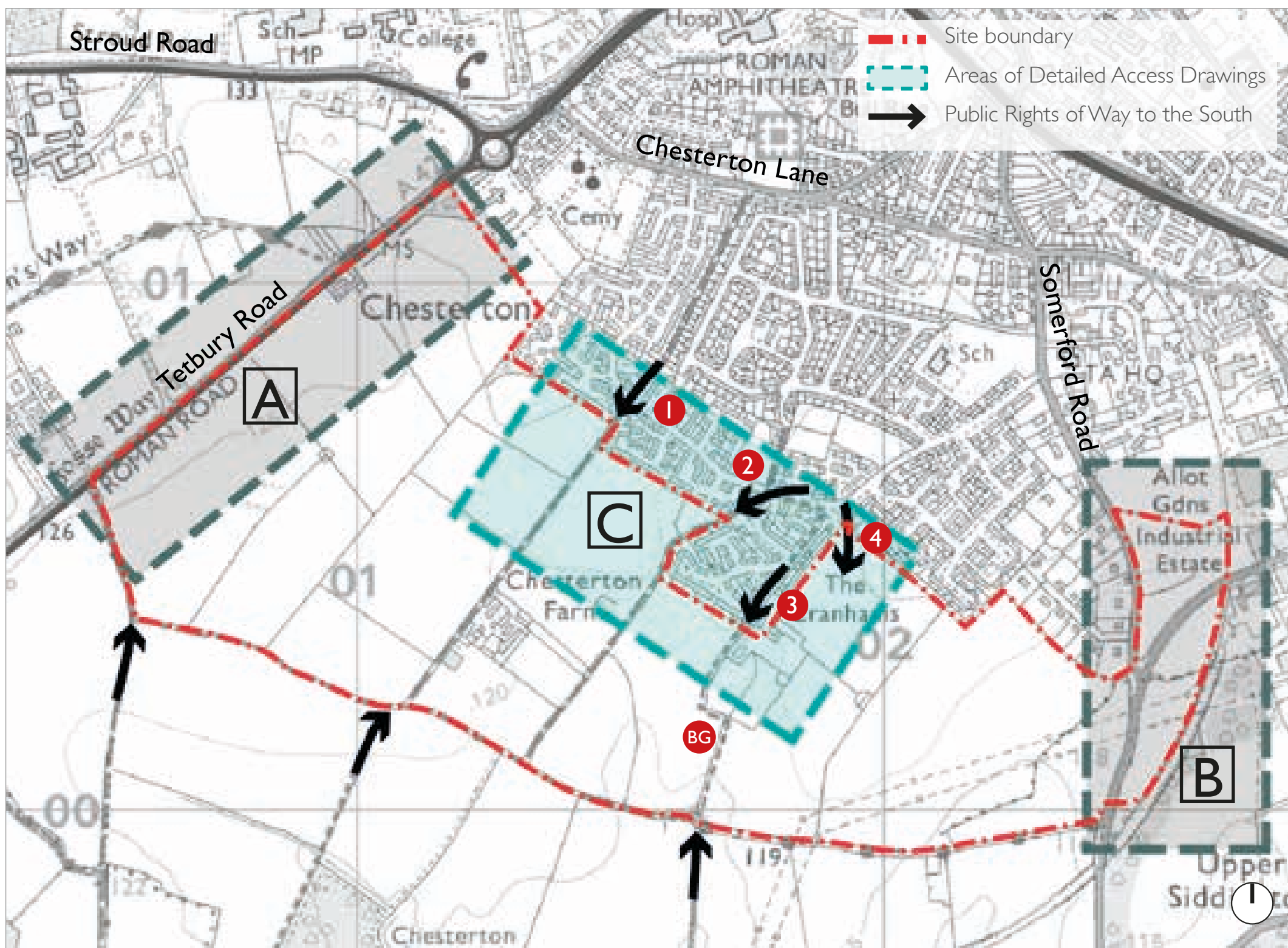
Pedestrian / cycle accesses will be provided from Cranhams Lane to the north in the following locations:

- Western pedestrian / cycle access (existing Chesterton Farm access and Bridleway);
- Central pedestrian / cycle access (existing Bridleway); and
- Eastern pedestrian / cycle access (existing gated access).

Improvements to these routes will be undertaken in the form of surface improvements, drainage, and provision of sensitive lighting schemes in order to provide attractive pedestrian / cycle linkages to Cranhams Lane, Chesterton and the town centre beyond. It is also envisaged that the western and eastern pedestrian / cycle accesses will be made available as emergency accesses (car access will be prevented through the introduction of bollards or barriers).

The existing footpath connection to The Maples will have surfacing and drainage improvements and will be available for use, although it will remain narrow and will not form part of the core pedestrian and cycle network.

There are a series of bridleways and public footpath links to the south which will continue to be available as Public Rights of Way accessing the countryside towards Kemble to the south and Siddington to the south-east.





# OFF-SITE PEDESTRIAN & CYCLE IMPROVEMENTS

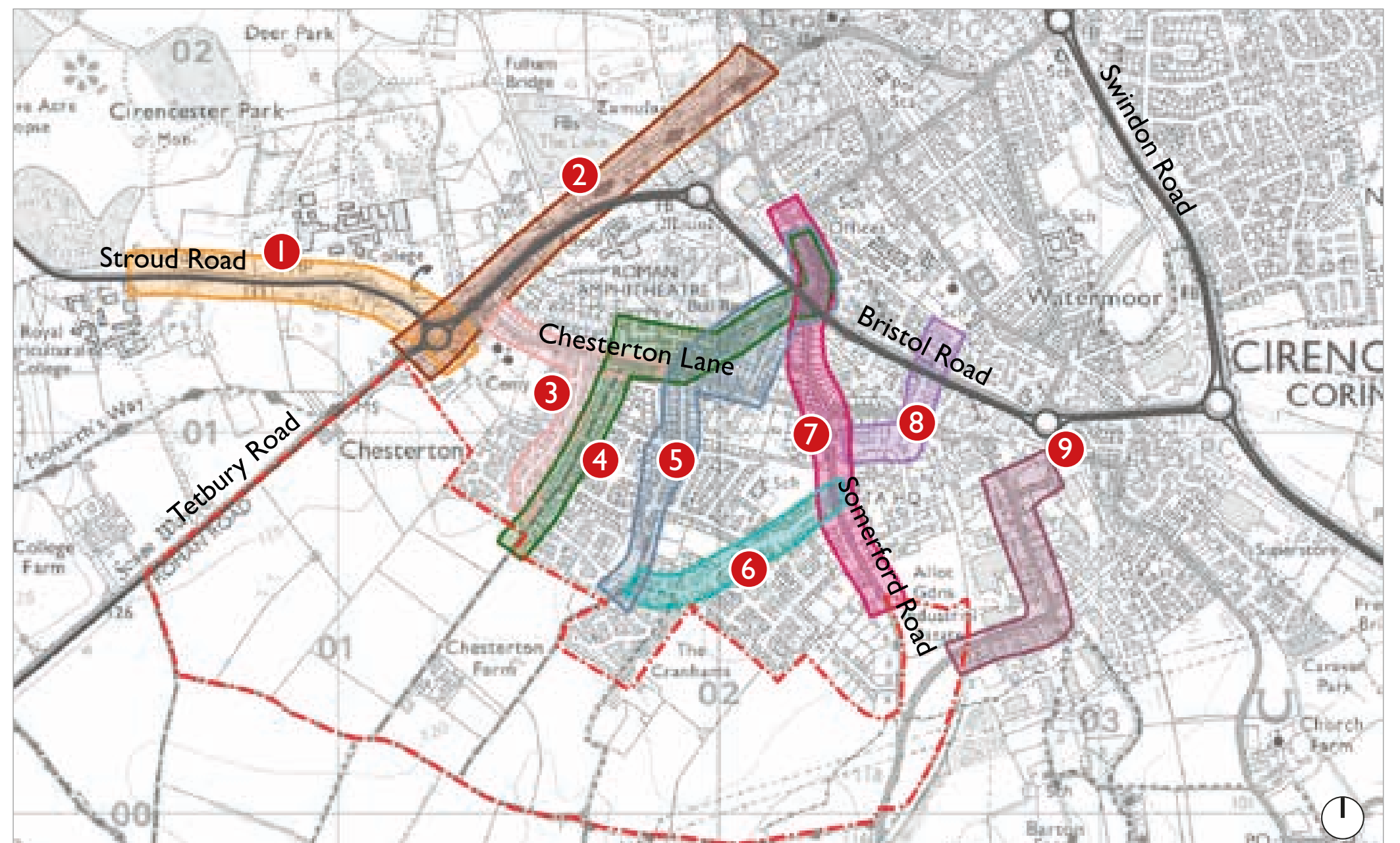
## PEDESTRIAN & CYCLE IMPROVEMENTS

We are proposing improvements to nine existing pedestrian and cycle routes between the site and the Town Centre and other key local destinations. This will ensure that future residents of the site will have the opportunity to access a range of destinations, via a choice of good routes, on foot and by bike, while also benefiting existing residents in Cirencester. We are proposing a number of improvements to these established connections for example introducing tactile paving, dropped kerbs and widening existing facilities within the network where possible.

The studies demonstrate that through the use, and enhancement of these existing routes between Chesterton, the Town Centre and other key local destinations, the proposed development can be integrated with the town without reliance on transport by vehicle.

Proposed improvements 1-6 are described below.

Extracts of the proposed improvements are shown below, copies of the full routes are also available to view alongside this exhibition.



### 1 Stroud Road (between Tetbury Road and RAU):

- Widen existing narrow footway on northern side of Stroud Road within existing highway verge to provide a 2.5m – 3.0m wide shared use footway/cycleway between Cirencester College / Deer Park School and RAU; and
- Relocate and upgrade existing bus stop on southern side of carriageway in vicinity of western Deer Park School access, and provision of footway linking to RAU.



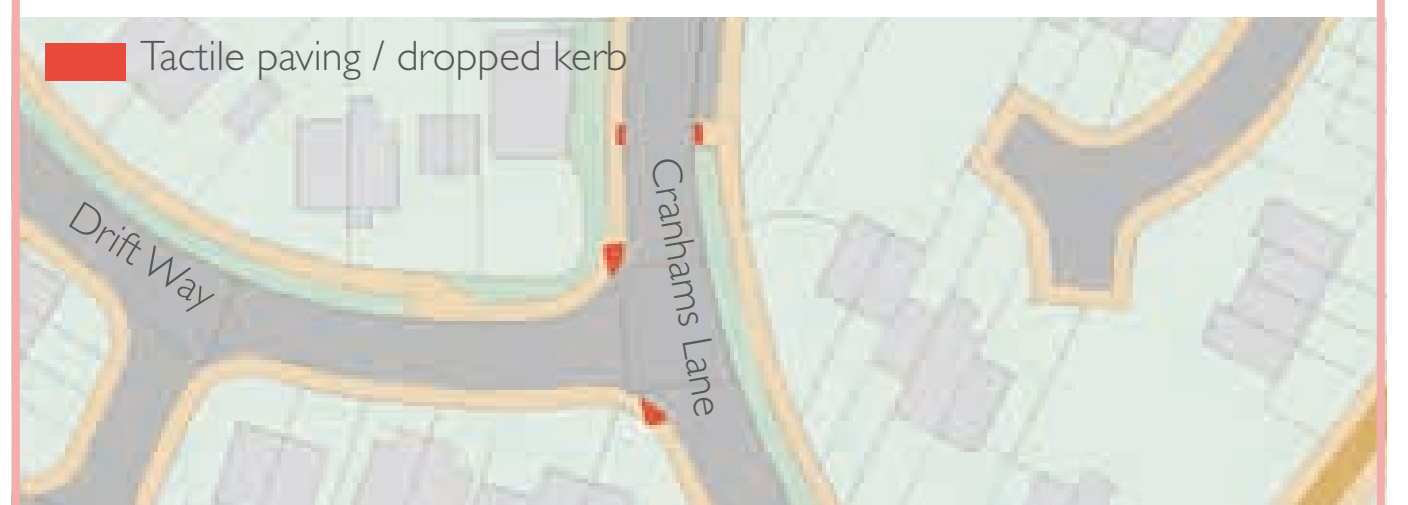
### 2 Tetbury Road (between Site boundary and Town Centre):

- Widen existing narrow footway on eastern side of A419/A429 Tetbury Road within existing highway verge to provide a 2.5m – 3.0m wide shared use footway/cycleway;
- This will tie in with the footway/cycleway provision on Chesterton Lane and the proposed crossing provision at road level on Tetbury Road (in the vicinity of the existing subway) and will extend to north of the existing footbridge near the Hospital to tie in with proposed crossing provision at road level at the existing roundabout with Hammond Way;
- Potential provision of guard railing on both sides of carriageway to improve safety for pedestrians and cyclists; and
- Refresh cycle lane markings along route and provision of colour surfacing on existing shared-use facility to delineate cycleway.



