

INTRODUCTION

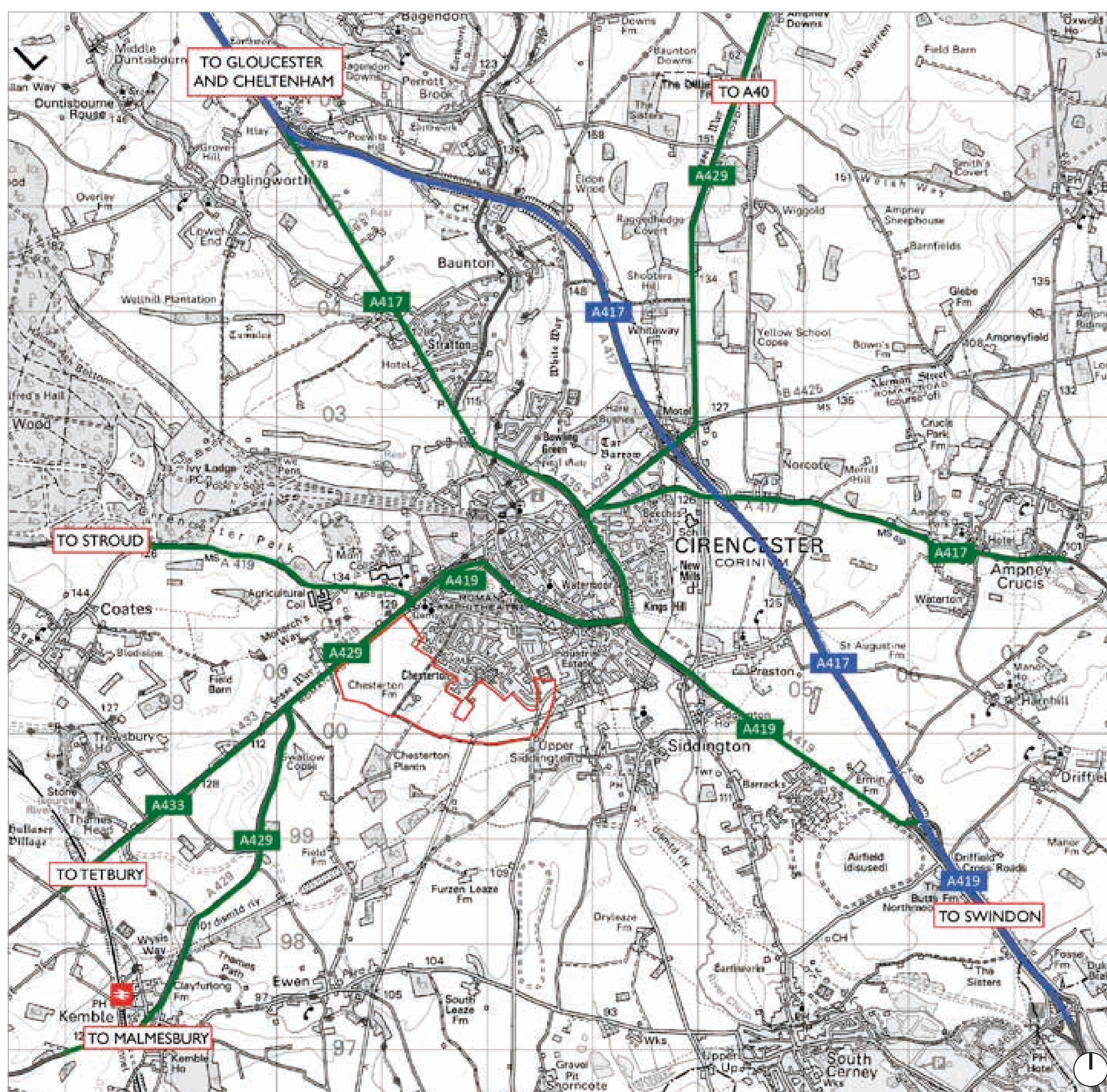
NOVEMBER 2015

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

This exhibition displays the latest proposals for the Strategic Site which will be submitted as an Outline Planning Application to CDC in December 2015, such that formal consultation on the application can commence in January 2016. The following boards show how feedback and results of further site studies have informed the illustrative masterplan. Details of the technical studies which form part of the Outline Planning Application are also presented.

The location for the new neighbourhood extends to approximately 120 hectares / 300 acres in total. It will deliver important infrastructure, create new jobs, accessible areas of public open space and walking and cycling links north-south between Cirencester and the countryside. It will help to bring long term investment into the town. Our aim is to contribute to the future prosperity of Cirencester.

Members of the design team are available today to discuss these proposals with you in more detail and answer any questions you may have.



Key

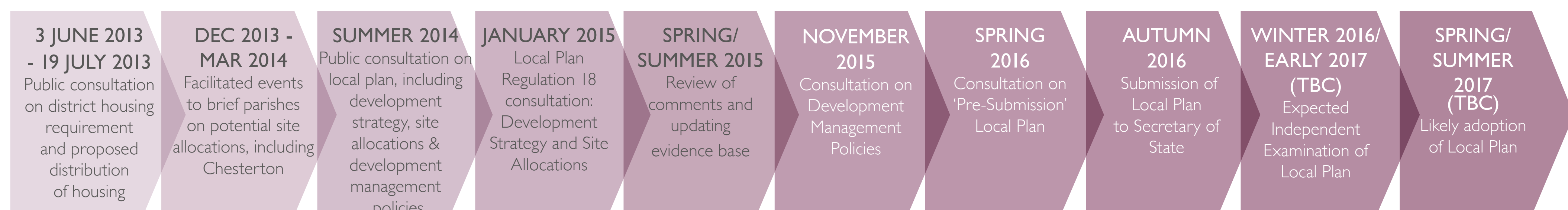
— Strategic Road Network
— Local Strategic Links

⊞ Kemble Rail Station
— Site boundary

PROJECT TIMELINE



EMERGING LOCAL PLAN TIMELINE



Bathurst Development Ltd

jtp

savills

edp

i-Transport

Glanville

Landowner / Promoter
Bathurst Development Ltd

Architecture & Masterplanning
JTP

Planning
Savills

Landscape, Heritage,
Archaeology,
Arboriculture and Ecology
EDP

Highways and Transport
i-Transport

Utilities,
Drainage, Infrastructure
Glanville

PLANNING CONTEXT

COTSWOLD DISTRICT

Cotswold District Council (CDC) is required under planning legislation to prepare a Local Plan that will help shape the District to 2031. 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.”

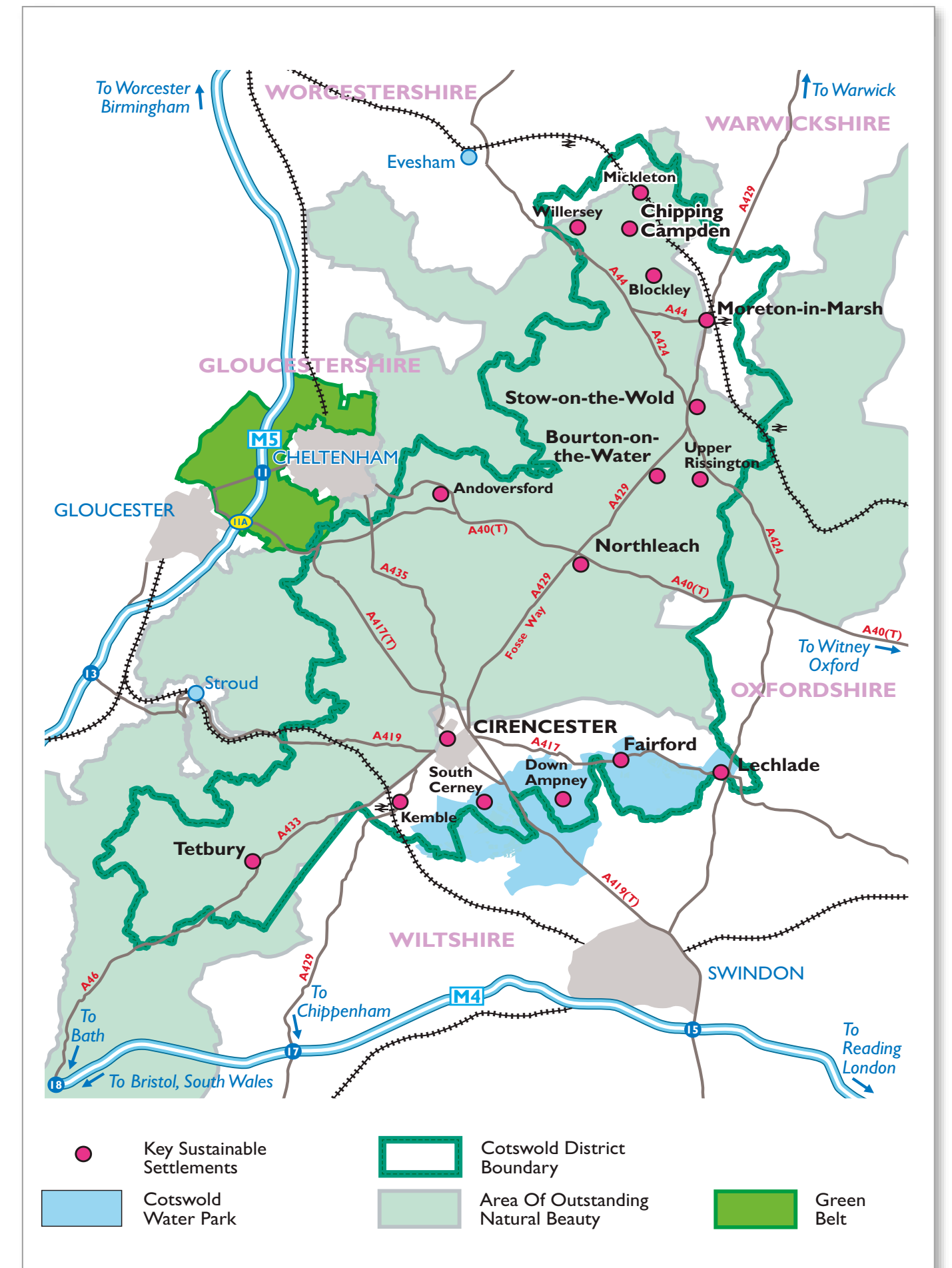
The Consultation document sets out an overall Vision for the Local Plan. This confirms:

“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

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

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.

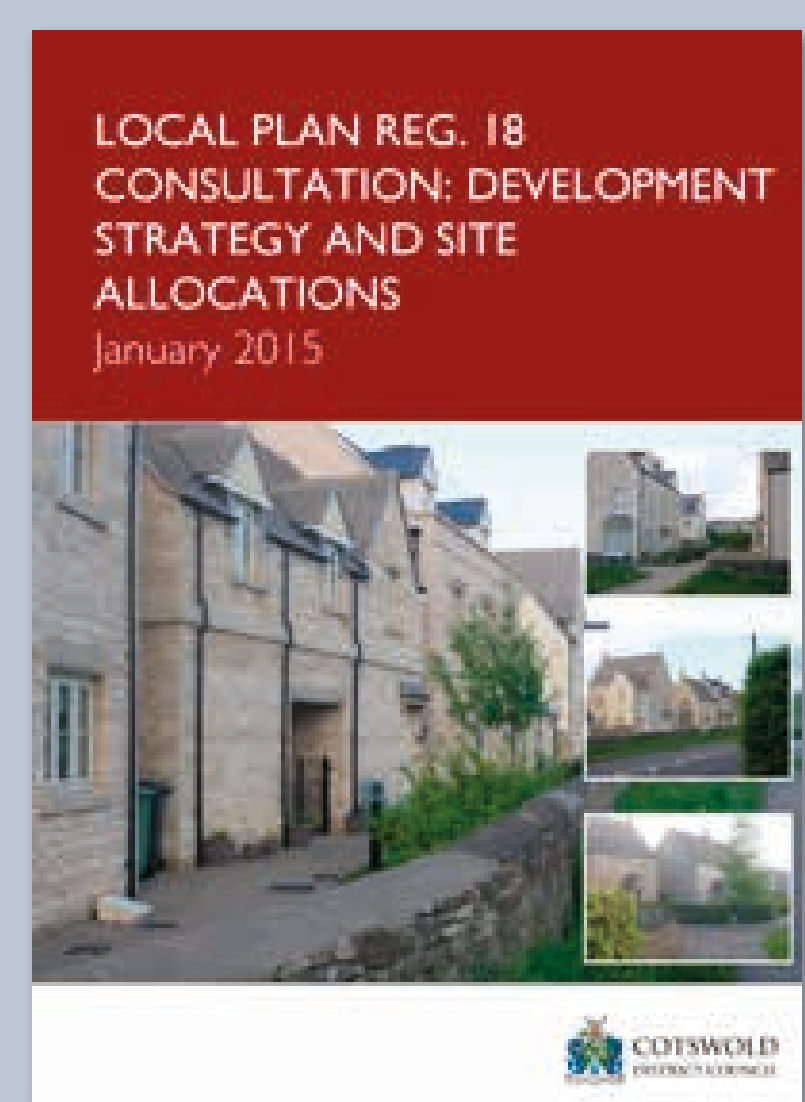
A carefully planned network of green infrastructure will serve as a foil to the built environment, helping to create and define smaller, recognisable neighbourhoods within the development. As a consequence, the layout will be easy to understand and navigate. Integration with existing streets and paths 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.



COMMUNITY INVOLVEMENT TO DATE

NOVEMBER 2015

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.

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.

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.

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.

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.

MOVEMENT & TRANSPORT DAY - NOVEMBER 2014

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.

COMMUNITY UPDATE EXHIBITION - JULY 2015

An exhibition was held in the Bingham House Gallery on 13th – 14th July 2015, giving members of the public and councillors an opportunity to view and comment on the most recent proposals for Land South of Chesterton. This included a revised concept masterplan; detailed access drawings for on and off site improvements / access points; and a technical update detailing results of various studies from the past three years.

MASTERPLAN FRAMEWORK DOCUMENT - OCTOBER - NOVEMBER 2015

In line with Cotswold District Council's (CDC's) draft Local Plan requirements, a Masterplan Framework Document (MPF) has been produced for the Strategic Site south of Chesterton. It is required to be produced, consulted on and submitted to CDC prior to an outline planning application.