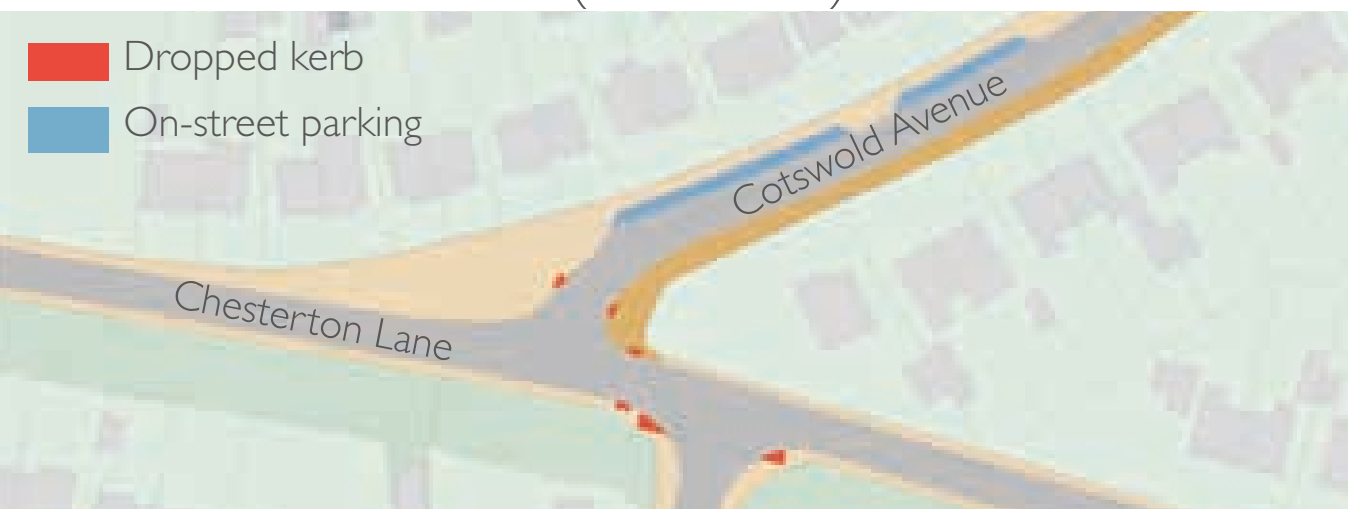
### 3 Cranhams Lane (Existing Farm Access) to Tetbury Road via Chesterton Lane:

- Widen existing footway on northern side of Chesterton Lane between Tetbury Road and Chesterton Park to extend the 3.0m wide shared use footway/cycleway; to tie within the proposed crossing provision and new footway/cycleway on the eastern side of Tetbury Road;
- Provision of dropped kerb crossings and tactile paving on Cranhams Lane and Chesterton Lane where currently not provided to assist pedestrian crossing movements at minor road junctions; and
- Overgrown vegetation to be cut back within highway limits where overgrown the footway.



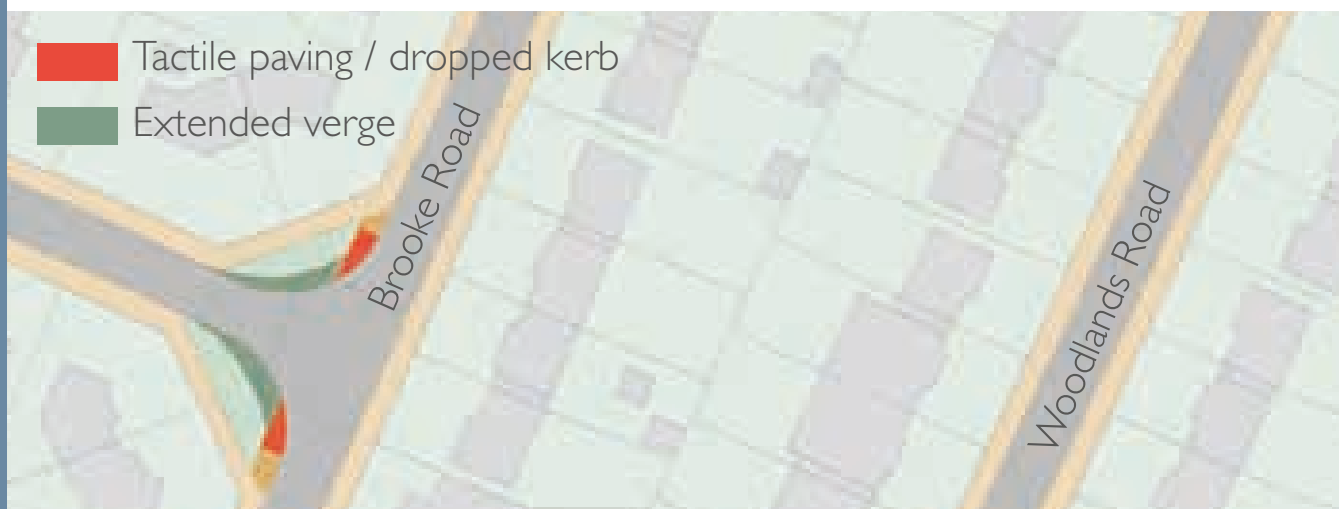
### 4 Cranhams Lane (existing farm access) to Town Centre (via Existing Bridleway No. 24, Four Acre Field, Cotswold Close, Cotswold Avenue / Mount Street and Somerford Road):

- Widen existing Bridleway to 3.0m with all-weather surfacing and drainage improvements, as well as sensitive lighting scheme;
- Proposed kerb-build out and raised table on Cranhams Lane and Chesterton Lane at the southern and northern end of the route to enable pedestrians/cyclists to cross flush with the carriageway;
- Ongoing discussions with Cirencester Town Council regarding the formation of a pedestrian and / or cycle route through Four Acre Playing Field between Chesterton Lane and Cotswold Close and the Hospital / Ampitheatre;
- Provision of formalised on-street parking bays within existing wide footway on western side of Cotswold Avenue (as far as Cotswold Close) and minor realignment of carriageway to provide 2.0m footway on eastern side; and
- For Somerford Road (see route 7).



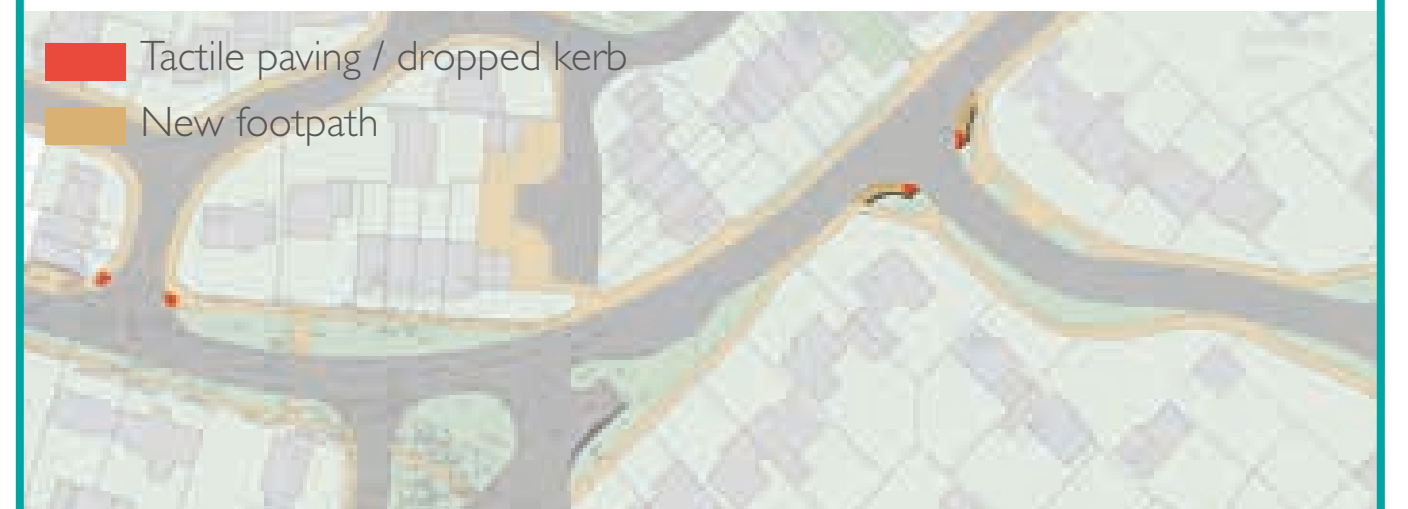
### 5 Cranhams Lane, Existing Bridleway No. 30 to town Centre (via Brooke Road, Bathurst Road, Cotswold Avenue / Mount Street and Somerford Road):

- Widen existing Bridleway to 3.0m with all-weather surfacing and drainage improvements, as well as sensitive lighting scheme;
- Reduce crossing width at Masefield Road at junction with Brooke Road and provision of dropped kerb and tactile paving;
- Minor widening / footway provision on Springfield Road and Lawrence Road to tie in with proposed dropped kerb crossing and tactile paving;
- Provision of dropped kerb crossings and tactile paving at minor road junctions along route to assist pedestrian crossing movements; and
- For Cotswold Avenue (see route 4) and for Somerford Road (see route 7).



### 6 Cranhams Lanes (between The Maples and Somerford Road):

- Provision of dropped kerb crossings and tactile paving at minor road junctions to assist pedestrian crossing movements;
- Provision of extended footway on pedestrian desire line around junction with Alexander Drive; and
- Provision of dropped kerb crossing and tactile paving where footway ends on eastern side of carriageway immediately to the north of Chestnut Lodge Nursing Home.



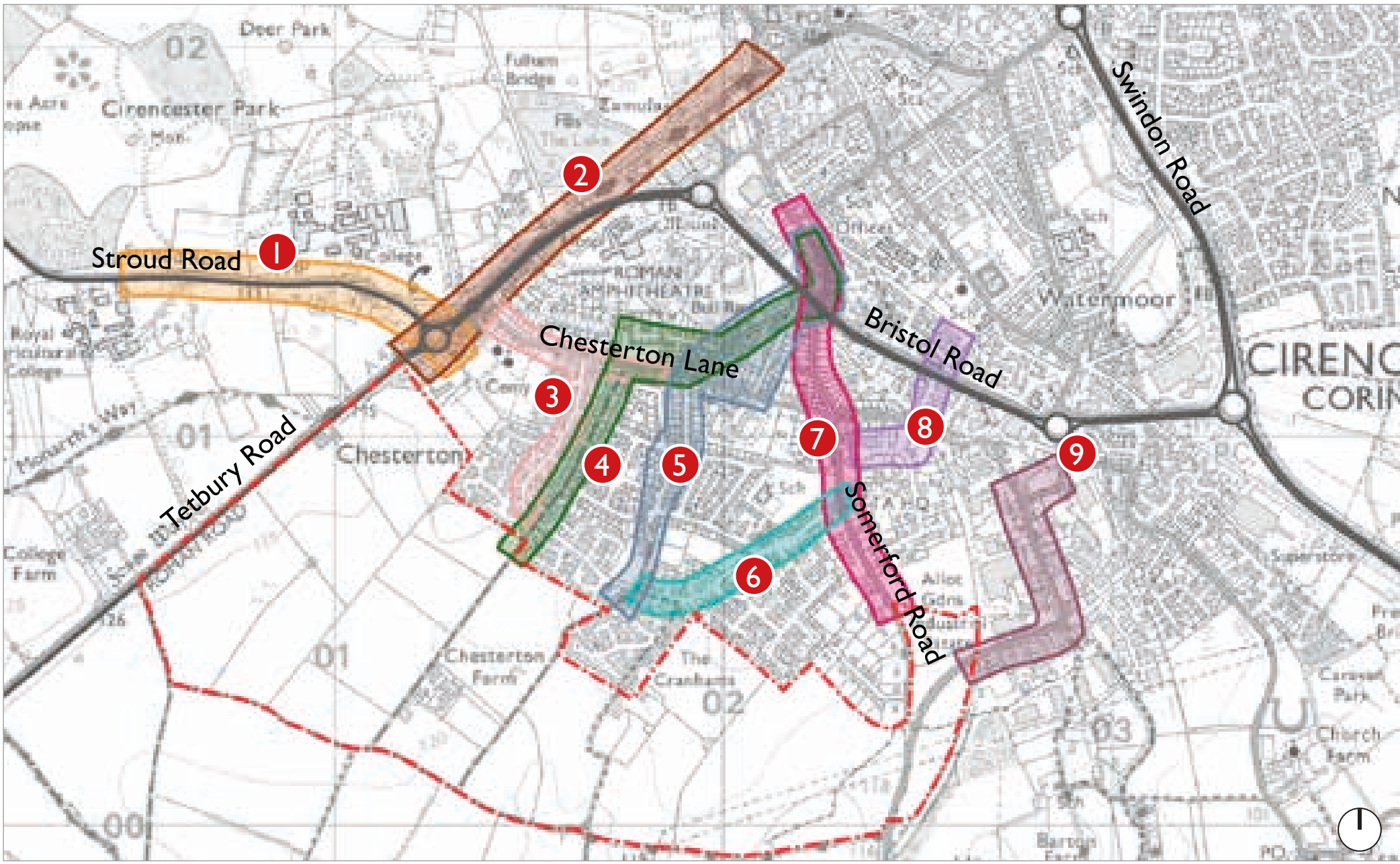


## OFF-SITE PEDESTRIAN & CYCLE IMPROVEMENTS

### PEDESTRIAN & CYCLE IMPROVEMENTS (continued)

Proposed improvements 7-9 are described below.

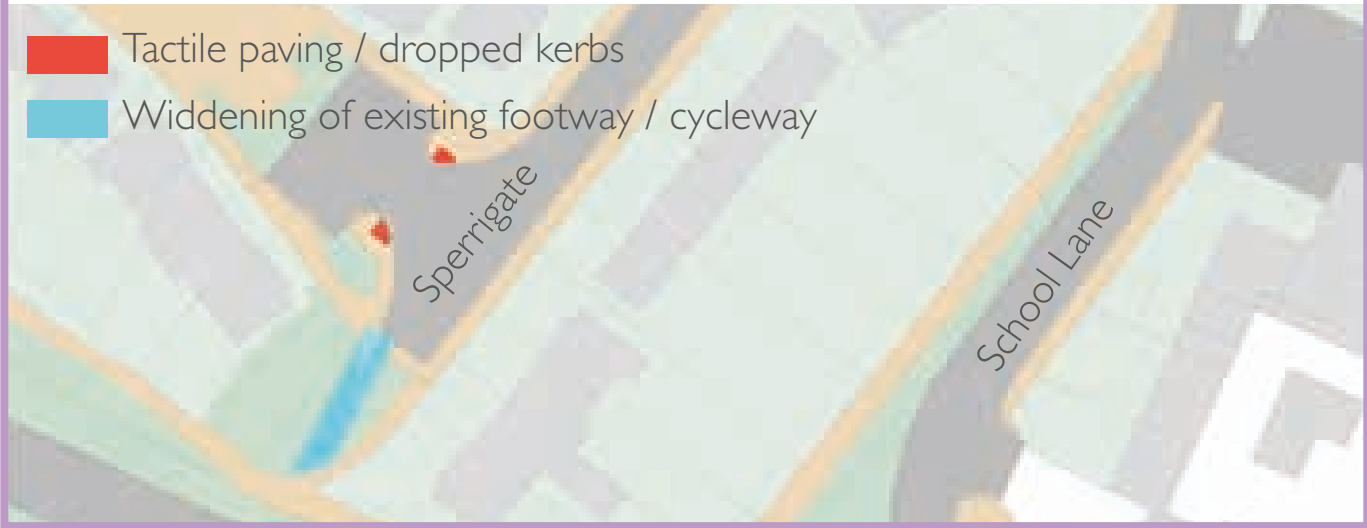
Extracts of the proposed improvements are shown below, copies of the full routes are also available to view alongside this exhibition.



- 7 Somerford Road (between site boundary and Town Centre):**
- Provision of dropped kerb crossings and tactile paving at minor road junctions to assist pedestrian crossing movements;
  - Pedestrian improvements to Somerford Road / Chesterton Lane junction in accordance with potential junction improvement schemes; and
  - Potential introduction of on-street parking control on Somerford Road between Chesterton Lane and Garden Close to assist in improving the environment for pedestrians and cyclists.



- 8 Oaklands to Sperrigate (between Somerford Road and Trinity Road/School Lane):**
- Provision of dropped kerb crossing and tactile paving at minor road junctions to assist pedestrian crossing movements; and
  - Provision of appropriate give way white line markings along existing cycle route.



- 9 Wilkinson Road / Love Lane / Midland Road:**
- Pedestrian improvements to Midland Road / Love Lane Industrial Estate Corridor in accordance with proposed junction improvements; and
  - Provision of dropped kerb crossing and tactile paving at minor road junctions to assist pedestrian crossing movements.



### PUBLIC TRANSPORT STRATEGY

Discussions are ongoing with Gloucestershire County Council and local transport operators regarding the public transport strategy for the site and how this fits with the wider objectives for the town. Together the following possibilities are being investigated:

- A regular service linking Kemble Station and Cirencester town centre via the site and Chesterton, developing the existing Service 881 (Cirencester – Kemble Station - Tetbury). The current thoughts are that the route would operate on at least an hourly frequency throughout the day;
- By linking this with the current Cirencester – Gloucester service, consideration can be given to an opportunity to extend the service to Gloucester ( Gloucester Business Park - Gloucester Royal Hospital - Gloucester service);
- A regular bus service between Stroud and Cirencester town centre via the site and Chesterton, developing the current 54/54a service. Current thoughts are that the route would operate on an hourly frequency throughout the day but especially at commuter times co-ordinating with the proposed Kemble service (see above) to provide a half hourly frequency service at common points; and

- Creating the circumstances whereby Stagecoach, who currently provide the hourly Swindon – Cirencester – Cheltenham, service 51 without subsidy during the day, are encouraged to serve the site too.

In combination, it is believed that the emerging proposals would connect the proposed development to many destinations by public transport as well as helping secure the longer term future for bus provision through Chesterton and for Cirencester as a whole.





# OFF-SITE VEHICULAR IMPROVEMENTS

## HIGHWAY IMPROVEMENTS

The analysis to date has looked at the operation of the local highway network at six key junctions, namely:

- A419 Stroud Road including the Cirencester College / Deer Park School junction;
- A419 Stroud Road / A429 Tetbury Road junction including Chesterton Lane junction on the ring road;
- A419 / A429 ring road / Hammond Way / Hospital Junction;
- A419 / A429 ring road / Midland Road / Watermoor Way junction (Fire Station roundabout);
- A419 / A429 ring road / Cricklade Road / Middlemead junction (Kingsmeadow roundabout); and
- Somerford Road / Chesterton Lane junction.

These junctions are expected to operate over capacity in the forecast years (2021 and 2031) when taking into account committed developments, highway improvements and background traffic growth. The proposed development therefore offers the opportunity not only to mitigate development impacts but also to address operational issues that would occur irrespective of the proposed development. The initial proposals have been informed by discussions with and the requirements of Gloucestershire County Council, to address:

- The severance effect of the A419 / A429 ring road including the provision of pedestrian / cycle crossings at road level;
- Safety concerns relating to lane discipline and the speed of traffic through the ring road junctions; and
- Traffic capacity issues to ensure the effective future operation of the local highway network.

The on-going traffic analysis will consider development impacts and requirements for improvements in other locations within the study area (including the town centre).

### 1 A419 Stroud Road especially the Cirencester College / Deer Park School junction

A significant source of the existing traffic issues in the A419 Stroud Road / A429 Tetbury Road area relates to the operation of the Cirencester College / Deer Park School junction, especially during the morning peak hour. There is a heavy turning movement into and out of the site from the east, many of which are coach movements. However, the junction is not large enough to accommodate coaches turning in and out of the access at the same time. This causes coaches to wait on the westbound Stroud Road arm whilst coaches leave the school and over run the right turn lane. This causes queuing back along the ring road and Tetbury Road during the morning peak hour.

Cirencester College has recently submitted a planning application to rationalise its coach parking arrangements and improve circulation within its site.

The drawing shows the introduction of traffic signal control and widening of Stroud Road and the bellmouth of the school / college junction to accommodate future traffic volumes and the coach movements. The proposed junction improvements are currently the subject of discussion with the College and the School.

### 2 A419 Stroud Road / A429 Tetbury Road including Chesterton Lane junction

There is the potential to introduce partial signal control to the A419 Stroud Road / A429 Tetbury Road roundabout along with widening of the approach lanes and the circulatory carriageway to accommodate future traffic flows safely.