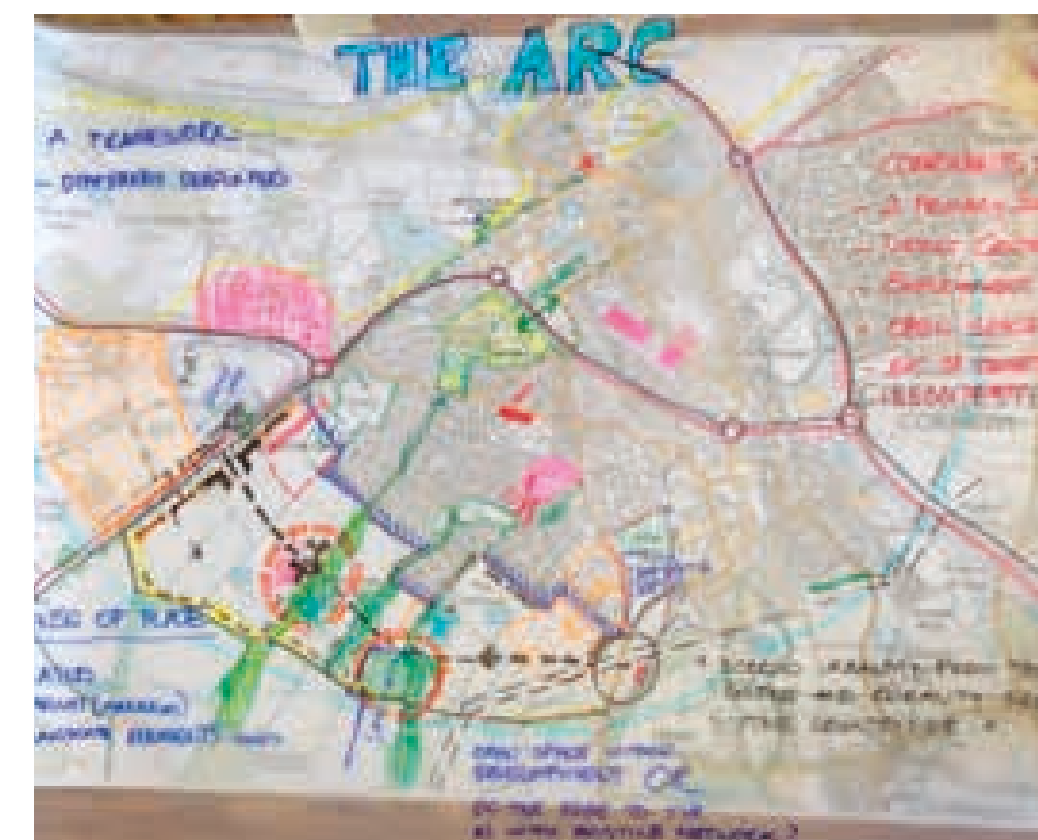
The MPF gives a comprehensive Vision for the development as a whole, setting out key design principles to facilitate high standards of design. It also demonstrates how community participation has been undertaken in developing this Vision. The MPF is not a CDC planning policy document but plays a key pre-application consultation role.

OUTLINE PLANNING APPLICATION - JANUARY / FEBRUARY 2016

Once an Outline Planning Application is submitted, CDC will also carry out their own consultation on the application with the public and other stakeholders. It is anticipated that this will commence in January/February 2016.



Hands on planning workshop



Hands on planning drawing



Community Forum



Community Forum



Community Update Exhibition



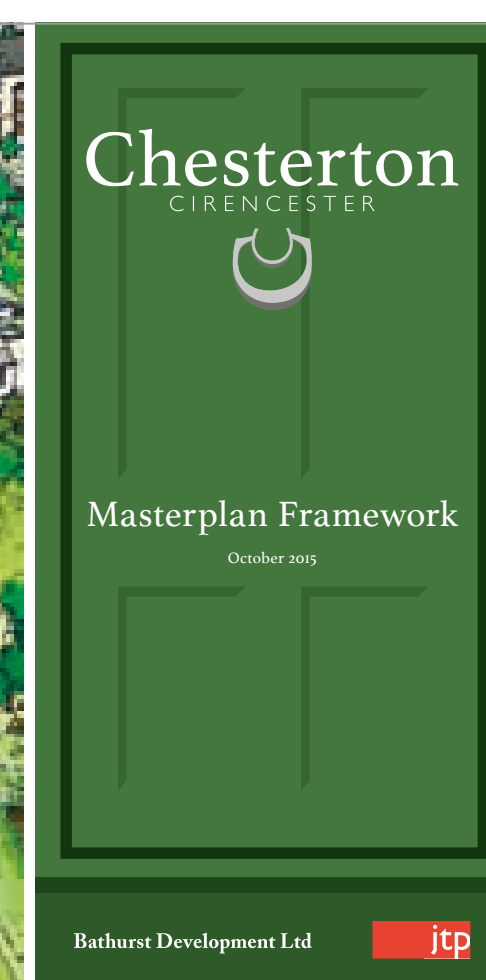
Learning Journey



Movement and Transport Day



Masterplan Framework Document



PARAMETER PLANS

NOVEMBER 2015

Parameter plans will be submitted to Cotswold District Council (CDC) for approval as part of the outline planning application for Land South of Chesterton. These provide a framework that will stipulate the extent of development on the site and will ensure that the development is implemented within the scope tested in the Environment Statement, also submitted as part of the application. The plans embody the principles of the masterplan, setting a three dimensional structure within which future detailed proposals for phases of development must fit and to which they must adhere. There are three parameter plans in total:

1. LAND USE AND ACCESS

This parameter plan illustrates the location and maximum extent of land proposed for the mix of uses to be provided. Different colours indicate the different land uses such as residential (Use Class C3 which includes affordable homes), primary school and employment. The mixed use areas will include uses in Use Classes A1-A5, C3, D1 and D2 with associated parking.

The proposed access points are included in the application boundary and their locations are indicated on the parameter plans by a blue arrow. Detailed drawings of these access points will be submitted for approval. An indicative route has been shown for the primary road, with a varying corridor of 15-30m to reflect the character of the residential areas. This will allow some flexibility in the alignment of the route, should at reserved matters stage the road require some repositioning. All existing footpath and bridleways have been retained, as well as new access points identified.



Use Classes
A1 - Shops
A2 - Financial and professional services
A3 - Restaurants and cafes
A4 - Drinking establishments
A5 - Hot food takeaways
C3 - Dwellinghouses
D1 - Non-residential institutions
D2 - Assembly and leisure

2. GREEN INFRASTRUCTURE

This parameter plan categorises and sets out the types of outdoor space that make up the proposed green infrastructure. These are principally open space (including public open space, play areas, existing hedgerows and trees, buffers, pedestrian and cycle links and surface water attenuation features); the Scheduled Ancient Monument; allotments; and outdoor and indoor sports. Indicative locations for equipped areas of play for children are shown.

Indicative locations for vehicular, pedestrian and cycle routes through the open space, connecting residential development are also shown.



3. BUILDING HEIGHTS

The heights parameter plan prescribes the maximum / 'up to' heights of buildings across different areas of the site. The proposed heights respond to the proposed uses, for example higher buildings around the mixed use centre and employment areas.

Responding to the more sensitive areas of the development, including existing neighbouring properties and the open space, buildings heights have been restricted to 'up to 11m max ridge height'. The heights gradually increase towards the mixed use centre: this will help establish the neighbourhood centre as the focus in the hierarchy of the new development and assist in creating a legible place.



BENEFITS OF THE SCHEME

NOVEMBER 2015

A number of these benefits would be secured through a Section 106 Agreement as part of the outline planning permission. This will be entered into by the applicant and the District Council and is a legally binding contract.

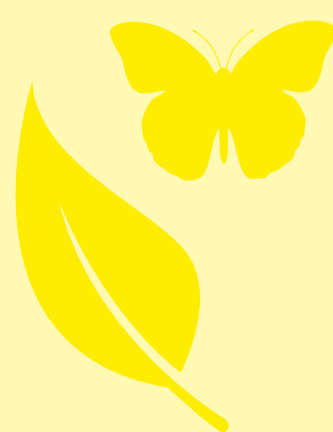
1) Open Space

The Illustrative Masterplan demonstrates that over 40 hectares (over 100 acres) of the Strategic Site would be open space of varying types, including:

- public open space,
- new and existing planting,
- woodland,
- areas for surface water attenuation (ponds, basins, swales and ditches),
- informal landscape,
- sports pitches, and
- play areas.

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

Open space is proposed as the second largest area of land use on the site after housing.



2) Health

The Masterplan Framework includes provision for health services to meet local needs. These would be located centrally as part of the Neighbourhood Centre and would therefore be readily accessible.

We are in discussion with local healthcare providers to establish the appropriate type(s) and amount of provision at the Chesterton site – the plans allow for a GP surgery and a pharmacy.

The delivery of such facilities will be linked to the provision of dwellings on the site to ensure that they are available at the appropriate time during the phased construction and occupation of the proposed development.



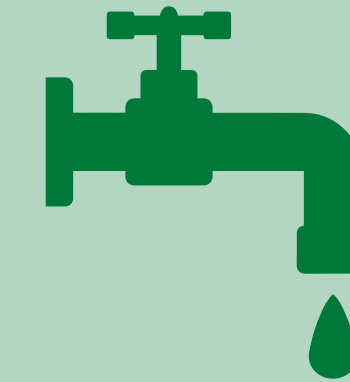
3) Drainage

a) Foul water: Thames Water has confirmed that the development at Chesterton Farm was included in their growth calculations for the upgrade works at South Cerney sewage treatment works.

Thames Water has been commissioned to design a new pipeline to convey flows from the proposed development to the sewage treatment works thus avoiding the existing sewerage system in the town.

There is the potential for the new pipeline to also convey effluent from existing development in Chesterton thereby reducing flows into the existing sewer network.

b) Surface water drainage: The proposal will incorporate Sustainable Drainage Systems (SuDS) designed to minimise flood risk and maximise the landscape and ecological benefits.



4) 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 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 9 hectares of employment land. The number of jobs created will depend on the eventual mix of offices, small businesses and storage uses, but is likely to be some 1,800 new jobs. Additional employment will be created by some of the community facilities proposed, for example the school, local shops, GP surgery and maintaining the open spaces.



5) Highway Improvements

Bathurst Development Limited has undertaken detailed traffic modelling to assess the impact of the proposed development, and others with planning permission, on the local road network.

As a result of the modelling outcomes we are proposing improvements to the road network at:

- 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 including the Waitrose / Hammond Way mini roundabout;
- 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.

The new development will therefore deliver significant investment in the highway network and improvements in its capacity.



6) Sports Facilities

Cotswold District Council has undertaken a Sport and Recreation Study which has highlighted local needs for facilities. As part of the substantial area of public open space to be provided, more than 1 hectare (2.5 acres) of the site is identified in the masterplan for formal sports use. This area will include

- 3 tennis courts,
- 2 junior football pitches,
- Indoor multipurpose sports facility and health and fitness centre to provide for sports such as basketball, table tennis and badminton.

Additionally, the development will provide contributions to existing off-site sports facilities for their enhancement to meet increased demand.



7) Schools

Primary education: Chesterton Primary School has some capacity and so in the early phases of the scheme, children from the development could be accommodated here. As further phases of development are completed it will be necessary to provide a new primary school. The masterplan therefore shows a new 3-form entry primary school and associated playing fields which will be funded by the development.

Secondary education: 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 new neighbourhood would go there. The cost of increasing the capacity of the school accordingly will be met by the development.



8) Walking & 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 the town centre.

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 existing and new residents will be able to readily access on-foot the facilities and services within Cirencester as well as the new facilities and services being provided.



9) Housing

Up to 2,350 new homes are proposed at the site which will significantly contribute to the housing need identified within the District. A broad range of housing types will be delivered at Land South of Chesterton, from 1-/2-bedroom apartments through to larger 4-/5-bed homes, including terraced, semi-detached and detached houses.

The Local Plan requires a proportion of the new homes to be provided as affordable housing, which will include a mix of shared ownership and social rented accommodation. In addition the emerging policies also require the consideration of self build plots where demand can be demonstrated.

The total number of homes envisaged includes the provision of 100 units of student accommodation on Tetbury Road and 60 units of housing for the elderly within the central part of the neighbourhood.



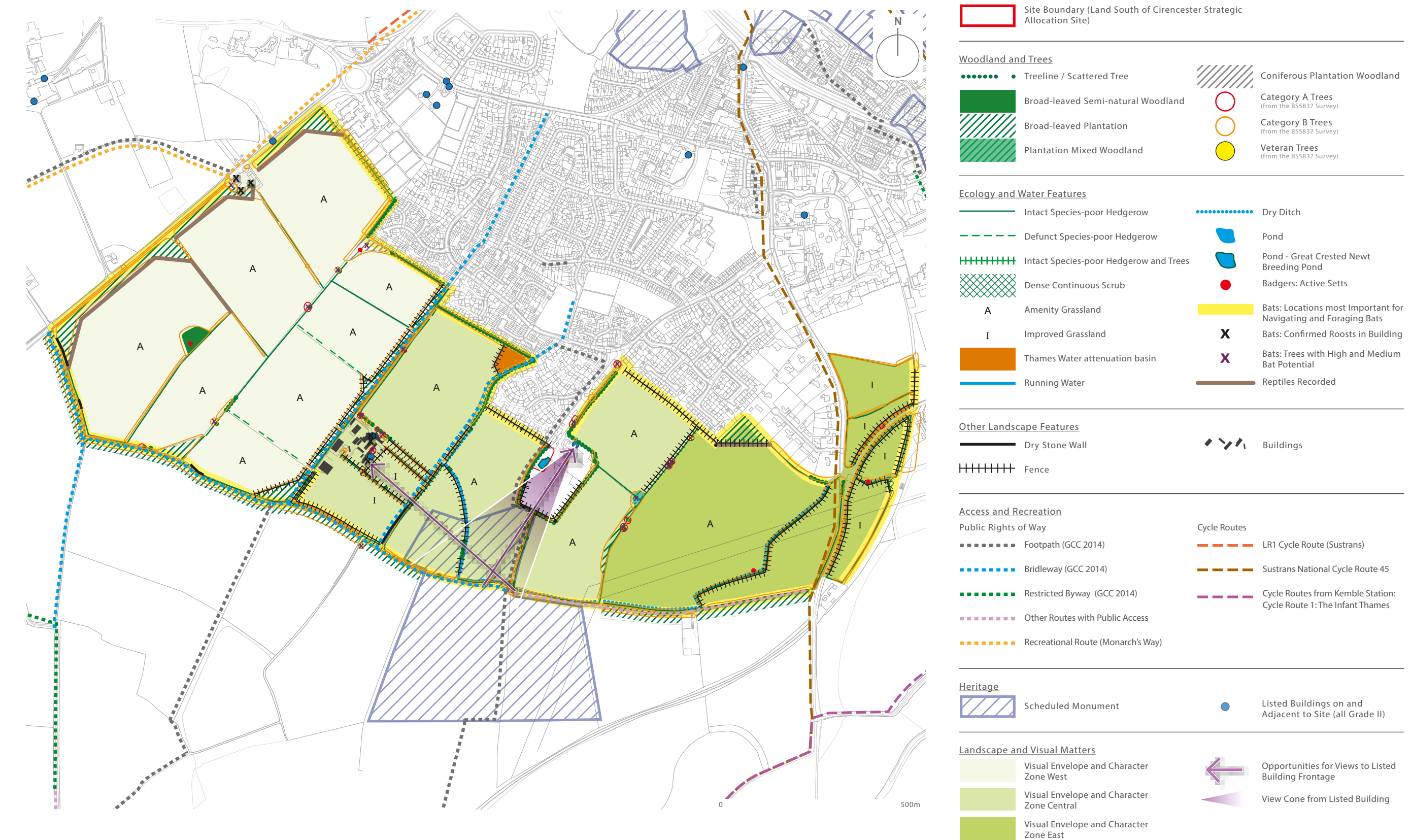
GREEN INFRASTRUCTURE

NOVEMBER 2015

The Green Infrastructure (GI) Strategy for Land South of Chesterton is an overarching open space scheme for the proposed development. It brings together the identification, protection, creation, and management of GI features on site.

The GI proposals have been informed by existing publications including The Strategic Framework for Green Infrastructure in Gloucestershire 2014, and the Gloucestershire Nature Map. They have also been shaped by National and Local Planning Policy and Guidance and other documents that identify appropriate standards, guidance and best practice at the local level.