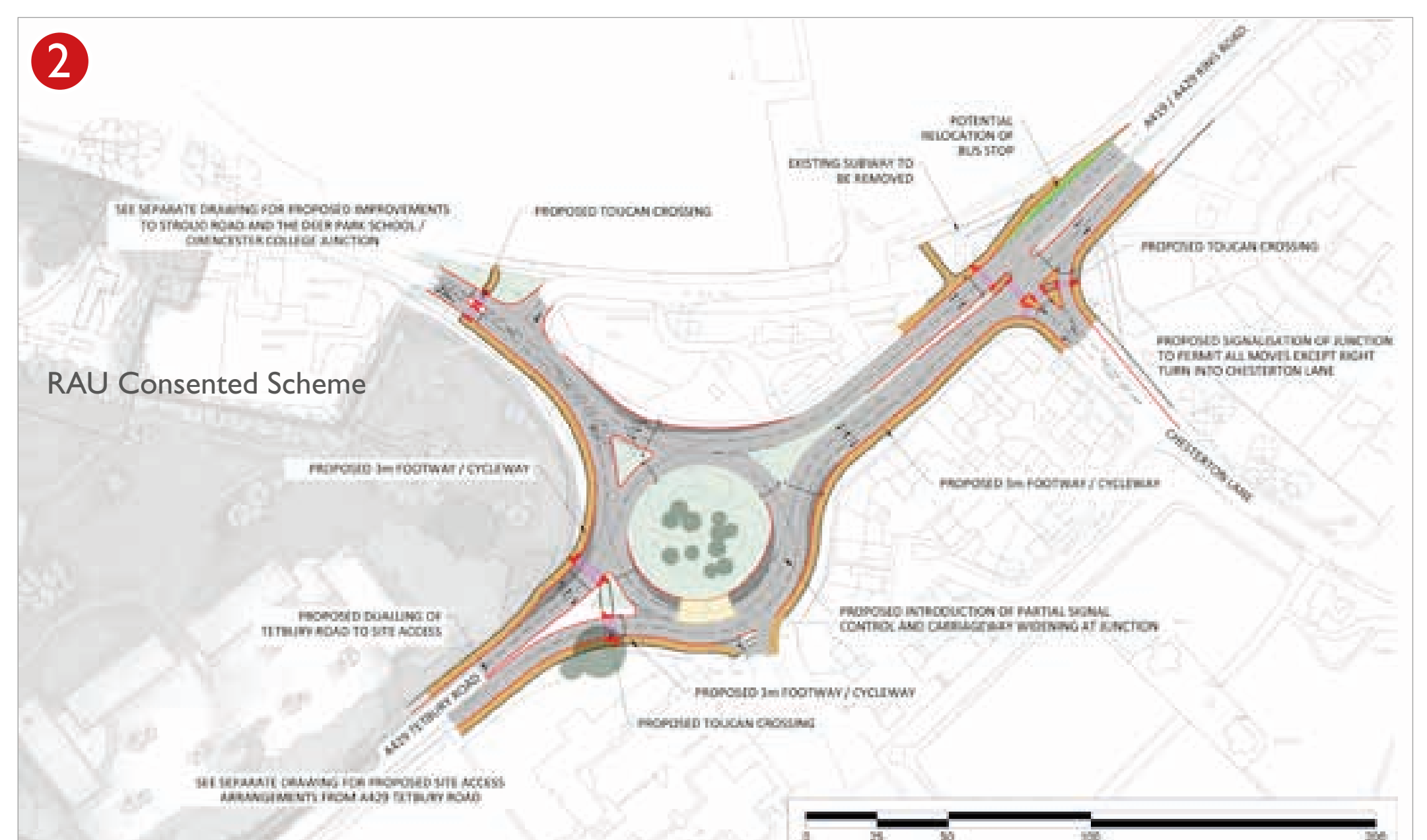
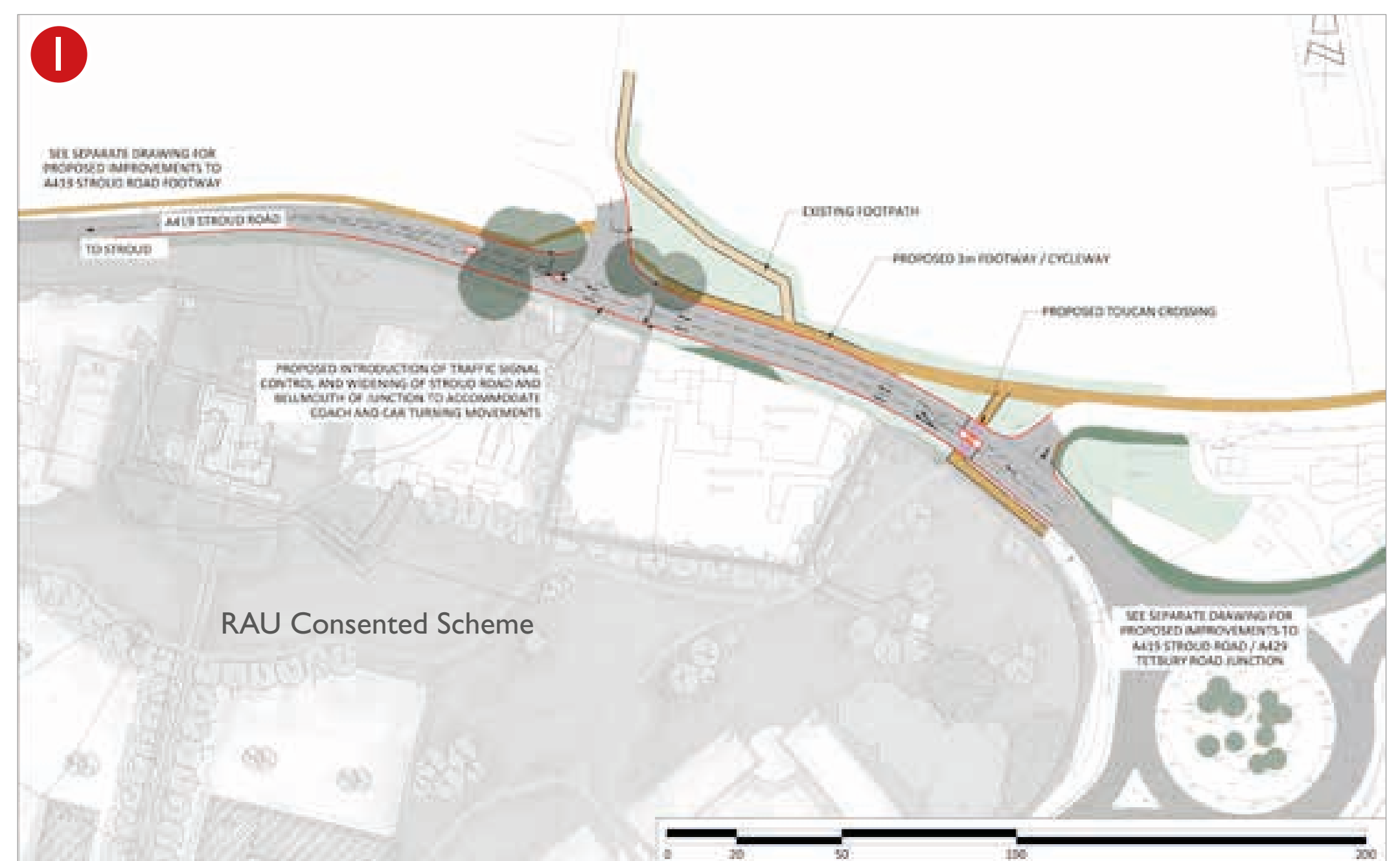
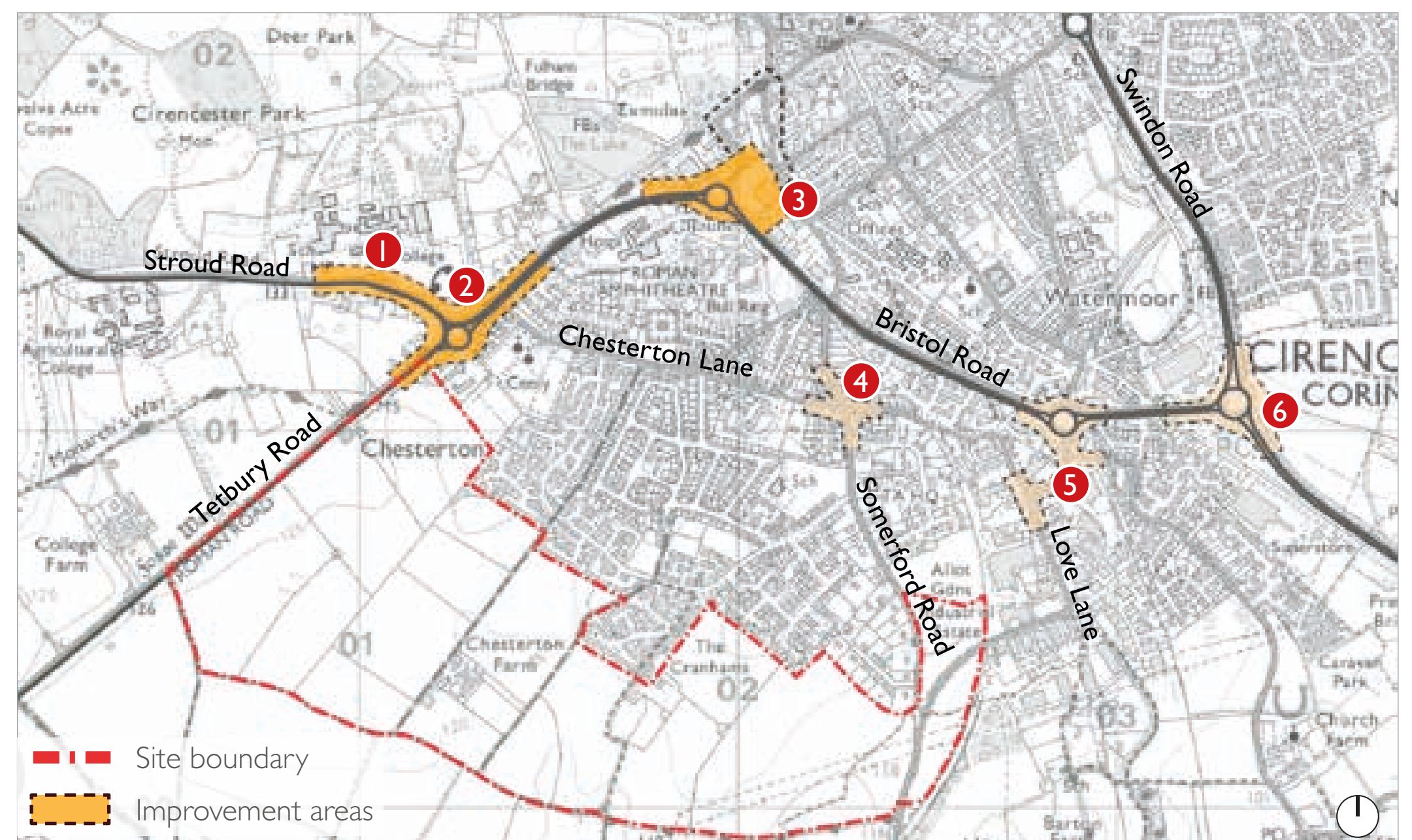
The introduction of traffic signal control enables pedestrian / cycle crossing provision to be introduced at road level.

It is also proposed to signalise the Chesterton Lane / ring road junction to allow right turns out to avoid the need to perform a U-turn at the Stroud Road / Tetbury Road roundabout.

### 3 A419 / A429 / Hammond Way / Hospital Junction

There is the potential to introduce partial signal control and carriageway widening at the junction to accommodate future traffic flows safely.

The introduction of traffic signal control enables pedestrian / cycle crossing provision to be introduced at road level, which provides the opportunity for the existing footbridge to be removed. There is the potential to improve pedestrian access between the town centre and the ampitheatre through the improvements to the junction.



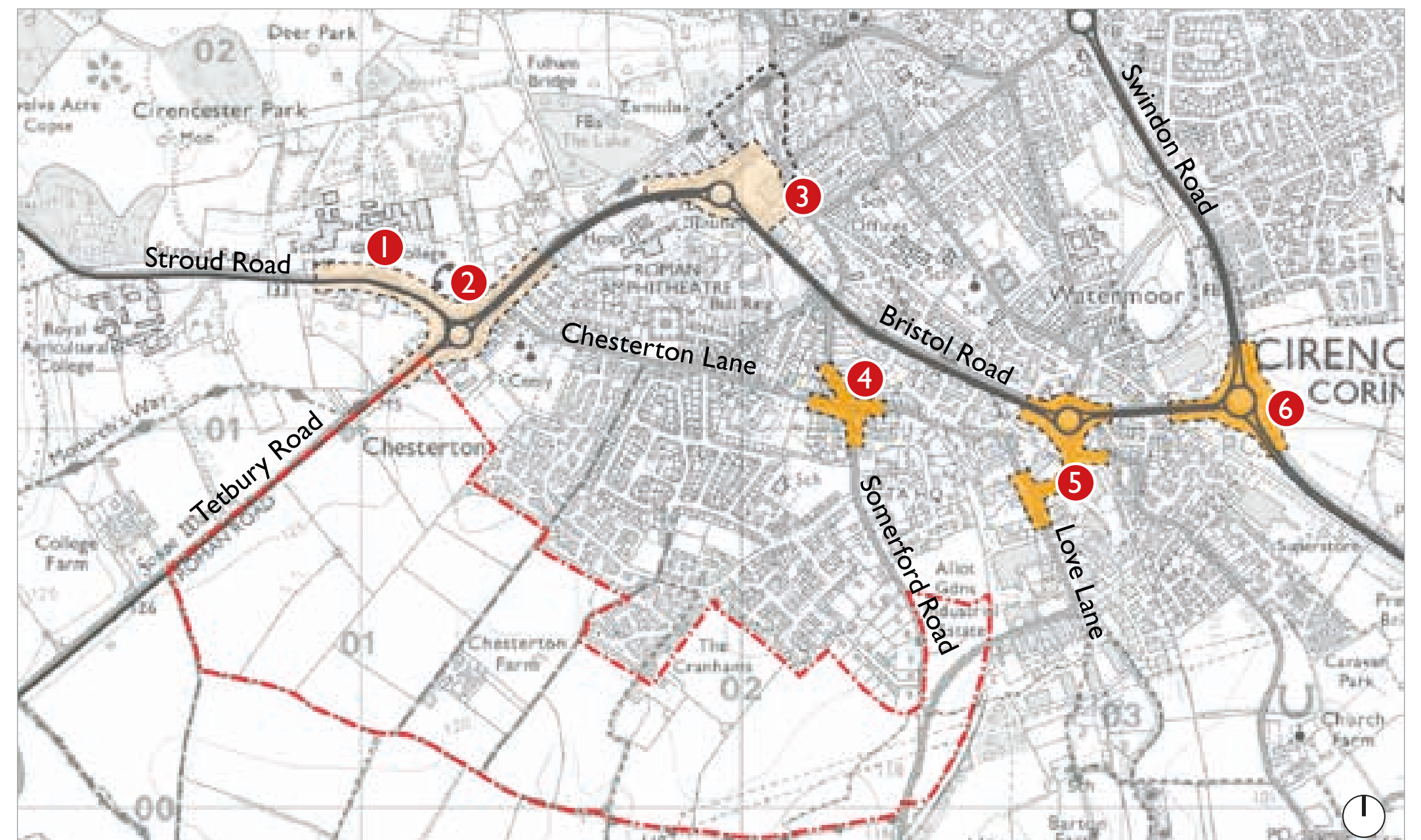
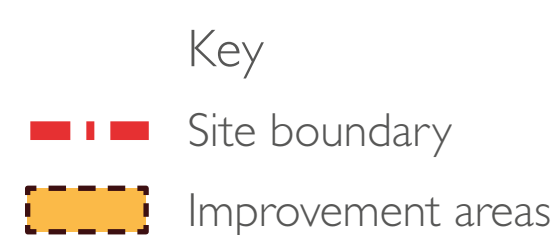


# OFF-SITE VEHICULAR IMPROVEMENTS

## HIGHWAY IMPROVEMENTS

Our initial work indicates there are six key areas on the local highway network which will require capacity improvements to enable them to operate satisfactorily in the future. We have identified a number of potential on-line highway improvements in these locations and a summary of the potential schemes is set out below.

The proposed improvement schemes are currently being tested within the Cirencester S-Paramics Traffic Model.



### 4 Somerford Road / Chesterton Lane junction

There are two potential options for improving highway safety and pedestrian crossing provision at the Somerford Road / Chesterton Lane junction, namely:

- Traffic signal control with pedestrian crossing provision on each arm; and
- Mini roundabout with improved crossing provision for pedestrians.

The introduction of on street parking control along Somerford Road between Chesterton Lane and Garden Close would ease movement for all highway users in this location.

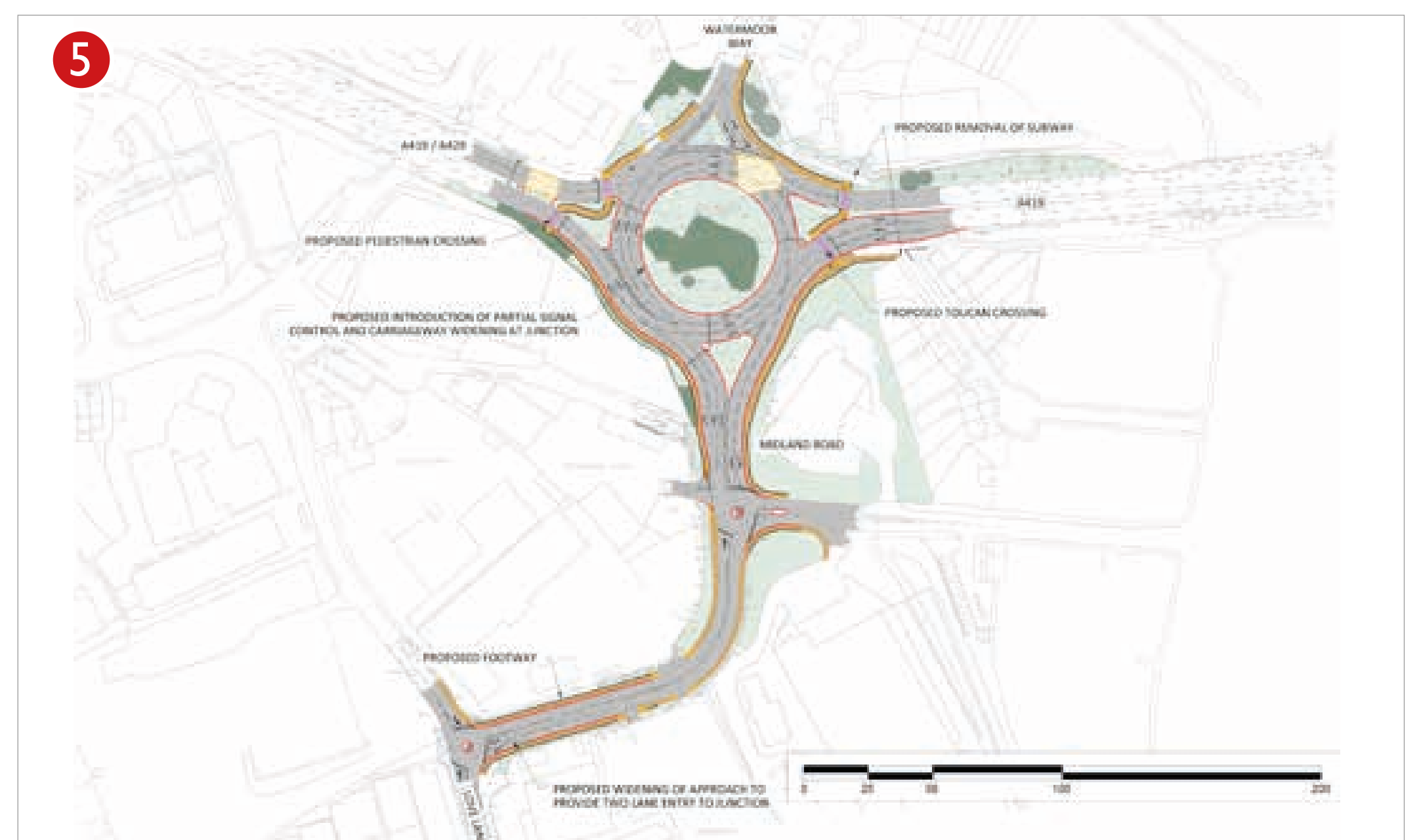


### 5 A419 / A429 / Midland Road / Watermoor Way junction (Fire Station roundabout)

There is the potential to introduce partial signal control and carriageway widening at the junction to accommodate future traffic flows safely.

The introduction of traffic signal control enables pedestrian / cycle crossing provision to be introduced at road level, which provides the opportunity for the existing subway to be removed.

Improvements are proposed along Midland Road, including capacity improvements at the Midland Road / Love Lane junction.



### 6 A419 / A429 / Cricklade Road / Middlemead junction (Kingsmeadow roundabout)

There is the potential to introduce partial signal control and carriageway widening at the junction to accommodate future traffic flows safely.





## TECHNICAL STUDIES UPDATE

### LANDSCAPE

We have prepared a Landscape and Visual Impact Assessment (LVIA) for the site, which demonstrates that it does not lie within any nationally or locally designated landscapes, and itself comprises an area of broadly level, but undulating and enclosed agricultural farmland under a mixture of arable and pastoral management.

Nonetheless, it is separated from the Cotswolds AONB to the west by the course of the Tetbury Road and the northern edge of the Kemble/Ewen Special Landscape Area (SLA) to the south by some 300 metres of agricultural farmland.

The need to carefully consider and respond appropriately to views to and from these national and local landscape designations has been recognised from the outset, with the response not only being provided physically (on site) through the establishment of wooded plantations along the western and southern boundaries, but also through the layout, form and height of development proposed on the illustrative masterplan.

### TREE SURVEY

A blanket Tree Preservation Order has been placed across the site. We have undertaken a full assessment of the tree stock within the site, to inform development proposals in the short term and support the submission and determination of a planning application in the long term.

The survey recorded 79 individual trees, 57 groups of trees and 43 hedgerows, and, although maple and ash predominate, the tree population within the boundary comprises a broad mix of some 27 (mainly deciduous) species.

In the main, the trees are concentrated around the site perimeter and along the field boundary hedgerows that characterise the interior, such that the overwhelming majority will be accommodated within the scheme for development – to be augmented with additional planting where it is practical and appropriate to do so.

### ECOLOGY

We have designed and implemented a broad range of targeted ecology surveys to identify and understand potential constraints to the preparation and development of the masterplan, along with the integration of mitigation measures. These measures might be required to avoid, minimise or otherwise offset potential adverse impacts on a broad range of ecological receptors.

As well as mapping the extents and evaluating the quality of habitats on-site, we have undertaken surveys for a range of protected species and species groups; such as:

- breeding birds;
- great crested newts;
- reptiles;
- badgers; and
- roosting, commuting and foraging bats.

The scope and methodologies of these surveys have agreed in advance with Cotswold District Council and Natural England, and with the results updated for the first two in 2015, in order to maintain a robust evidence base.

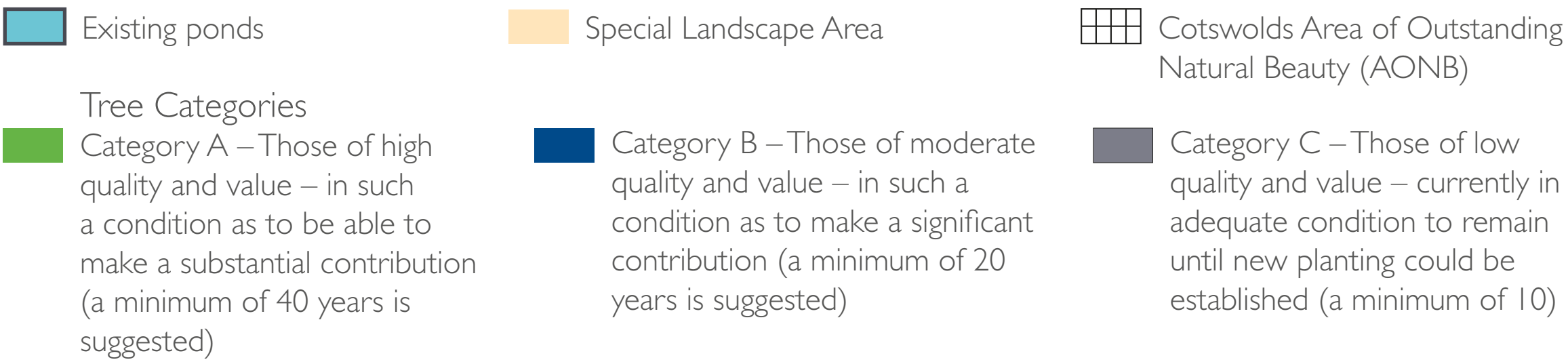
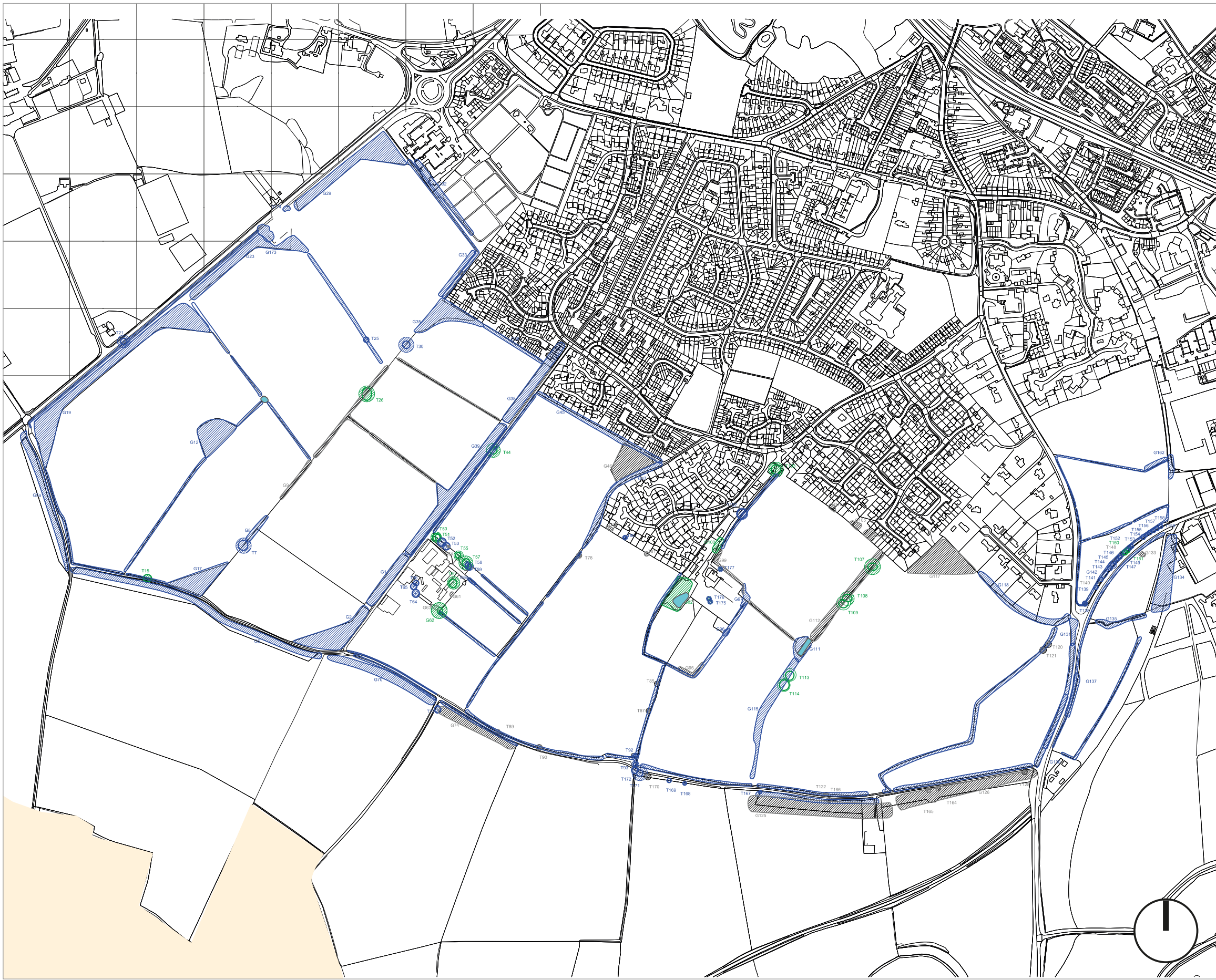
The results of these surveys have informed the preparation of the illustrative masterplan, as well as the Green Infrastructure strategy, which is being worked up in consultation with Cotswold District Council and a range of other stakeholders. There is a clear expectation that the substantial and extensive areas of open space within the proposed development will be designed in such a way as to either maintain or even enhance the biodiversity value of this intensively managed farmland landscape.