The identification and location of on-site GI features have been established through the range of studies in ecology, landscape, hydrology, public open space, rights of way and archaeological/heritage. Existing on-site GI features are set out on the adjacent plan.



Existing Green Infrastructure features



The proposed framework of the development has been strongly influenced by existing and proposed landscape as well as the setting of heritage assets such as Chesterton Farm and the on-site Scheduled Ancient Monument. The best of the existing hedgerows and trees are to be retained in green corridor settings between areas of built development.

A green spine is proposed throughout the southern edge of the site, connecting green corridors providing important opportunities for informal recreation, relaxation and play. This area of public open space will provide a range of habitats and integrate the development with the wider landscape and countryside beyond.

As part of the Green Infrastructure, the open space also includes a framework of landscaping whereby a network of water attenuation features, such as Sustainable Drainage Systems (SuDS) are provided through the site. SuDS are a design approach to drainage which helps control flooding by replicating natural patterns. A wide range of different features will be used to retain water or slow down the rate which is released. Features incorporated into the masterplan include swales, ponds and larger attenuation features. As water passes through them pollutants are removed improving the water quality. Through a sustainable drainage system water is collected and stored in a series of features before being discharged into the local watercourse, discharge is restricted to a maximum of the natural undeveloped greenfield run off rate.



Green Infrastructure

TRANSPORT ASSESSMENT

NOVEMBER 2015

The proposed development at land south of Chesterton requires a comprehensive accompanying package of transport measures to address its impact on the transport network. A town wide transport mitigation strategy has been prepared. The emphasis of the strategy is to achieve improved integration and connectivity between the site and Cirencester town centre through pedestrian and cycle enhancements through Chesterton. It aims to overcome the severance effect of the ring road through road level crossing provision for pedestrians and cyclists, public transport enhancements, highway safety improvements and traffic capacity improvements. The transport assessment demonstrates that:

- Safe and suitable access to the site can be achieved;
- Opportunities for sustainable transport modes have been taken up; and
- Improvements can be undertaken within the transport network that limit the significant impacts of the development. The Transport Assessment concludes that the residual cumulative transport impacts of the proposed development are within acceptable levels.

SITE ACCESS

Road access is proposed from the A429 Tetbury Road to the west and Spratsgate Lane / Wilkinson Road / Somerford Road to the east. There will be no through route for car traffic within the development, enforced by a bus gate situated broadly to the south of The Cranhams that would permit pedestrian, cycle and bus movement, and the potential for taxi movements.

OFF-SITE VEHICULAR IMPROVEMENTS

The study area has covered 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. The focus for necessary highway improvements is in six key areas, highlighted on the adjacent plan.

These junctions are forecast to operate over capacity by 2021 when taking into account committed developments (developments with granted planning permission), highway improvements and background traffic growth. The outline planning application will include measures to mitigate development impacts but also address operational issues that would occur irrespective of the proposed development. The proposed improvements will be delivered by the proposed development. These improvements have been informed by discussions with, and the requirements of, Gloucestershire County Council and an independent Road Safety Audit team. The improvements will address three key factors:

- 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.

Detailed drawings and descriptions of proposed improvements are available to view alongside this exhibition.

OFF-SITE PEDESTRIAN AND CYCLE IMPROVEMENTS

Various improvements to walking and cycling routes, between the site and the Town Centre and other key local destinations, will be delivered by the proposed development. 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.

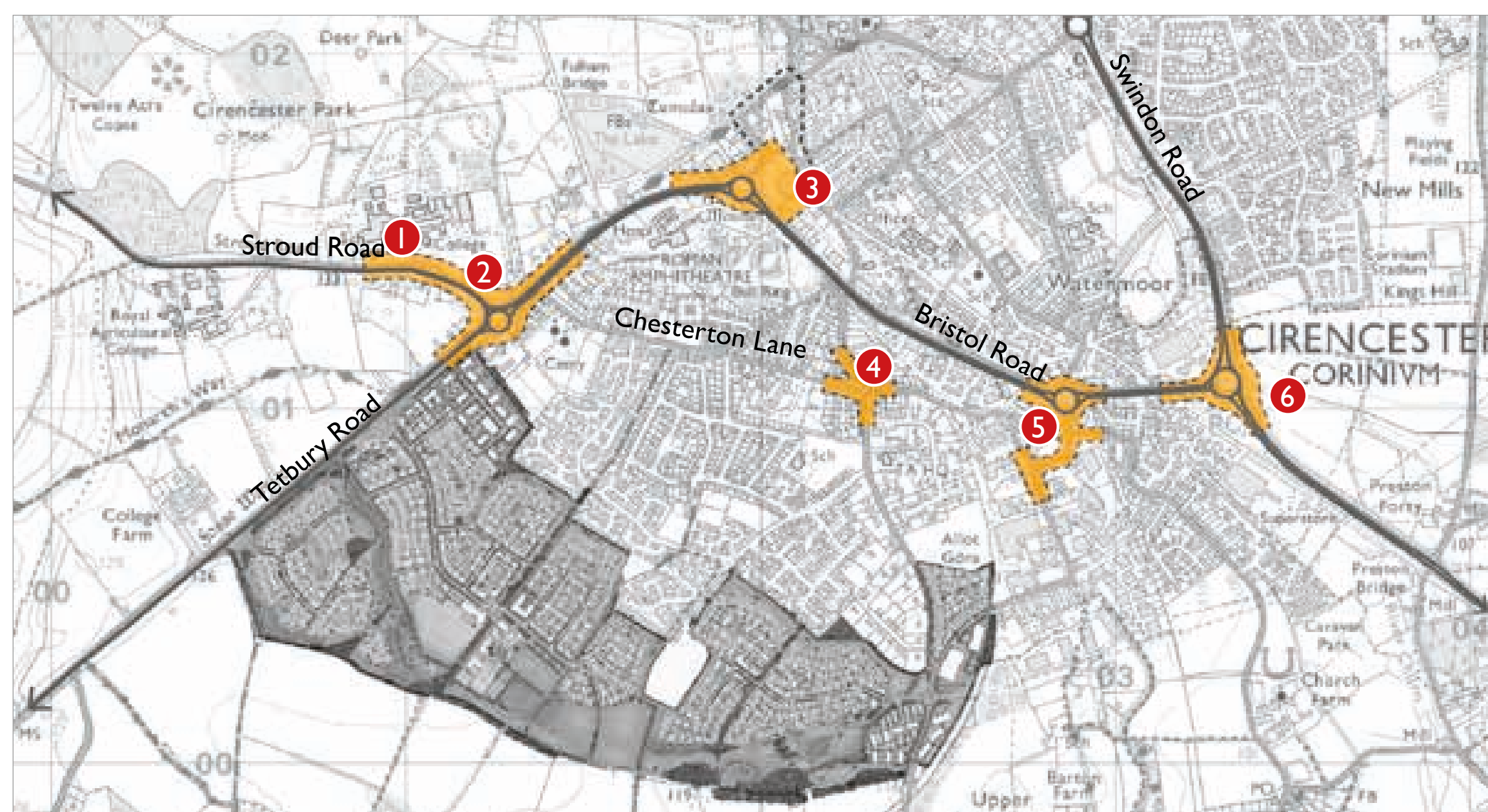
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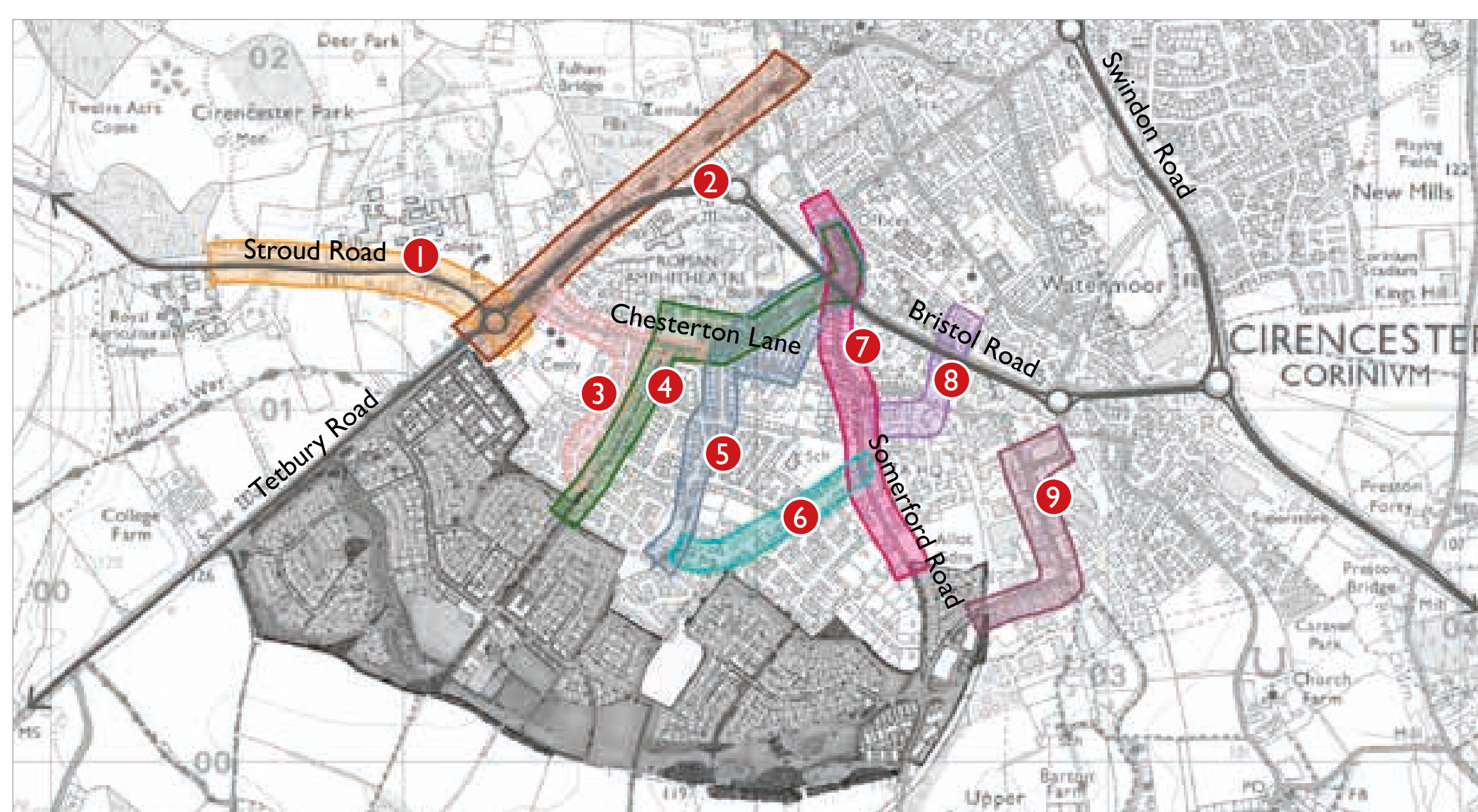
Plan showing proposed site access

- ➔ New Vehicular Access
- ➔ Direct access to properties
- ➔ Pedestrian / Cycle access
- ➔ Bus / Pedestrian / Cycle only through route

Detailed drawings and descriptions of vehicular/ pedestrian/ cycle access points are available to view alongside this exhibition.



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



- ➊ Stroud Road (between Tetbury Road and RAU)
- ➋ Tetbury Road (between site boundary and town centre)
- ➌ Cranhams Lane (Existing Farm Access) to Tetbury Road via Chesterton Lane
- ➍ 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)
- ➎ Cranhams Lane (Existing Bridleway No. 30) to town centre (via Brooke Road, Bathurst Road, Cotswold Avenue / Mount Street and Somerford Road)
- ➏ Cranhams Lane (between The Maples and Somerford Road)
- ➐ Somerford Road (between site boundary and town centre)
- ➑ Oaklands to Sperrigate (between Somerford Road and Trinity Road/School Lane)
- ➒ Wilkinson Road / Love Lane / Midland Road

HIGHWAYS & TRAFFIC STUDIES

NOVEMBER 2015

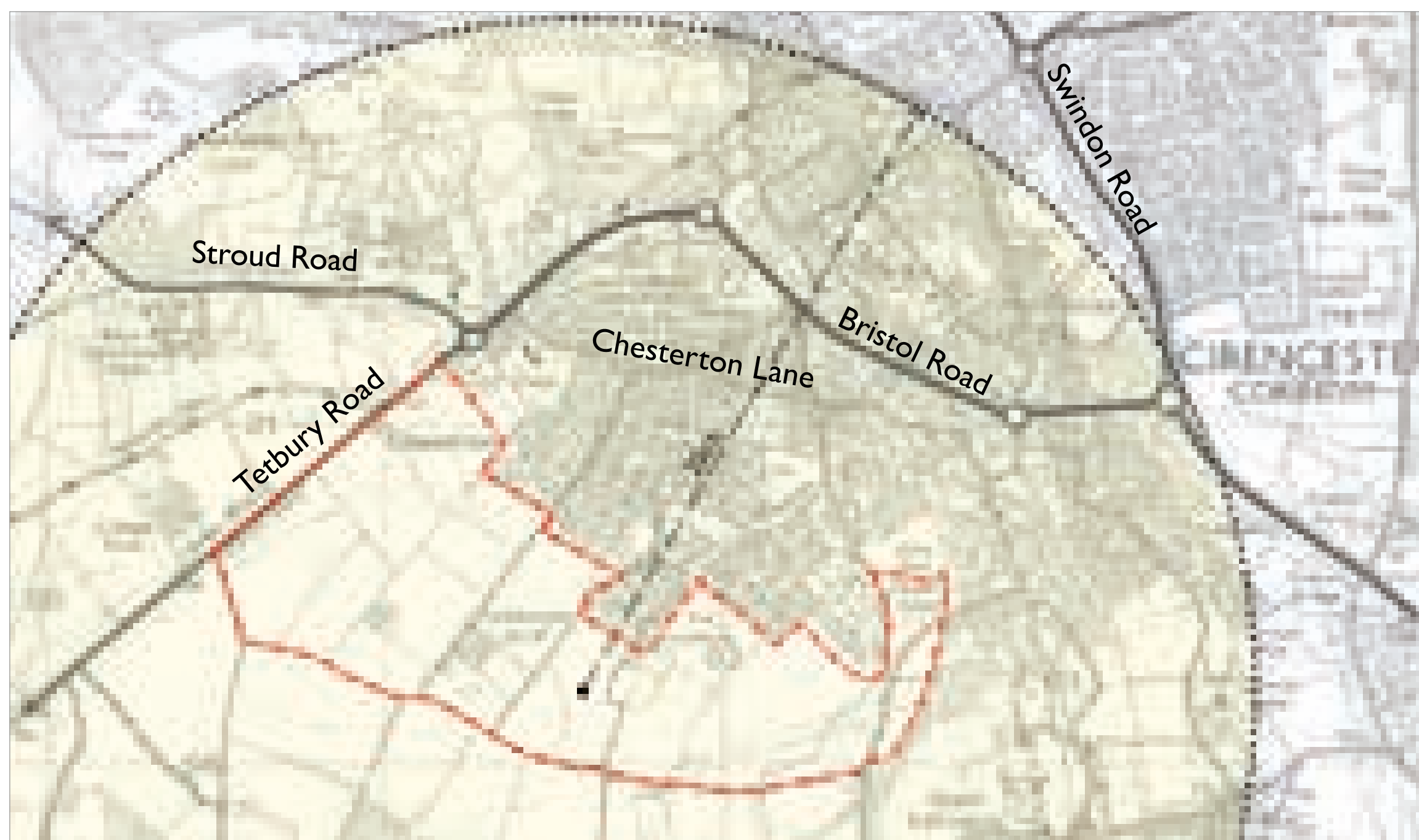
CIRENCESTER TRAFFIC MODEL

A traffic model of Cirencester has been developed in agreement with the local highway authority, Gloucestershire County Council, Highways England and Cotswold District Council (CDC). 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 a base traffic model which satisfactorily represents prevailing traffic and highway conditions. Looking forward, forecast year traffic models for both 2021 and 2031 have been 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 these models have been used to test the impacts of traffic generated by the proposed development. In addition they inform the extent of highway improvements that are required to make the traffic generation impacts acceptable.