### AGRICULTURE AND FARMING

The site has been subject to an assessment of agricultural soils and farming circumstances, completed by a specialist in this field. Their research has shown that Best and Most Versatile (BMV) soils make up no more than 7.5% of the soil resource within the proposed development footprint.

The overwhelming majority of the soil resource is categorised as Agricultural Land Classification Grade 3b or lower, with the land's quality and versatility limited by shallow soil depth and high stone content.

Measures can be implemented to retain and beneficially re-use the soil resource within the completed development, but (in and of themselves) neither land quality nor the circumstances of the farm business occupying the site represents a significant constraint to its proposed development.



Existing track south of the site towards Chesterton Farm



Existing trees to be retained



Existing hedgerows



Biodiversity



TECHNICAL STUDIES UPDATE

HERITAGE

In accordance with current legislation, policy and guidance, we have established the significance of the listed buildings at Chesterton Farm and The Cranhams, along with the contribution made by their settings. This information has been employed to ensure that the illustrative masterplan responds appropriately to these listed buildings and preserves or enhances their significance; such as in terms of land use, storey heights and the distribution of open space.

Chesterton Farmhouse

The farmhouse is designated as a Grade II listed building, this listing incorporates the farmhouse along with an attached outbuilding and garden wall. The house is early/mid 18th century with mid 19th century additions and alterations. The outbuilding is attached to the rear and is described as a former washhouse and boilhouse. The garden wall extends to the rear of the house and is of brick faced externally with limestone rubble. The wall encloses a kitchen garden to the rear of the house.

Chesterton Farm

The second listed building at the farm is the barn and attached cattle stalls which are located to the north of the farmhouse. The listing describes the barn as 18th century with early/mid 19th century alterations. The cattle stalls are attached to the southwest of the barn and the listing citation suggests an early/mid 19th century date for their construction.

Chesterton Farm Curtilage buildings

The house and farm buildings are located in a farmyard setting with a number of other farm buildings arranged around a 'loose courtyard' plan. These were constructed in the 19th century. The outbuildings consist of a barn, former cattle sheds, stabling and workers cottages. There are also a number of more modern additions, many of which are set away from the original focus, and are of no heritage significance. There is the opportunity to positively address the historic buildings through sympathetic and imaginative re-use.



Key plan - Farm buildings to be retained and listed buildings



1. Chesterton Farm



2. Chesterton Farmhouse



3. The Cranhams

Reuse of Chesterton Farm & curtilage buildings

It is envisaged that the Chesterton Farm complex, including the listed buildings and associated curtilage buildings will be reused for community uses and integrated into the Chesterton development.

The Cranhams

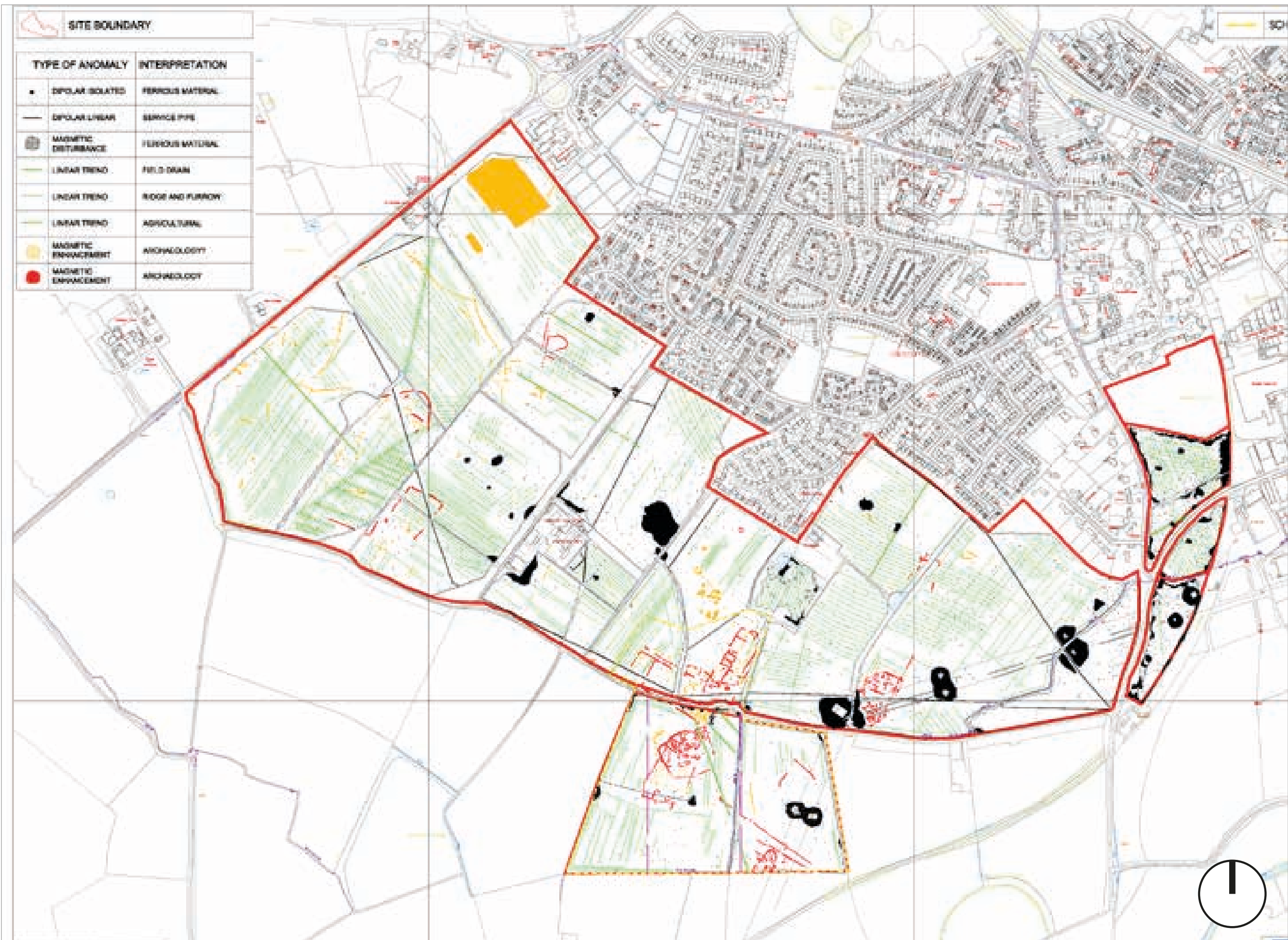
The house is also Grade II listed and is said to have been built in 1838 with mid/late 19th century additions. The house is accommodated over three storeys and is designed with an outlook focused to the south. Dense vegetation and trees define the boundaries of the garden. It is envisaged that the house and gardens will be retained and the masterplan will accommodate additional buffer space to protect and enhance the setting of the listed building. The house will be retained in residential use.

ARCHAEOLOGY

The site has been subject to an extensive and systematic programme of archaeological investigation, completed in consultation with Cotswold District Council's specialist advisor and Historic England where appropriate, since 2011.

These investigations which comprised an initial desktop study - with the results tested and augmented by a comprehensive geophysical (magnetometer) survey and three phases of trial trench evaluation; identified localised areas of late prehistoric activity concentrated in the west and Roman settlement remains in the east, but also provided important information regarding the date, nature and state of preservation of the Chesterton Farm Scheduled Ancient Monument.

Data from the evaluation of the Scheduled Ancient Monument is currently being reviewed to inform proposals for the improved management and presentation of this designated heritage asset, with the outputs to be built into the Green Infrastructure strategy for the proposed development. Away from the Scheduled Ancient Monument, and in light of their significance, it is expected that the 'non-designated' archaeological remains will be preserved by record ahead of or during construction works.





ONGOING TECHNICAL STUDIES

UTILITIES & INFRASTRUCTURE

Foul water & Utilities

Thames Water has formally confirmed that there is sufficient capacity at the South Cerney Sewage Treatment Works to treat wastewater from the proposed development. Thames Water has been commissioned to develop a design solution to provide a new pipeline connection to convey wastewater direct to the treatment works. This solution will bypass existing drains so as not to exacerbate any current problems in the area. Thames are exploring options to potentially divert wastewater from the existing town along the new pipeline thus helping to alleviate existing problems. This information will support the Foul Water and Utilities Report being prepared for this application.

Thames Water has undertaken a detailed study to confirm that the existing drinking water network is adequate to supply the proposed development.

Infrastructure

An appraisal of gas and electricity services has been undertaken to ensure the sufficient capacity with existing networks to serve the new neighbourhood. Given the availability and size of existing infrastructure in the immediate vicinity of the site, it is unlikely that there would be issues with provision of these key services and this has been confirmed by the relevant providers.

The evolution of the illustrative masterplan has taken full account of the constraints imposed by existing services – which can be seen in the adjacent diagram. Proposals are being developed in consultation with Health and Safety Executive, National Grid; Scottish Southern Energy; Wales and West Utilities; Thames Water; and British Telecom.

Ground Investigations

Environmental Management Systems (EMS) have prepared an Intrusive Ground Investigation Report which extends the findings of the earlier Phase 1 Geo-Environmental Study to provide a comprehensive Phase 2 Interpretative Report including a suite of contamination testing. The Phase 1 Study has confirmed no particular issues at the site which would be of concern for the proposed development.

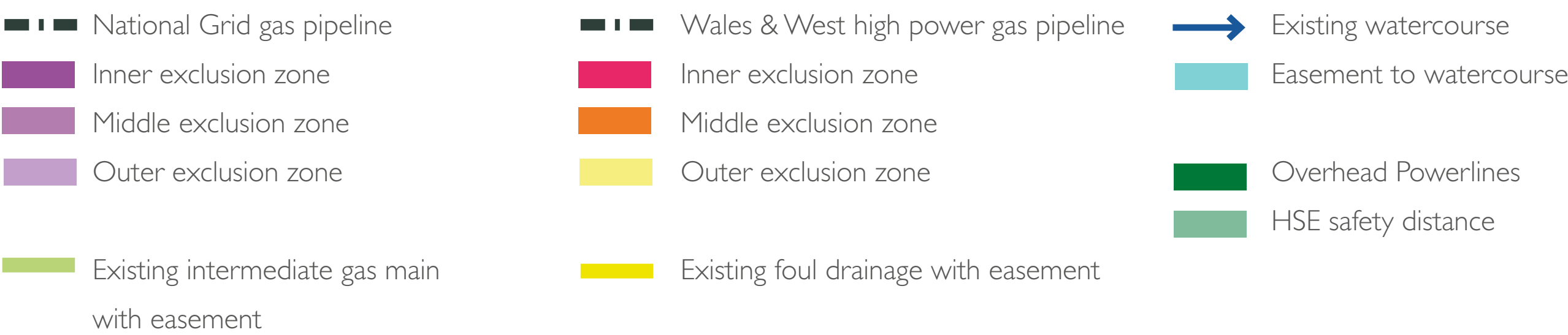
HYDROLOGY

The site is located in Flood Zone 1, at the lowest possible risk of flooding from fluvial sources. There is no known evidence of significant flooding affecting the site from any other source. Any minor ponding that may naturally occur within lower or less permeable areas of the site under heavy rainfall will be dealt with by the proposed positive drainage system.

There are a number of existing watercourses located within the site which convey surface water run-off from the site and Cirencester upstream in a southerly direction towards the River Churn at Cerney.

All developments present opportunities to incorporate Sustainable Drainage Systems (SuDS), which might include infiltration drainage or attenuation of flows to protect watercourses. The use of SuDS attempts to mimic the existing flow regime of the undeveloped greenfield site, thus reducing the impact of the proposed development on the hydrology of the undeveloped catchment. Source control techniques will ensure that surface water run-off is managed as close to source as possible.

All SuDS will be designed in accordance with CIRIA Report C697 'The SuDS Manual' (2007) and to guidance provided in Gloucester County Councils 'Gloucestershire SuDS Design and Maintenance Guide' Draft Report (February 2015).



SuDS will be designed to accommodate surface water run-off from all events up to the 1 in 100 year rainfall event including an additional 30% increase in rainfall as allowance for the possible effects of climate change.

Discharge to the local watercourses will be restricted to the natural greenfield run-off rate to ensure that development proposals will not increase the risk of surface water flooding downstream of the development.

Intrusive ground investigations have indicated that the site is predominantly underlain by limestone with isolated pockets of clay material and the SuDS strategy will utilise infiltration techniques wherever practical.





# ENSURING QUALITY

## DESIGN CODE

A Design Code is a set of illustrated design rules and requirements which instructs and advises on the physical development of a site. The graphic and written components of the code are detailed and precise, and build upon a design vision.

The Outline Planning Application for Chesterton will seek to establish fundamental principles for the type and amount of development proposed. While a series of 'parameter plans' will set out a framework for the scheme, proposing land uses, open space, building heights and primary routes based on an Illustrative Masterplan; buildings, streets and spaces will not be designed in detail at this stage.

Detailed designs for individual phases of housing, employment uses, mixed-use and community buildings, landscape and road infrastructure will be submitted following grant of Outline Planning consent. It is Bathurst Development's intention that these detailed proposals (Reserved Matters Applications) are required to comply with a Design Code covering the full site. A Design Code would therefore act as an overarching set of design rules to ensure quality of design throughout the development.

The scope and status of this code is currently being considered, with possible content illustrated on this board using successful examples from other projects of similar importance and complexity. It will essentially set out illustrated design rules, with the objective of ensuring quality - at a level consistent with Bathurst Developments' vision of a legacy at Chesterton.

## REGULATORY PLAN

The Regulatory Plan sits at the front of the Design Code document and sets out on a single drawing the mandatory requirements which must be adhered to in order to achieve the vision for a new development. Mandatory requirements are more prescriptive along the edges of development parcels, where buildings face key spaces and streets, with more flexibility permitted within the development parcels.

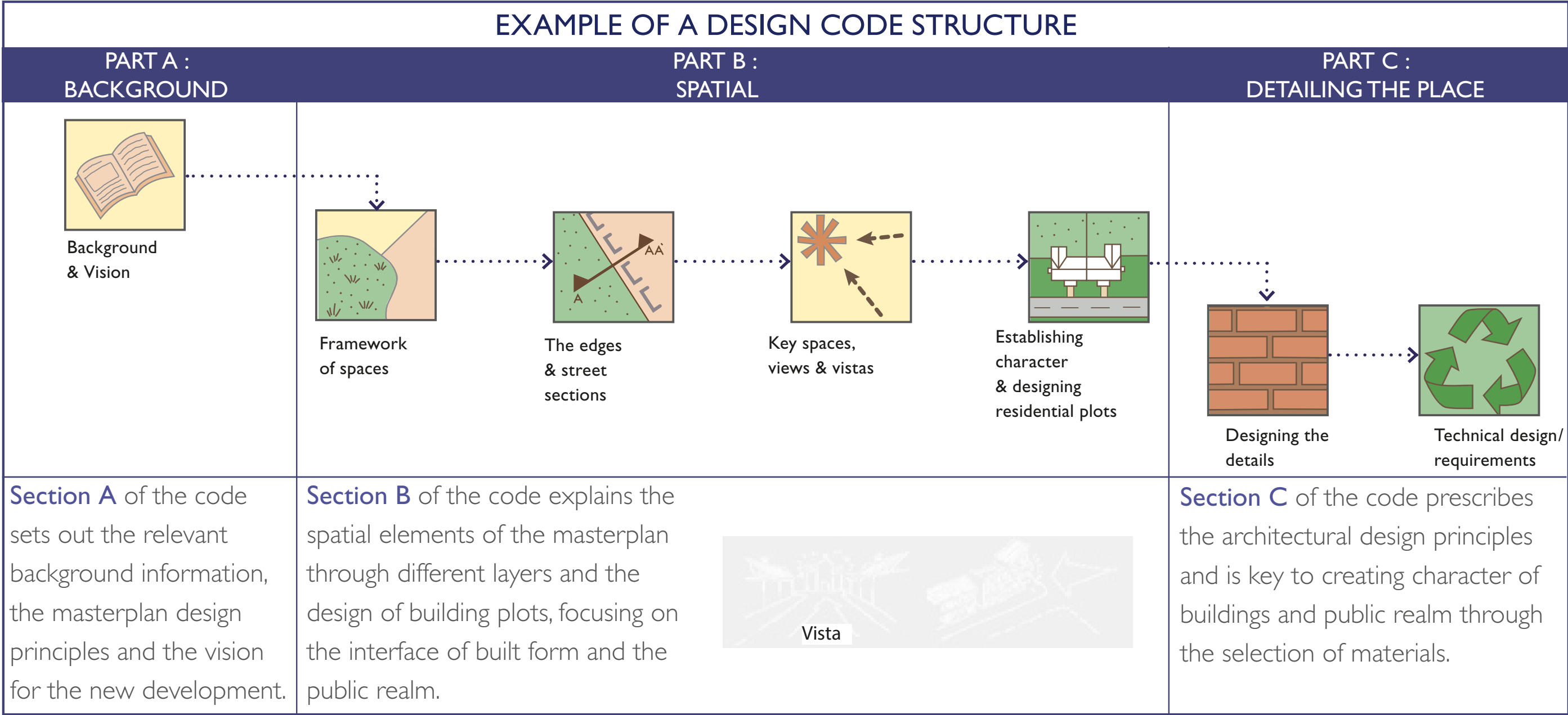
## STRUCTURE OF THE CODE

The structure of the key on the Regulatory Plan relates directly to the structure of the Design Code, such that the Plan and the Code must be read in conjunction. The three main parts are 'Background' to the project, 'Spatial' covering layout of buildings, streets and spaces, and 'Detailing the Place' covering aspects such as building design, materials, and street furniture.