Plan showing the extent of the Cirencester Traffic Model

--- Site boundary

● Indicative centre of the site

⋯ 2 km radius from the centre of the site

TRANSPORT ASSESSMENT

The proposed development at land south of Chesterton requires a comprehensive accompanying package of transport measures to address its impact on the transport network. A town wide transport mitigation strategy has been prepared. The emphasis of the strategy is to achieve improved integration and connectivity between the site and Cirencester town centre through pedestrian and cycle enhancements through Chesterton. It aims to overcome the severance effect of the ring road through road level crossing provision for pedestrians and cyclists, public transport enhancements, highway safety improvements and traffic capacity improvements. The transport assessment demonstrates that:

- Safe and suitable access to the site can be achieved;
- Opportunities for sustainable transport modes have been taken up; and
- Improvements can be undertaken within the transport network that limit the significant impacts of the development. The Transport Assessment concludes that the residual cumulative transport impacts of the proposed development are within acceptable levels.

Access

There will be no vehicular access from Cranhams Lane (Chesterton) 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.

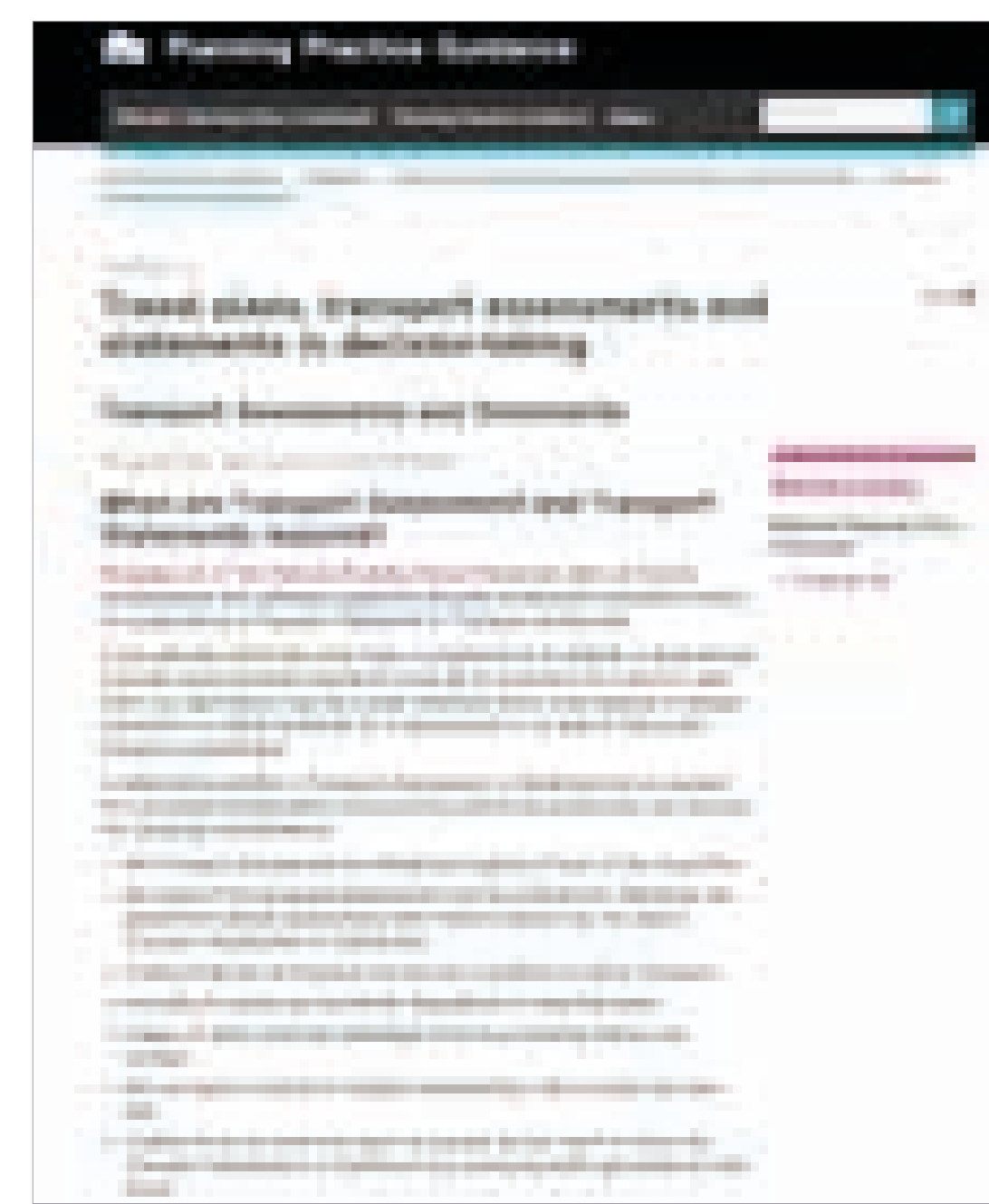
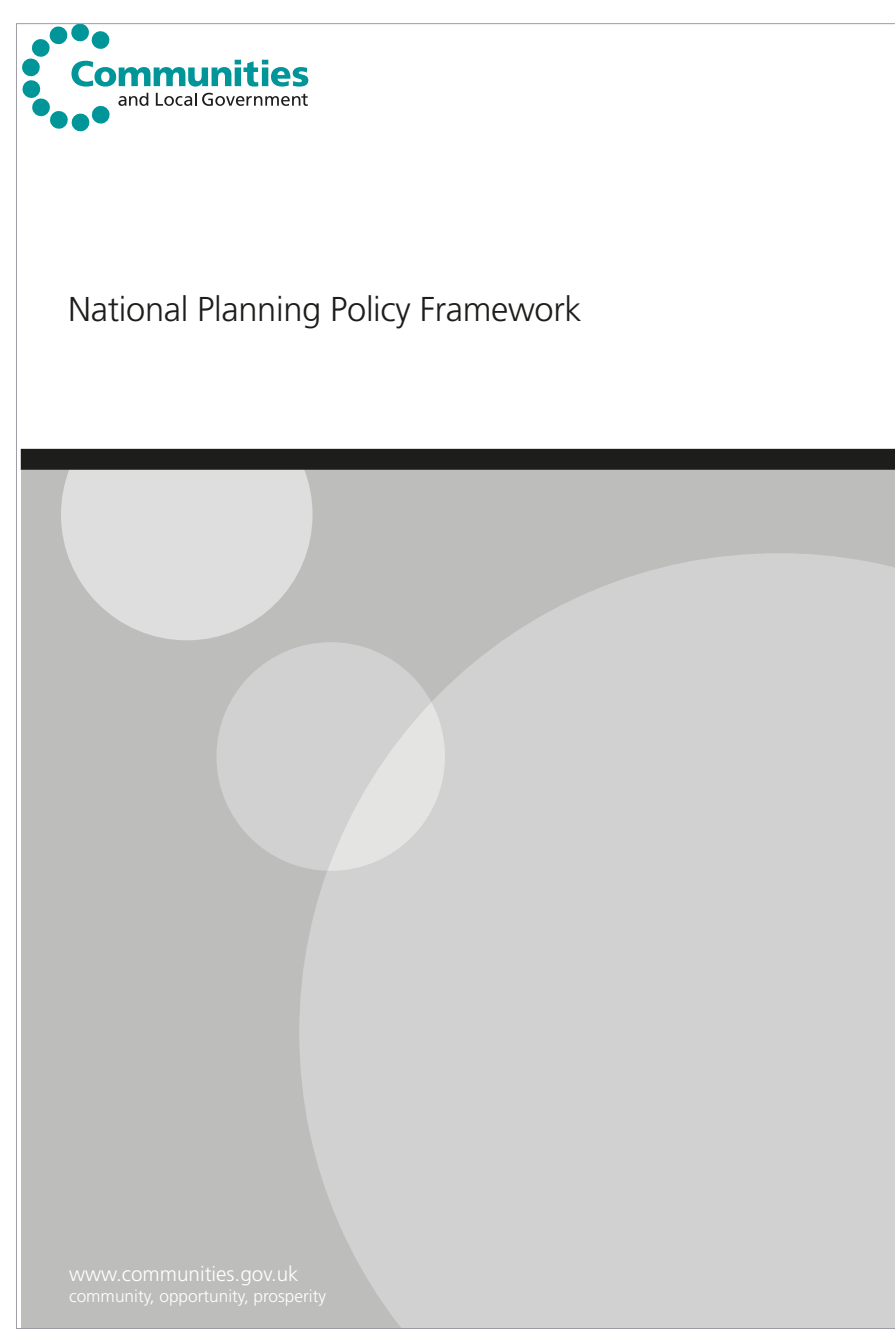
There will be no through route for car traffic within the development, enforced by a bus gate situated broadly to the south of The Cranhams that would permit pedestrian, cycle and bus movements, and the potential for taxi movements.

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 public transport proposals will connect the proposed development to many everyday 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 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 has been used to help establish the roads that development traffic uses and thus the impacts and requirement for highway improvements.

Improvements are required at a number of locations in the town, including:

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

SITE ACCESS **A** - WESTERN VEHICULAR ACCESS

NOVEMBER 2015

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

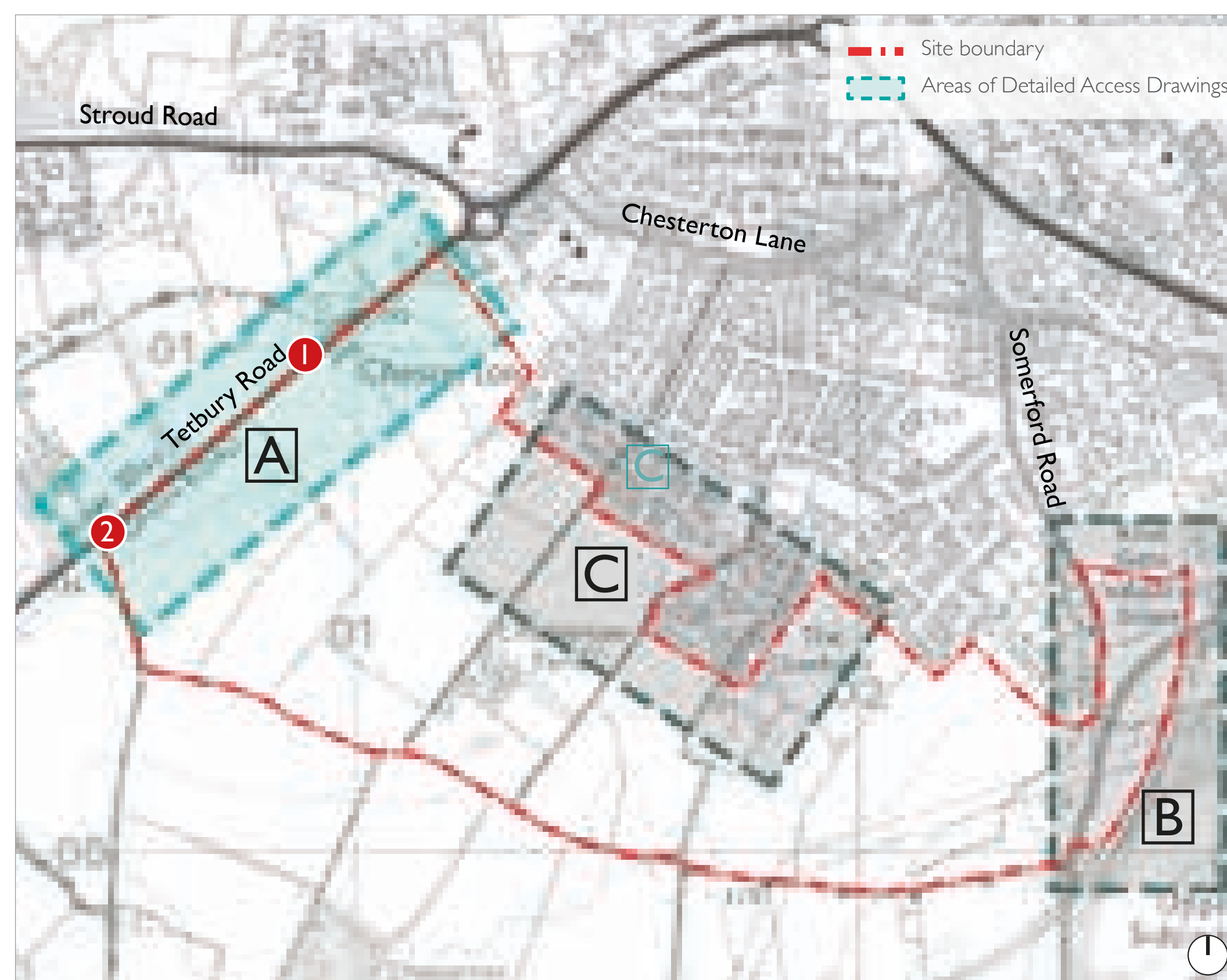
The principal access to the site will be via a new roundabout on Tetbury Road. The south eastern arm provides access to the site whilst there is also the opportunity to provide a north western arm providing access to the consented RAU business park.