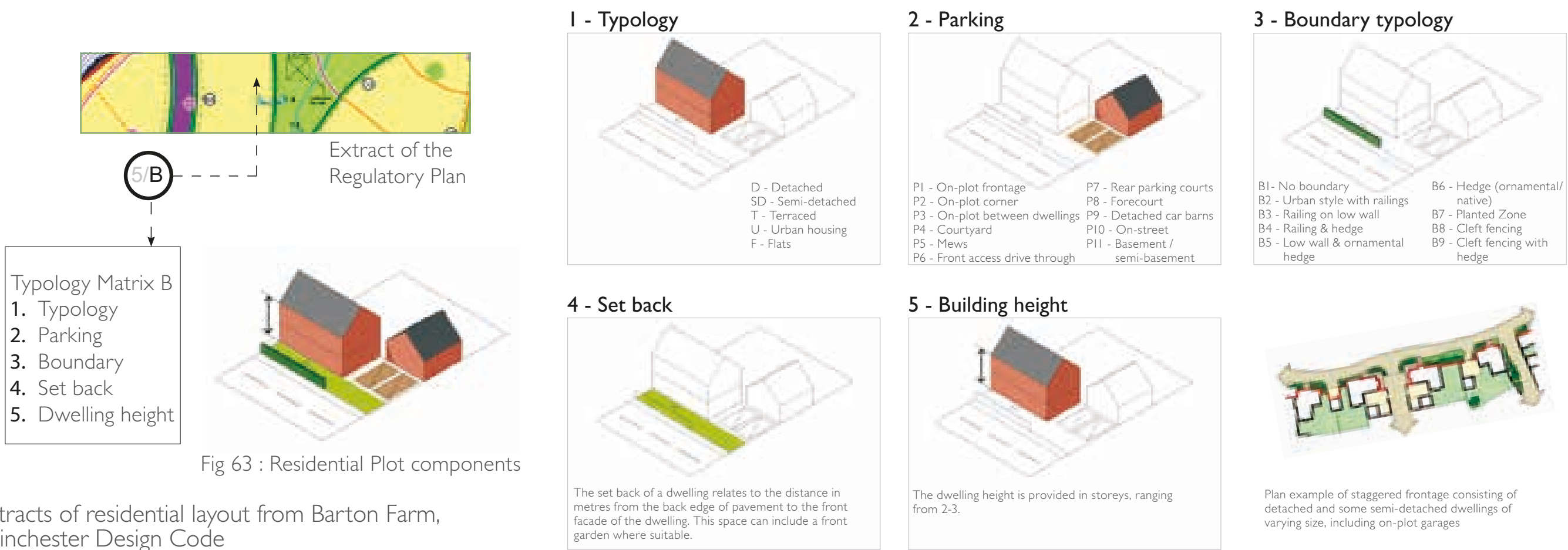


Barton Farm Design Code and Regulatory Plan

Other JTP Design Codes' examples



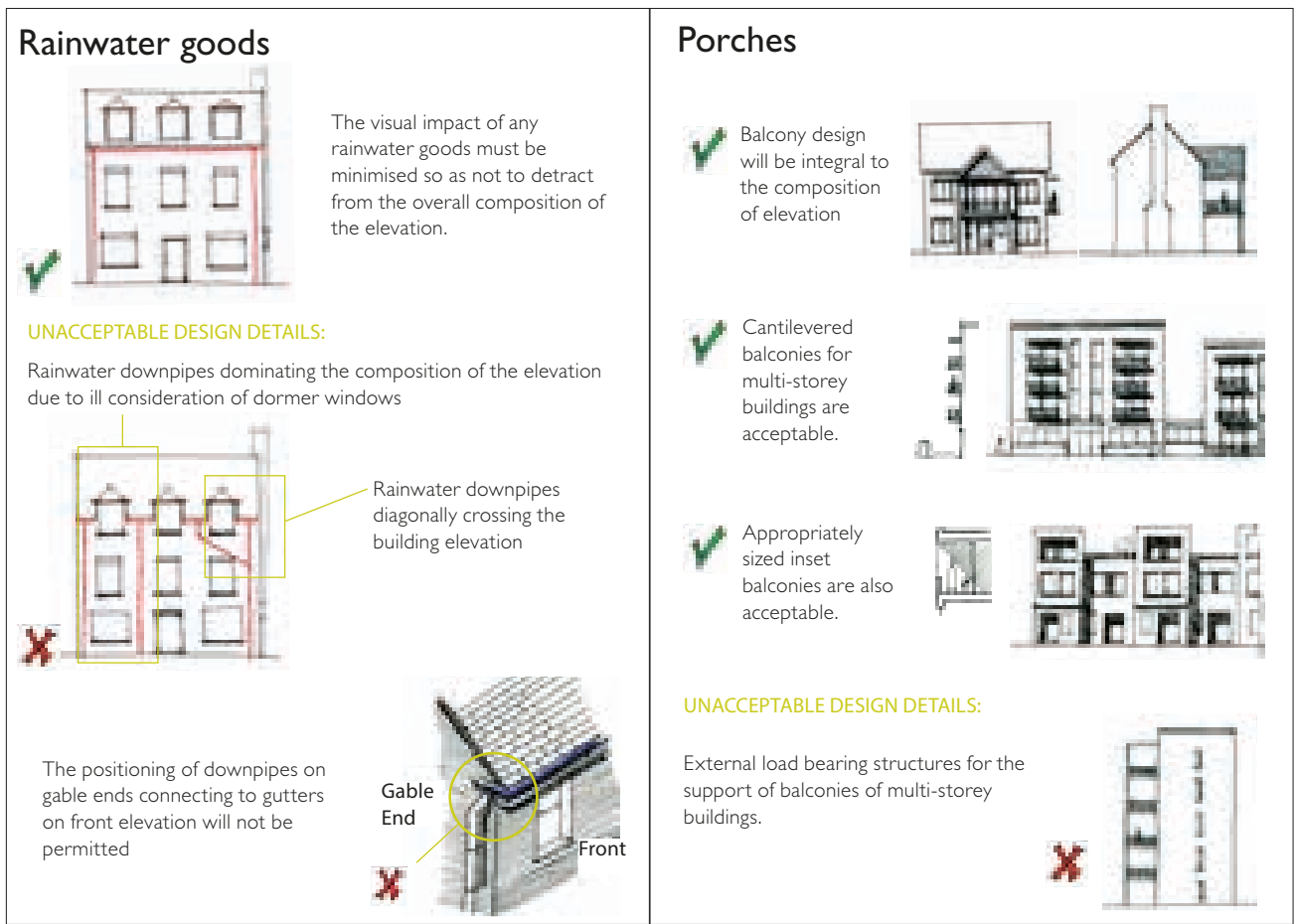
## RESIDENTIAL LAYOUT - EXAMPLE OF SETTING PRINCIPLES FOR LAYOUT AND TYPE



## BUILDING FEATURES FOR RESIDENTIAL BUILT FORM

A series of rules prescribe the detailed design of key building features such as:

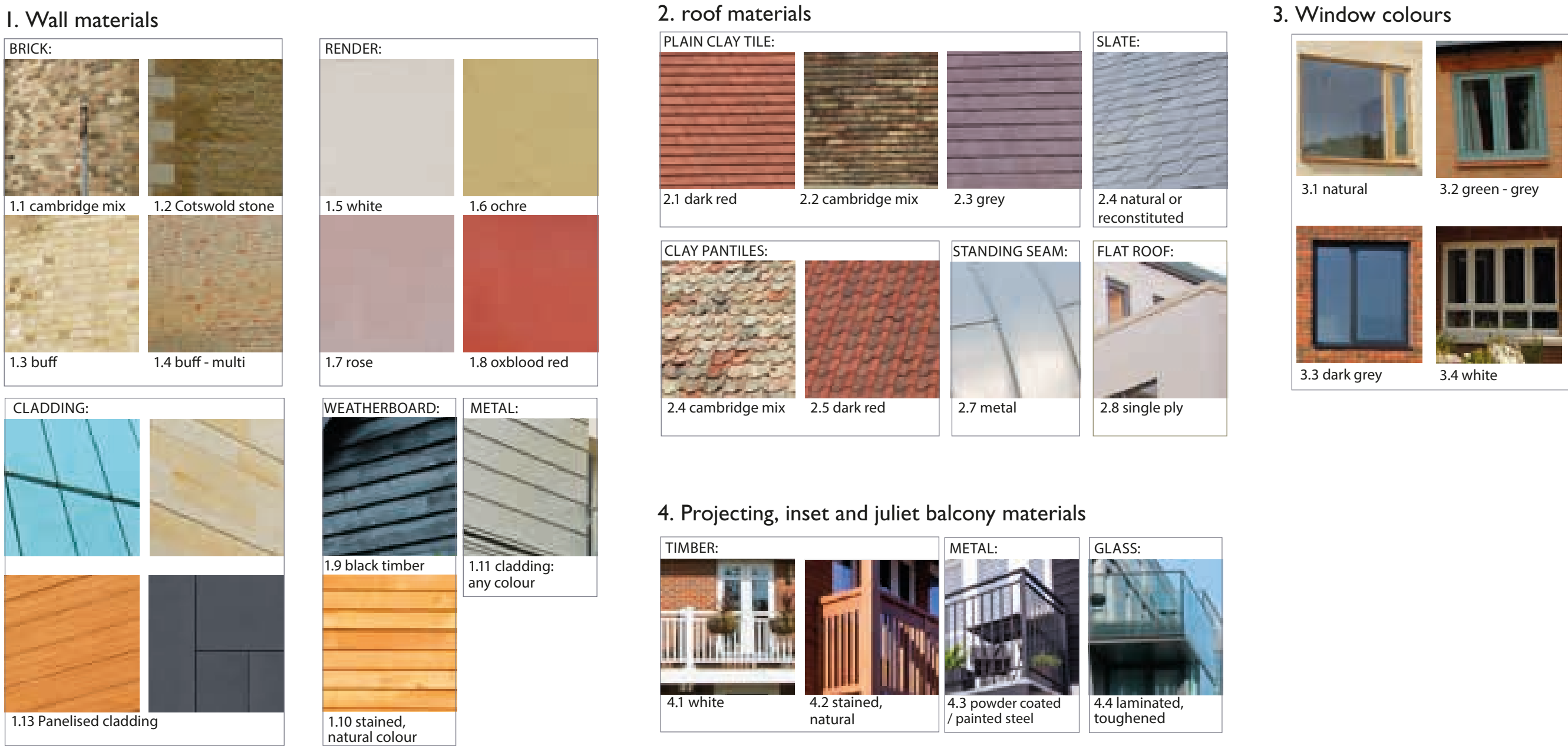
1. Walls
2. Rainwater goods
3. Chimneys and Vents
4. Doors & entrances
5. Dormer windows
6. Bay windows
7. Windows
8. Roofs and eaves
9. Porches
10. Balconies



Extracts of building features from Rugby Radio Station Design Code

## BUILDING MATERIALS - EXAMPLE PALETTE

A series of materials principles and palettes prescribe which materials are appropriate for residential character areas and how they will be applied.





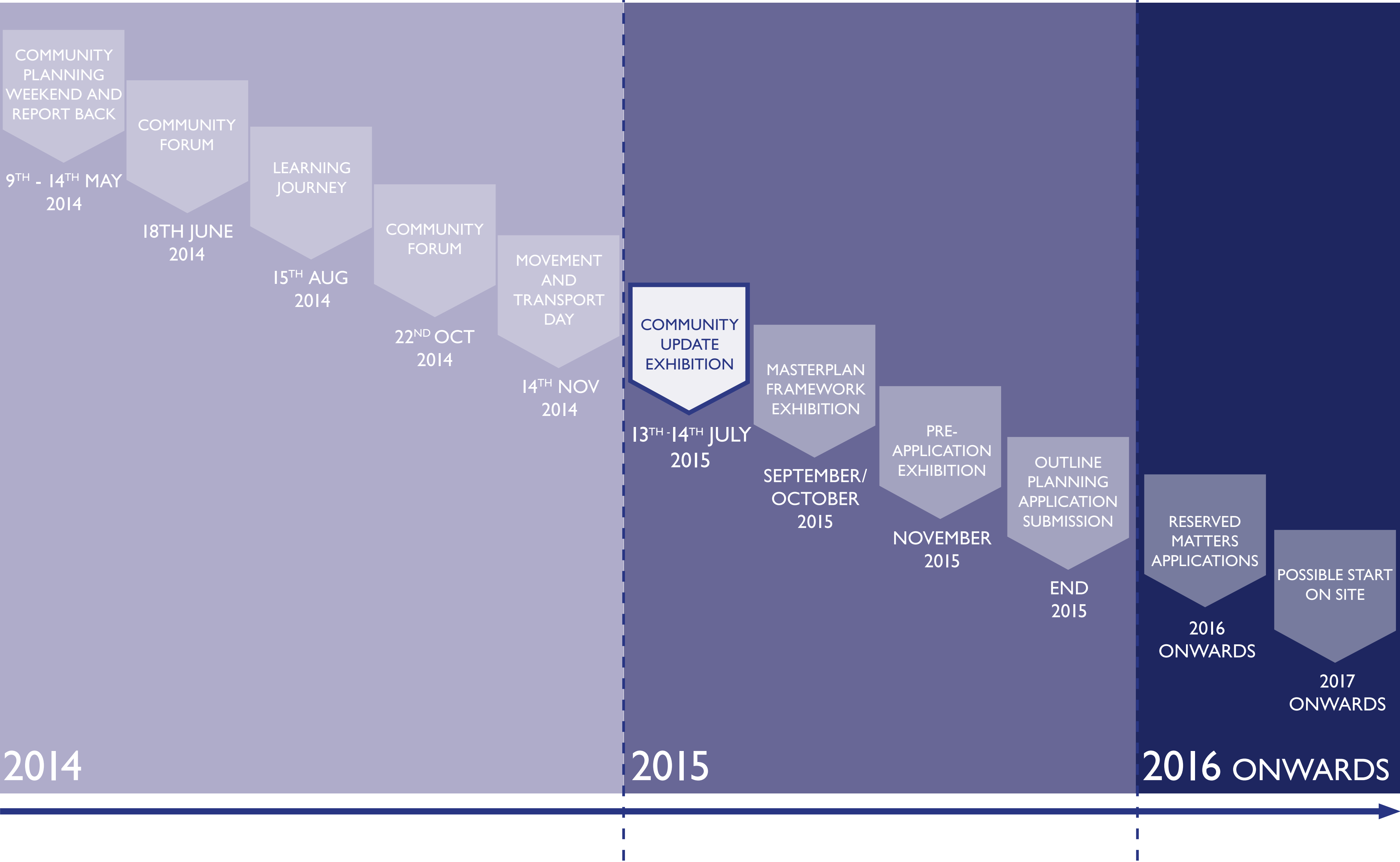
## NEXT STEPS

This exhibition has been prepared to support the July Community Update Exhibition, giving an update of the ongoing technical work for Chesterton to support and inform the developing proposals. We will prepare a Masterplan Framework document setting the principles of development form and type at Chesterton. This document will be made available for public consultation in the Autumn.

Following this process of public consultation, we will prepare and submit an Outline Planning Application to Cotswold District Council which again will be made available to the public for consultation prior to submission. The Outline Planning Application will leave detailed masterplan and house design matters for subsequent Reserved Matters applications, however detailed highways and transport matters (on site and town-wide) will be submitted as part of this application.

Below is shown an indicative timeline for the next steps of the design development and planning application process:

### PROJECT TIMELINE



Please complete a feedback form and leave it with us, or alternatively post it to:

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[www.chestertoncirencester.co.uk](http://www.chestertoncirencester.co.uk)

Thank you for your time and for your interest in this project.