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 along the 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

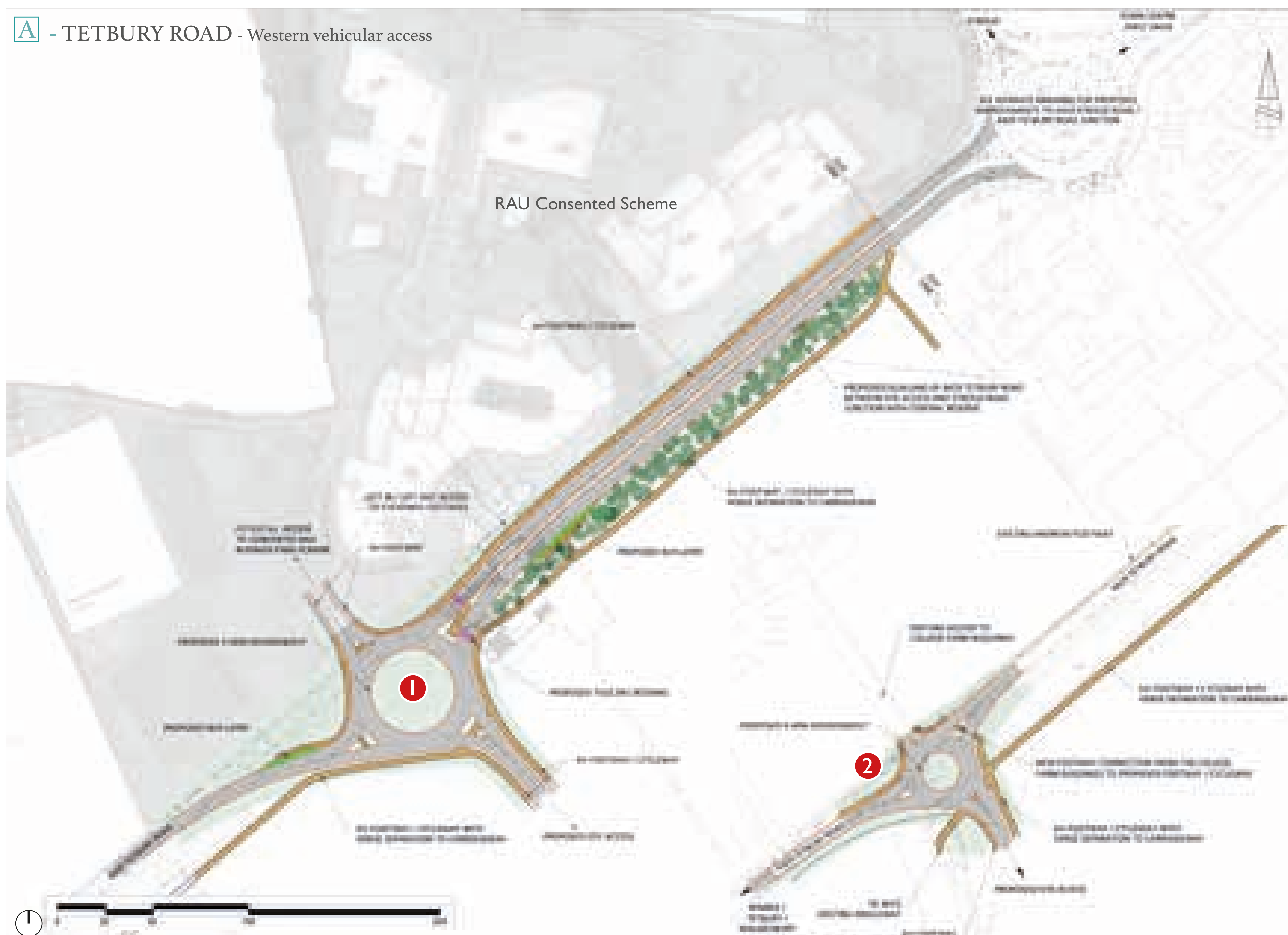
A smaller roundabout will be provided further to the south west along the A429 Tetbury Road to provide a secondary access to the development from Tetbury Road. The south eastern arm provides access to the site whilst the north western arm provides improved access to the College Farm Buildings.

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

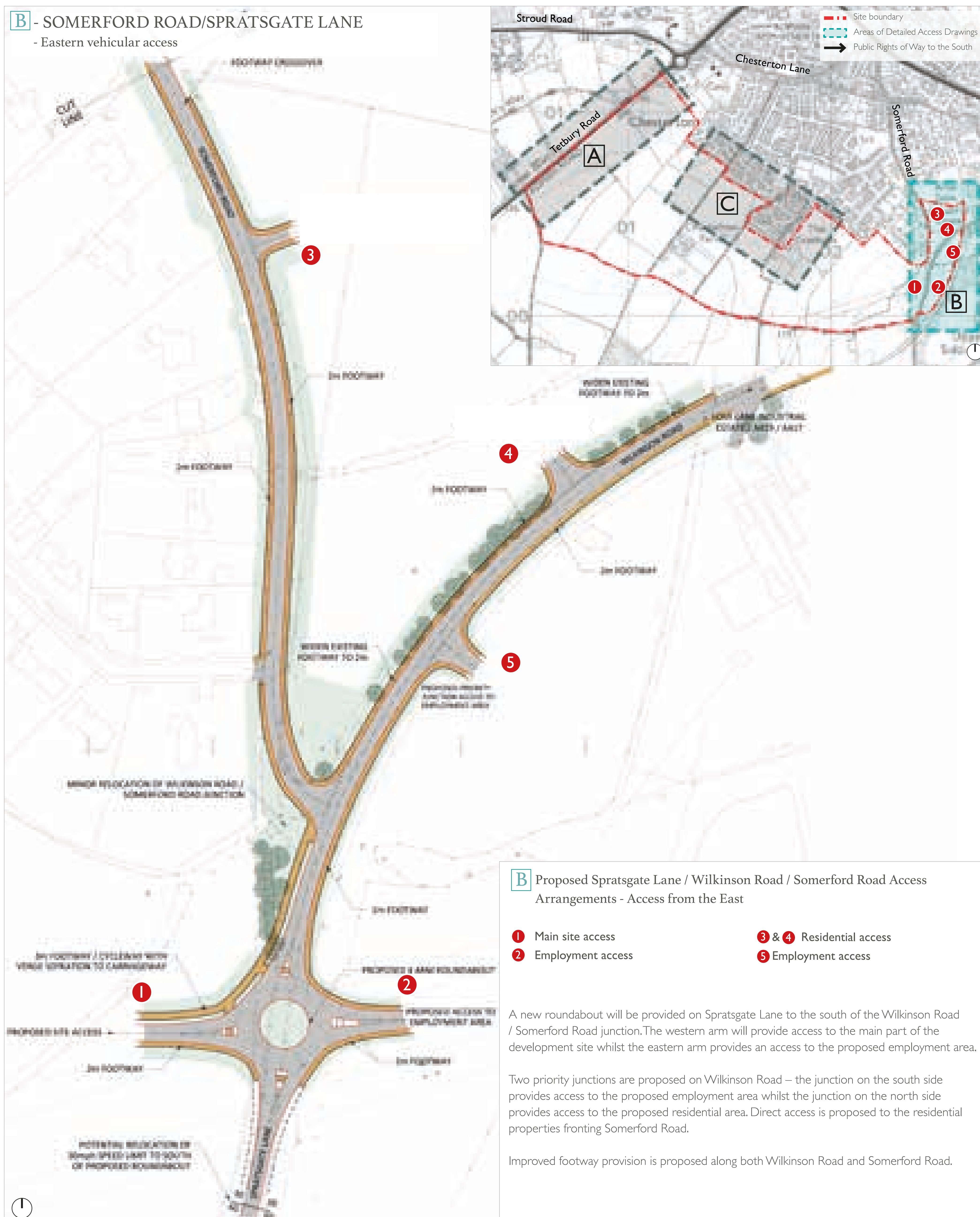
A - TETBURY ROAD - Western vehicular access



SITE ACCESS **B** - EASTERN VEHICULAR ACCESS

NOVEMBER 2015

B - SOMERFORD ROAD/SPRATSGATE LANE - Eastern vehicular access



SITE ACCESS **C** - PEDESTRIAN AND CYCLE ACCESS

NOVEMBER 2015

- ① Existing Chesterton Farm access
- ② Existing bridleway west of The Maples
- ③ Existing footpath near The Cranhams
- ④ Existing footpath near The Cranhams
- ⑤ No through route for vehicles, bus / pedestrian / cycle only route

The masterplan provides for 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.

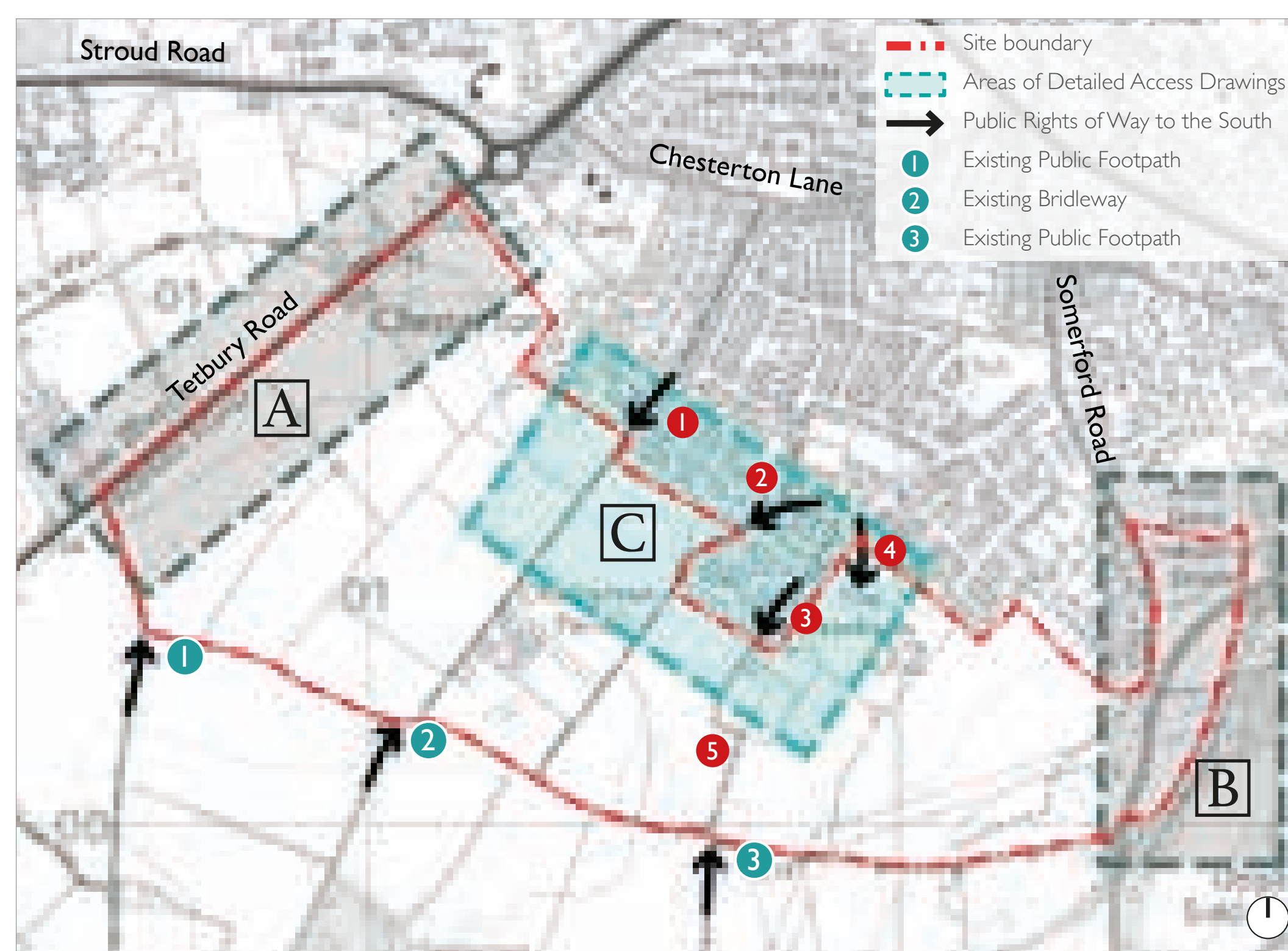
Pedestrian / cycle accesses will be provided from Cranhams Lane to the north in the following locations:

- 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 surfacing and drainage improvements, and provision of sensitive lighting schemes in order to provide attractive pedestrian / cycle linkages to Cranhams Lane, Chesterton and the town centre beyond.

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

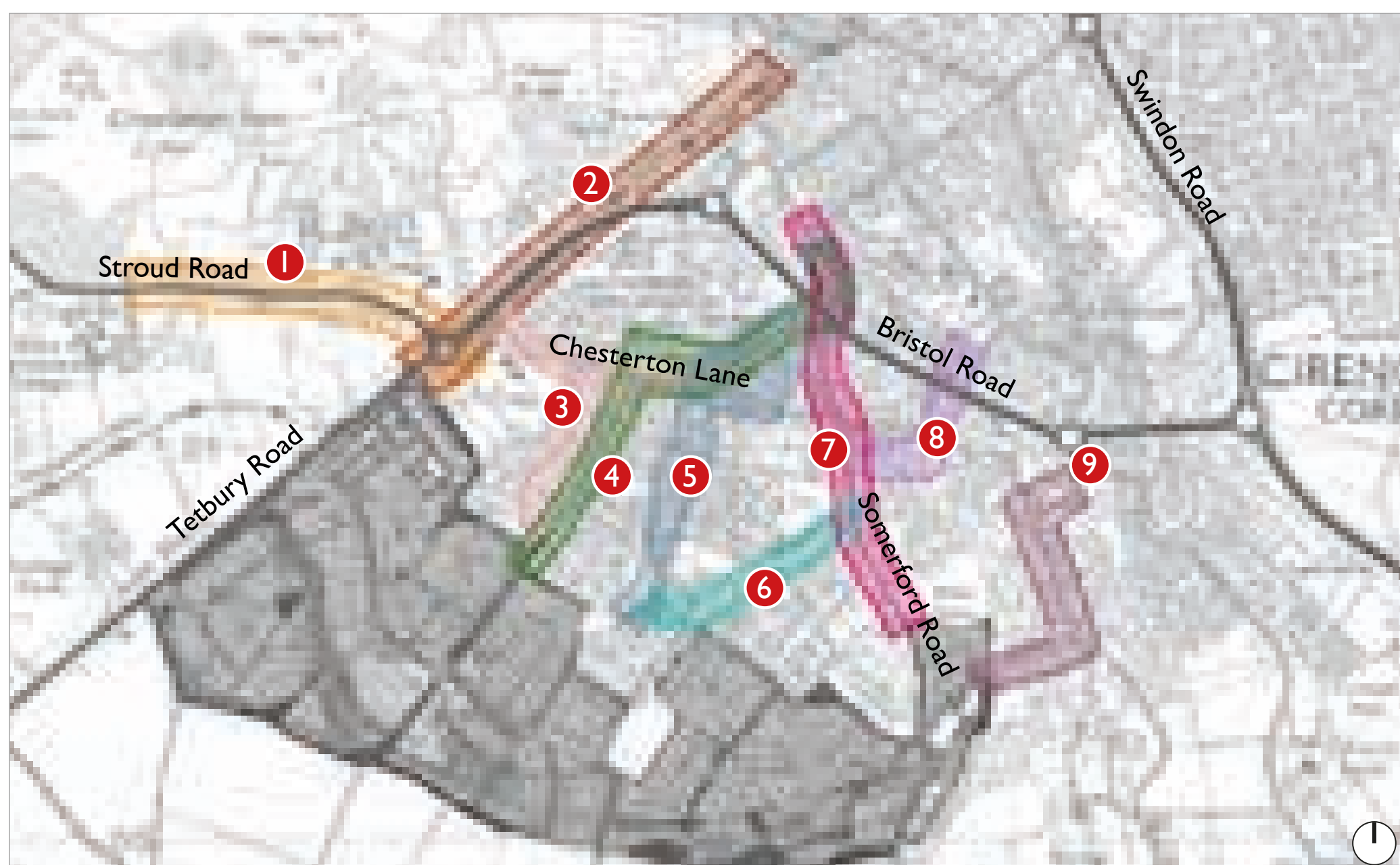
NOVEMBER 2015

The following walking and cycling improvements, between the site and the Town Centre and other key local destinations, will be delivered by the proposed development. 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;
 - Refresh cycle lane markings and provision of 'Give Way' markings at the entrance to Cirencester Caravan Club to reinforce that cyclists have priority over vehicles emerging from the access; and
 - Refresh on-carriageway cycle lane markings on Old Tetbury Road and provision of colour surfacing on existing shared-use facility to delineate cycleway.

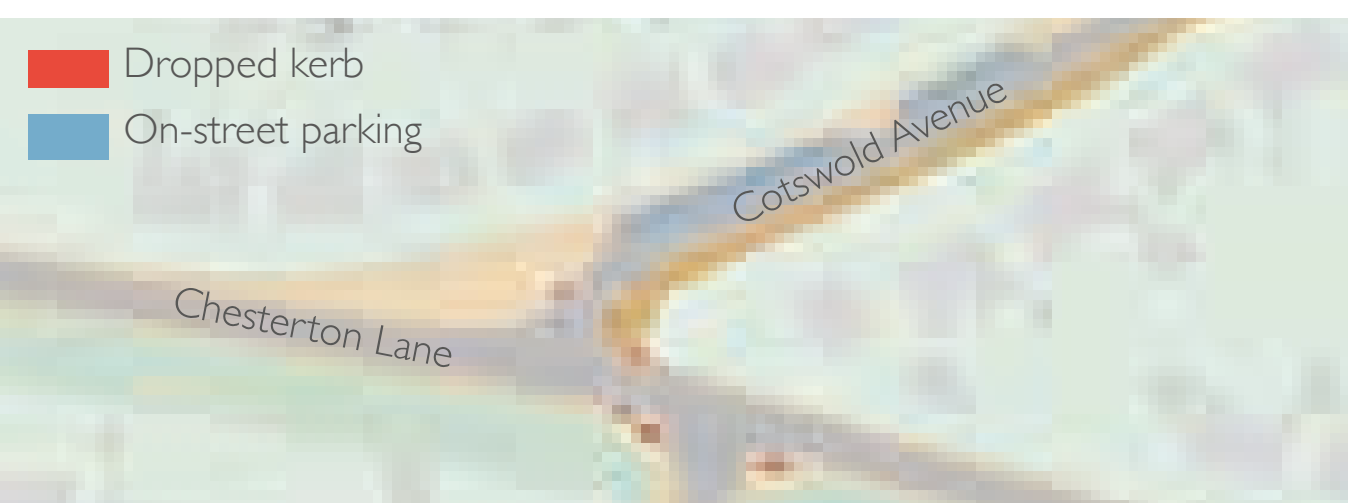


- 3 Cranhams Lane (Existing Farm Access) to Tetbury Road via Chesterton Lane:**
- Widen existing footway on northern side of Chesterton Lane between Tetbury Road and Chesterton Park to extend the 3.0m wide shared use footway/cycleway to tie with in the proposed crossing provision and new footway/ cycleway 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):**

- All-weather surfacing and drainage improvements, as well as sensitive lighting scheme to existing bridleway;
- 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;
- Provision of a financial contribution to Cirencester Town Council to assist in bringing forward a footpath / cyclepath through Four Acre Playing Field between Chesterton Lane and Cotswold Close and the Hospital / Amphitheater;
- 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).

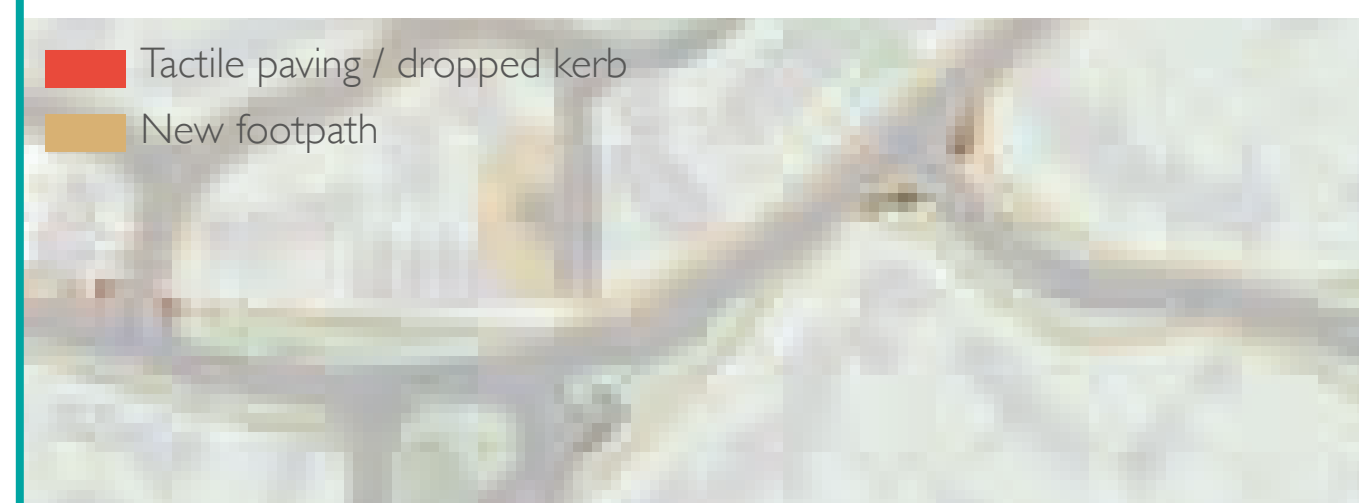


- 5 Cranhams Lane, Existing Bridleway No. 30 to town Centre (via Brooke Road, Bathurst Road, Cotswold Avenue / Mount Street and Somerford Road):**

- All-weather surfacing and drainage improvements, as well as sensitive lighting scheme to existing bridleway;
- 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.

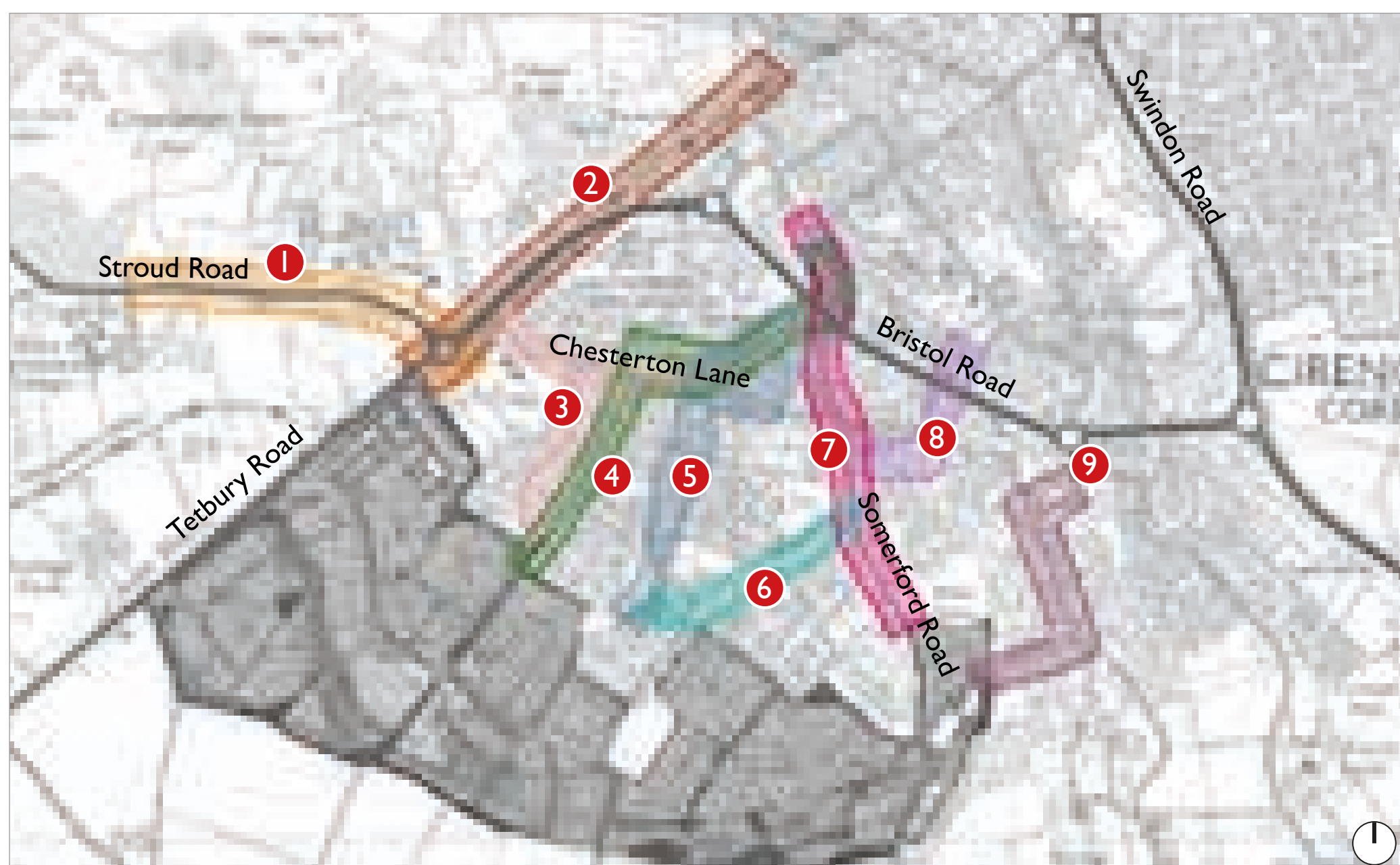


OFF-SITE PEDESTRIAN & CYCLE IMPROVEMENTS (CONTINUED)

NOVEMBER 2015

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.



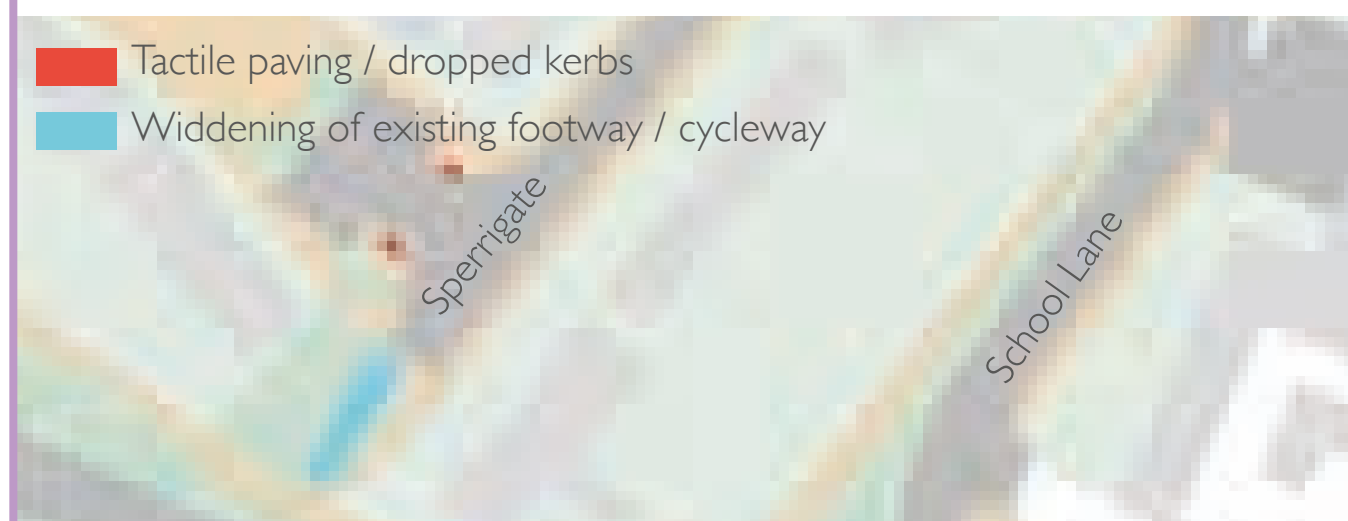
7 Somerford Road (between site boundary and Town Centre):

- 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;
- Provision of appropriate give way white line markings along existing cycle route.
- Widen existing footway/cycleway in highway verge between subway on northern side of A419 ring road and southern end of Sperrigate.



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 have taken place with Stagecoach and Gloucestershire County Council regarding the public transport strategy for the site and how this fits with the wider objectives for the town.

From 1 November 2015, Stagecoach has made bus service changes in the local area. These include changes to 51 / 51A Swindon – Cheltenham via Cirencester. Service 51A now serves Chesterton (including Cranhams Lane) providing services on an hourly basis each way throughout the day including morning and evening services. This replaces the 58 / 59 services.

Discussions have taken place with Gloucestershire County Council and local bus operators regarding the public transport strategy for the site and how this fits with the wider objectives for the town. The application will seek to secure:

- An hourly service linking Kemble Station and Cirencester town centre via the site, developing the existing Service 881 (Cirencester – Kemble Station - Tetbury);

- An hourly bus service between Stroud and Cirencester town centre via the site, developing the current 54/54A service. This will co-ordinate with the proposed Kemble service (see above) to provide a half hourly frequency service through the site; and

- Direct pedestrian links between the site and Cranhams Lane and high quality bus stop provision on Cranhams Lane to enable convenient access to Service 51A.

The strategy will connect the proposed development to many everyday 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

NOVEMBER 2015

The study area has covered 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. The focus for necessary highway improvements is in six key areas, highlighted on the plan adjacent.

These junctions are forecast to operate over capacity by 2021 when taking into account committed developments (developments with granted planning permission), highway improvements and background traffic growth. The proposed development therefore offers the opportunity to not only mitigate development impacts but also address operational issues that would occur irrespective of the proposed development. The proposed improvements will be delivered by the proposed development. These improvements have been informed by discussions with, and the requirements of, Gloucestershire County Council and an independent Road Safety Audit team. The improvements will address three key factors:

- 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.

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 these are coach movements and the junction is not large enough to accommodate coaches turning in and out of the access at the same time resulting in coaches waiting 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 is currently implementing an improvement scheme to rationalise its coach parking arrangements and improve circulation within the 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. BDL, Cirencester College, Deer Park School, GCC and CDC are working together to ensure timely delivery of the junction improvement.

2 A419 Stroud Road / A429 Tetbury Road Junction including Chesterton Lane junction with the Ring Road

The proposed improvement scheme introduces 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 and provides the opportunity for the existing subway between Chesterton Lane and Old Tetbury Road to be removed.

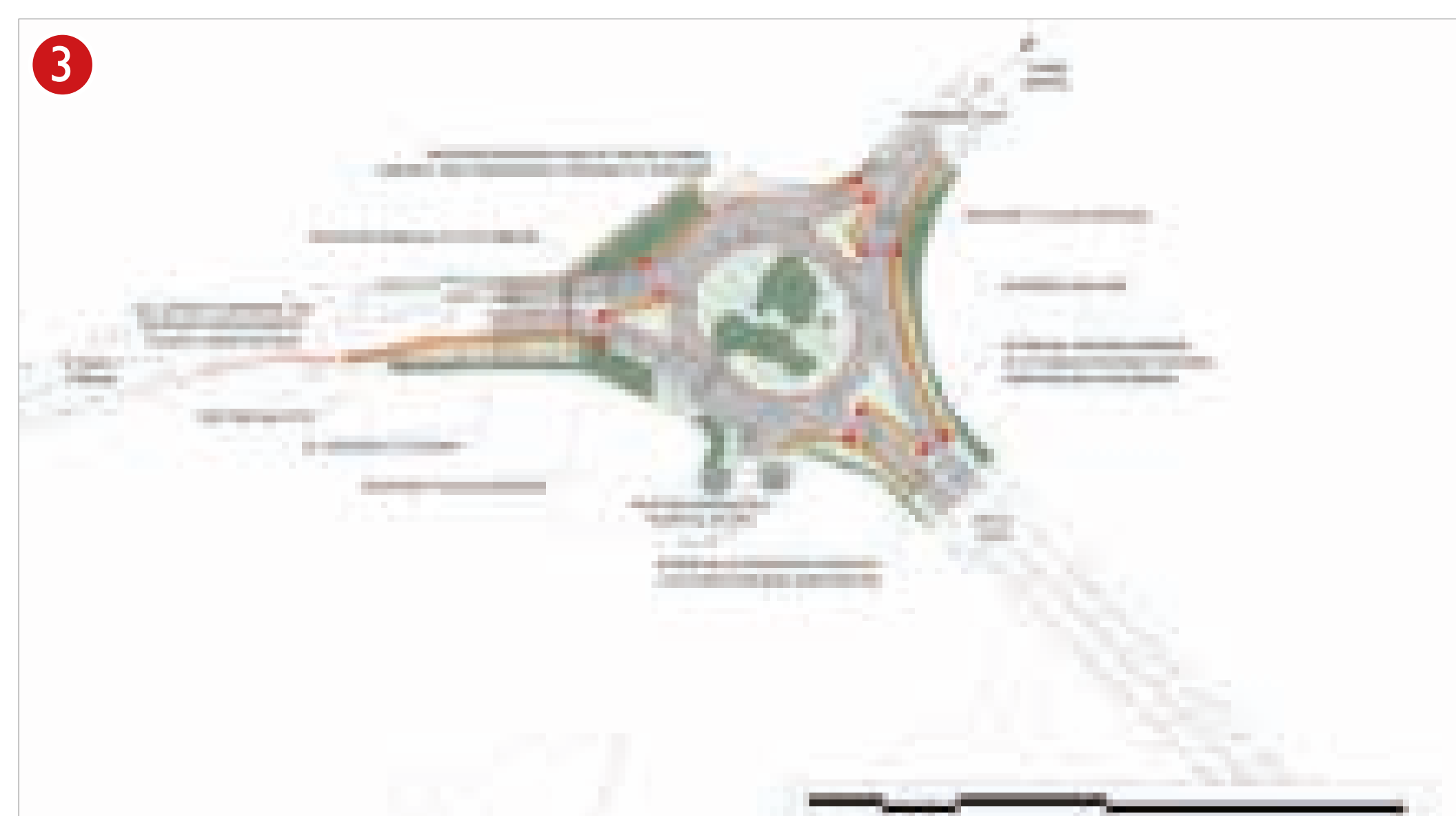
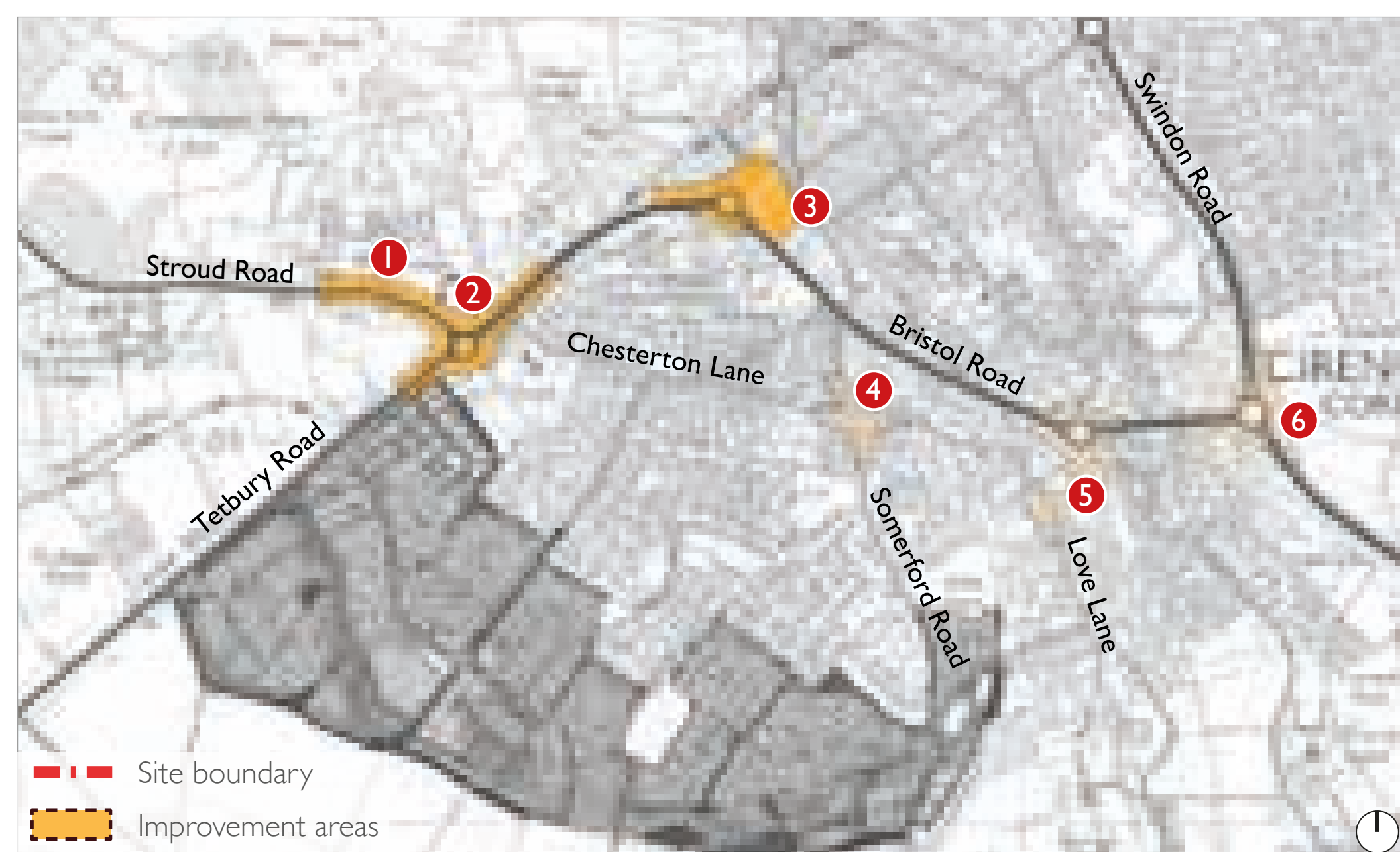
It is also proposed to signalise the Chesterton Lane / ring road junction to allow right turns out to avoid the need to perform a U-turn at the Stroud Road / Tetbury Road roundabout.

3 A419 / A429 Ring Road / Hammond Way / Hospital Junction

The proposed improvement scheme introduces 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 amphitheater through the improvements to the junction.

In combination with the above, a minor improvement is proposed at the Waitrose / Hammond Way mini roundabout to improve traffic flow in this location.

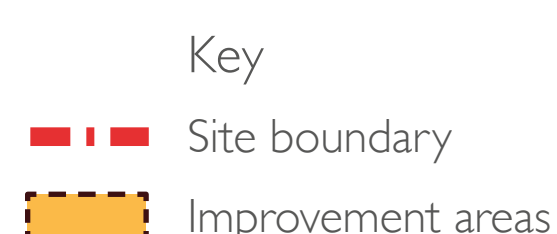


OFF-SITE VEHICULAR IMPROVEMENTS

NOVEMBER 2015

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

The proposed improvement at Somerford Road / Chesterton Lane is traffic signal control. 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 Ring Road / Midland Road / Watermoor Way junction (Fire Station roundabout)

The proposed improvement scheme introduces 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 Ring Road / Cricklade Road / Middlemead junction (Kingsmeadow roundabout)

The proposed improvement scheme introduces partial signal control and carriageway widening at the junction to accommodate future traffic flows safely.



ENVIRONMENTAL MATTERS

NOVEMBER 2015

The project team has undertaken a series of detailed background studies and investigations, as part of an overall Environmental Statement (ES), looking at a variety of issues. The key topics being considered are summarised below, and in many instances these have directly influenced the shape and form of the emerging masterplan for the site. The outline application will contain an ES which forms a significant part of the application.

ECOLOGY / BIODIVERSITY

EDP has designed and implemented a broad range of targeted baseline ecological investigations to identify and understand potential constraints to the preparation and development of the masterplan, along with the integration of mitigation measures. These measures are required to avoid, minimise or otherwise offset potential adverse impacts.

The baseline ecological investigations undertaken included a desk study, Extended Phase 1 Habitat Survey and detailed (Phase 2) surveys. All surveys were undertaken with reference to best practice guidance. As well as mapping the extents and evaluating the quality of habitats on-site, EDP has undertaken surveys for a range of protected species and species groups, including:

- Badgers;
- Bats - roosting, commuting and foraging;
- Breeding birds;
- Great crested newts; and
- Reptiles.

The scope and methodologies of these surveys was agreed in advance with Cotswold District Council and Natural England, and with the results updated for breeding birds and great crested newts 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. 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 enhance the biodiversity value of this intensively managed farmland landscape.

GROUND INVESTIGATIONS

Extensive intrusive ground investigations, including a programme of contamination testing, have been undertaken at the site to confirm existing ground conditions.

The detailed investigation concludes that the site is uncontaminated and presents a low risk of introducing contamination at the site or elsewhere.

British Geological Survey mapping indicates that the geology of the site is Forest Marble Formation, Limestone and Mudstone. Intrusive ground investigations have confirmed ground conditions at the site as generally comprising limestone with occasional pockets of more cohesive material above especially towards the eastern portion of the site.

The Phase 1 Geo-Environmental Study and detailed Phase 2 Interpretative Report will be submitted in support of the Outline Planning Application.

LANDSCAPE AND VISUAL IMPACT ASSESSMENT

The site does not lie within any nationally or locally designated landscapes, and comprises an area of gently undulating agricultural farmland under a mixture of arable and pastoral management, adjacent to the existing settlement edge of Cirencester. It is however close to the Cotswolds Area of Outstanding Natural Beauty (AONB) and the Kemble/Ewen Special Landscape Area, although visibility between these areas is limited by existing landscape features.

A Landscape and Visual Impact Assessment has been prepared for the site and its context, which provides an understanding of the range of impacts anticipated within the local area. It addresses impacts upon landscape features, landscape character, designated landscapes and the visual amenity of local people, and has been carried out in line with current best practice guidance and policy.

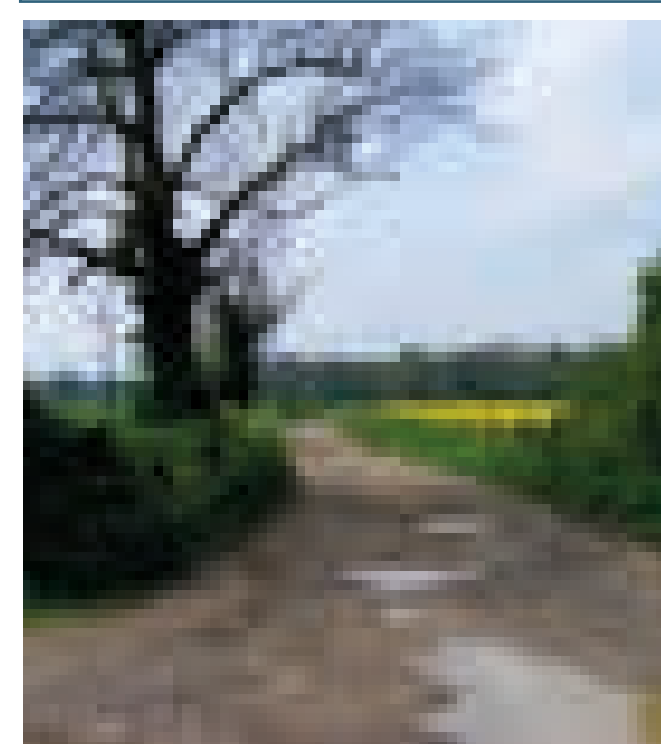
The limitation in landscape and visual effects predicted by the assessment is a function of a sensitively designed masterplan, and an integral Green Infrastructure Strategy, which aims to address the range of sensitivities present and take advantage of key landscape and biodiversity features.



Existing hedgerows



Biodiversity



Existing track south of the site



Existing trees to be retained

ARCHAEOLOGY / HERITAGE

The site contains a number of standing buildings, including the farmhouse and barn at Chesterton Farm which are Grade II listed. By virtue of their chronological relationship and close spatial and functional associations with the farmhouse and barn, a number of other buildings within the farm complex are 'curtilage listed'.

In accordance with legislation, policy and guidance, the significance and setting of the standing buildings have been assessed and addressed within the illustrative masterplan, which intends to either avoid or minimise harm.

Moreover, investigation and assessment has been completed in respect of (1) the scheduled monument, (2) non-designated archaeology and (3) Cirencester Park RPG and off-site listed buildings which could potentially be affected through change within their setting.

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.

Reuse of Chesterton Farm & curtilage buildings

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



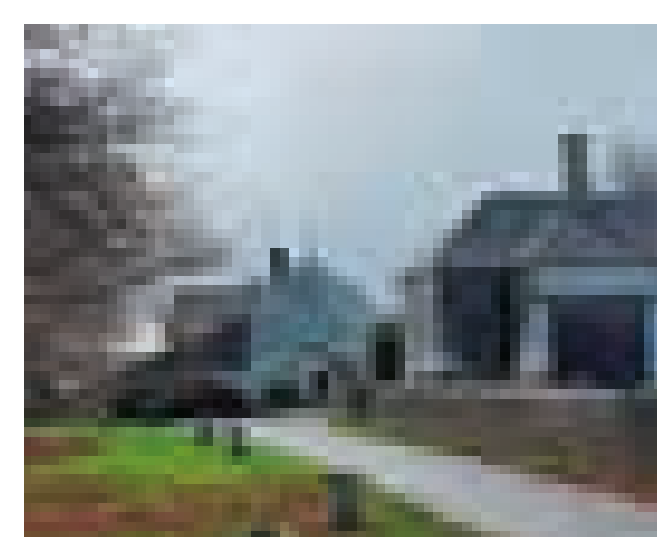
Farm buildings to be retained and listed buildings



The barn at Chesterton Farm



Curtilage building at Chesterton Farm



Chesterton Farm



Chesterton Farmhouse

ENVIRONMENTAL MATTERS

NOVEMBER 2015

AGRICULTURE AND FARMING

The site has been subject to an assessment of agricultural soils and farming circumstances. This 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.

AIR QUALITY

Air quality within Cotswold district is generally good and, with the exception of the Birdlip Air Quality Management Area (AQMA), which is approximately 17 km from the site, air quality objectives are met throughout the district. Existing residential dwellings adjacent to the site and local roads satisfy relevant air quality objectives, and the same conclusions will apply for new dwellings on the application site. Therefore, local air quality is acceptable for new residential development, and appropriate assessments of traffic generated by development will be undertaken to establish what mitigation measures, if any, will be required to protect existing dwellings.

NOISE

The predominant noise source affecting the site is road traffic from Tetbury Road and Wilkinson Road, with some localised sources of industrial noise surrounding the site. Away from the direct effects of road traffic, noise levels on the site are not high and are acceptable for residential development without any specific noise control measures. For new dwellings adjacent to local roads, external and internal noise standards will be met using appropriate site layouts and window designs capable of achieving relevant noise levels for living rooms and bedrooms. Practicable window designs are available to satisfy the internal noise standards of BS8233:2014 'Guidance on sound insulation and noise reduction for buildings'.

ARBORICULTURAL SURVEY

Trees within the site are subject to a blanket Tree Preservation Order. Various groups of trees, hedgerows and individual trees are contained within the site, comprising a broad mix of approximately 28 species. Additionally, existing tree belts border the southern edge of the site providing screening. Generally, the trees are concentrated around the site perimeter and along existing field boundary hedgerows that characterise the site. This network of landscape features is an important part of the wider network of Green Infrastructure.

EDP has undertaken a BS5837:2012 'Trees in Relation to Design, Demolition and Construction' compliant tree survey of all trees within and adjacent to the site that may be affected by the proposals. The findings of which are set out within two 'Arboricultural Assessment'; one to cover the development site and associated access and one to cover off-site highway impacts, which accompany this application.

To inform the masterplanning process, Root Protection Areas (RPA) for each category A to C item have been calculated using the methodology set out in BS5837:2012 'Trees in Relation to Design, Demolition and Construction'.

The assessment and design process has ensured the retention of the vast majority of valuable tree stock – including veteran trees at Chesterton Farm and set within the field network to the east.



Existing ponds

Special Landscape Area

Cotswolds Area of Outstanding Natural Beauty (AONB)

Tree Categories

Category A – Those of high quality and value – in such a condition as to be able to make a substantial contribution (a minimum of 40 years is suggested)

Category B – Those of moderate quality and value – in such a condition as to make a significant contribution (a minimum of 20 years is suggested)

Category C – Those of low quality and value – currently in adequate condition to remain until new planting could be established (a minimum of 10)

HYDROLOGY / FLOOD RISK AND SURFACE WATER DRAINAGE

The site is classified by the Environment Agency's river and sea flood mapping as being wholly located within Flood Zone 1, at the lowest possible risk of flooding from these sources and suitable for residential development in accordance with the requirements of national, regional and local planning policy concerning flood risk.

There are a number of existing ditches and watercourses within the site to which surface water runoff generated from the proposed development could discharge. None of these existing watercourses are designated main river by the Environment Agency.

The development presents an opportunity to incorporate Sustainable Drainage Systems (SuDS) which aim to drain surface water runoff from the development by mimicking the existing flow regime of the undeveloped greenfield site. This ensures that development proposals do not increase the risk of flooding downstream or in the immediate vicinity of the site.

The choice of SuDS is dependent upon site characteristics and can include infiltration of surface water runoff to the ground, or attenuation of flows before discharge to the local watercourse at controlled rates. Intrusive investigations have confirmed favourable soakage rates into the underlying strata and SuDS designs are based on soakaways, permeable paving, swales, and basins, which will be designed to maximise the use of infiltration into the ground with overflows to the existing ditch network.

Any discharge to the local watercourse will be restricted to a maximum of the natural undeveloped greenfield runoff rate and SuDS designed to accommodate surface water runoff generated from all rainfall events up to and including the 1 in 100 year event, including an increase of 30% in rainfall intensity as allowance for the potential effects of climate change.



INFRASTRUCTURE

NOVEMBER 2015

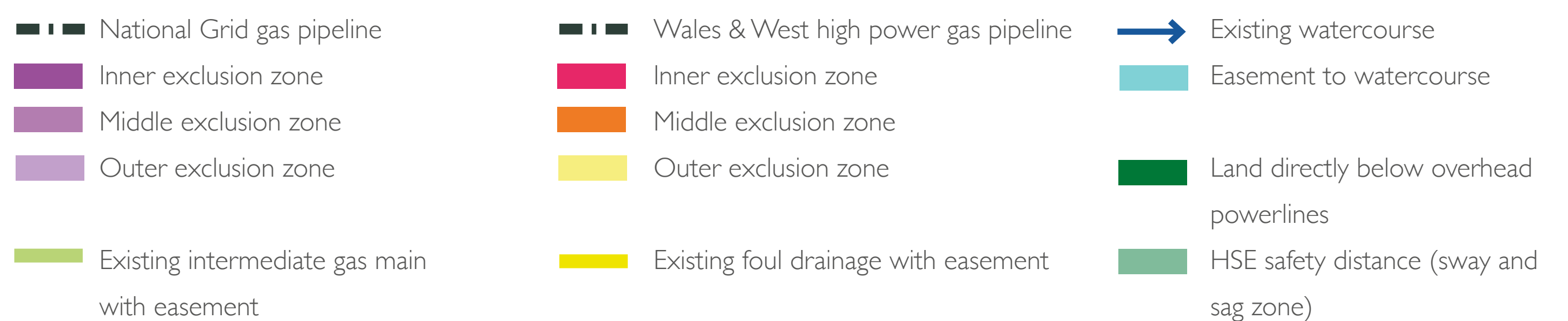
UTILITIES

Assessment of gas, electricity and drinking water services has been undertaken to confirm capacity within the existing networks to serve the proposed development.

With respect to gas and electricity supply the site is well positioned to enable connection to sizeable existing infrastructure with gas pressure reducer stations and major electricity sub-stations in the immediate vicinity of the site. Suppliers have confirmed that there would be no capacity issues in supply of these key services to the proposed development.

The layout of the illustrative masterplan has taken full account of constraints imposed by the existing services that permeate the site. Proposals have been developed in consultation with the Health and Safety Executive, National Grid, Scottish and Southern Energy, Wales and West Utilities, Thames Water and British Telecom.

Thames water has undertaken a hydraulic study to confirm that the development can be supplied with potable water. This study has detailed any upgrade works that might be required to ensure that pressure and flow to existing development will not be compromised and a contribution towards the cost of these upgrade works will be provided by the developer.



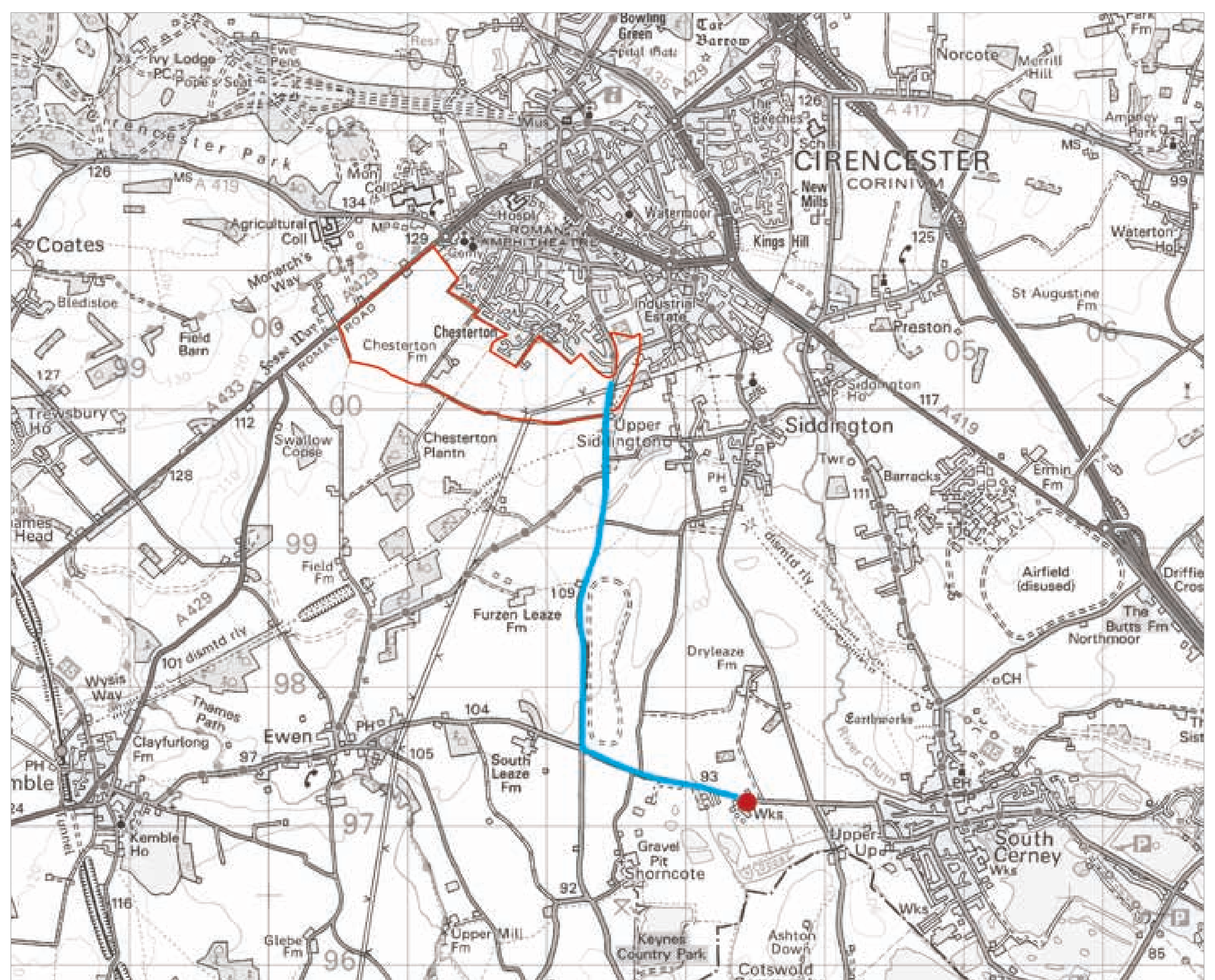
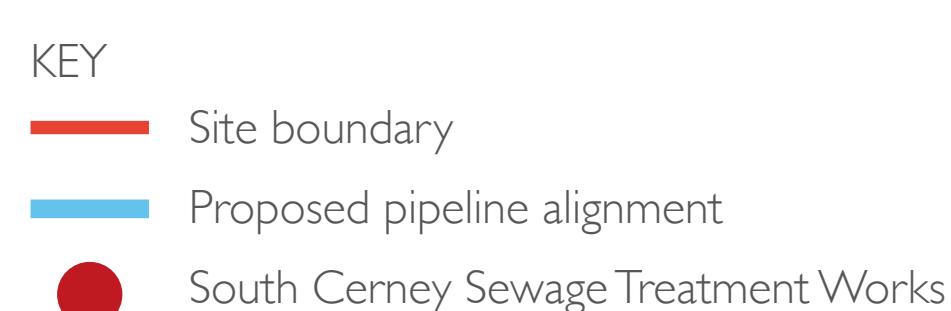
FOUL WATER DRAINAGE

Thames Water has confirmed that the development at Chesterton Farm was included in their growth calculations for the design of the process upgrade works at South Cerney sewage treatment works.

Thames Water has been commissioned to design a new pipeline to convey flows from the proposed development directly to the sewage treatment works thus avoiding the need to connect to the existing sewerage system in the town. Initial designs are complete and the route of the new pipeline is located either within land owned by the Bathurst Estate or along public highway.

There is the potential for the new pipeline to also convey effluent from existing development in Chesterton therefore reducing flows into the existing sewer network and helping alleviate the risk of sewer flooding experienced within parts of Cirencester. The extent of the benefit the scheme could offer to the existing community will be determined by Thames Water at the detailed design stage.

The on-site foul drainage network will require the construction of a number of new pumping stations which will be adopted and maintained by Thames Water. The pumping strategy has been developed to avoid the need for a new gravity sewer to be located across the area of the site designated as Scheduled Ancient Monument.



ENSURING QUALITY

NOVEMBER 2015

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 Land South of Chesterton will seek to establish fundamental principles for the type and amount of development proposed. While a series of 'parameter plans' (displayed as part of this exhibition) 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 Limited's intention that these detailed proposals (Reserved Matters Applications) are 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 Development Limited's vision of a legacy of high quality at Land South of Chesterton.

Regulatory Plan

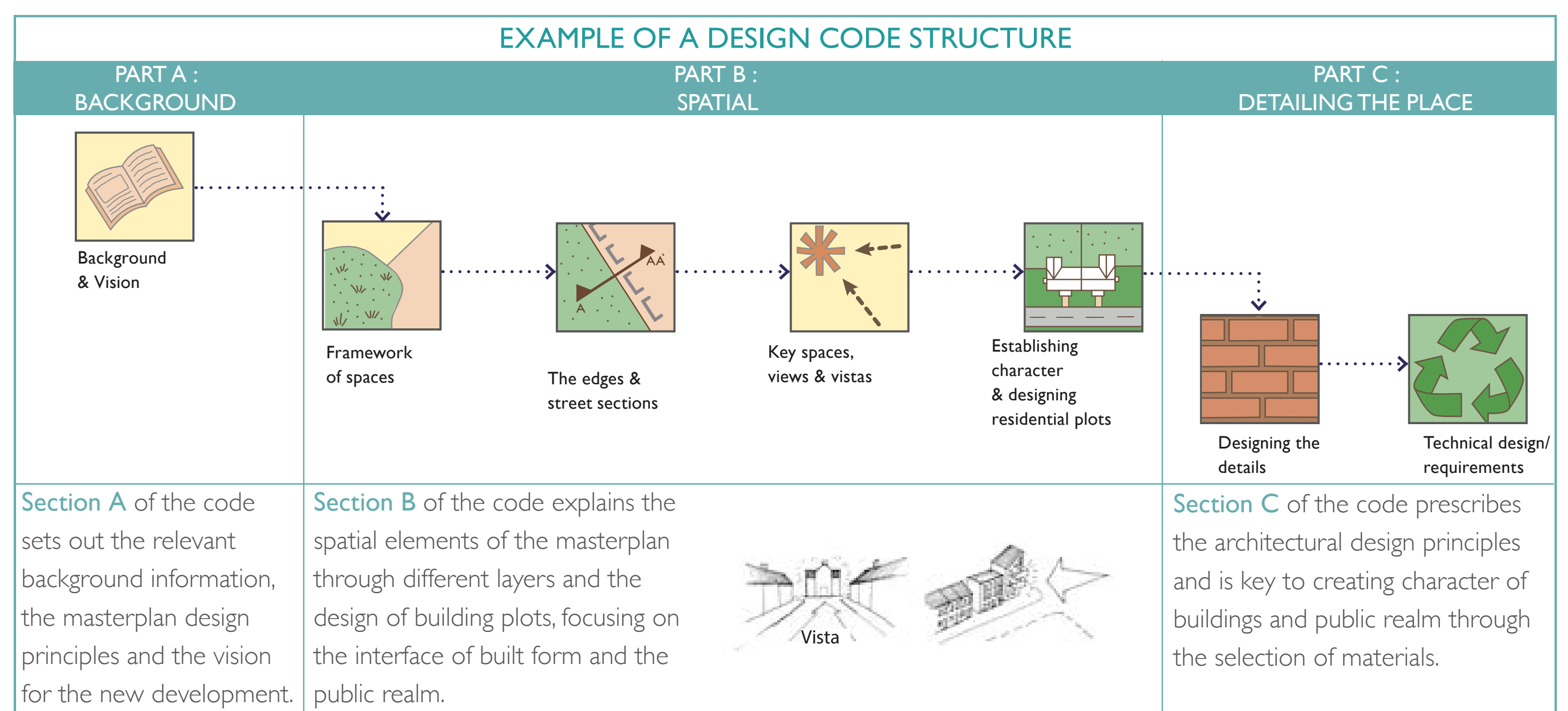
The Regulatory Plan sits at the front of the Design Code document and sets out on a single drawing the mandatory requirements which must be adhered to in order to achieve the vision for a new development. Mandatory requirements are more prescriptive along the edges of development parcels, where buildings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



Other JTP Design Code examples



RESIDENTIAL LAYOUT - EXTRACT FROM EXAMPLE DESIGN CODE

EXAMPLE OF SETTING PRINCIPLES FOR LAYOUT AND TYPE

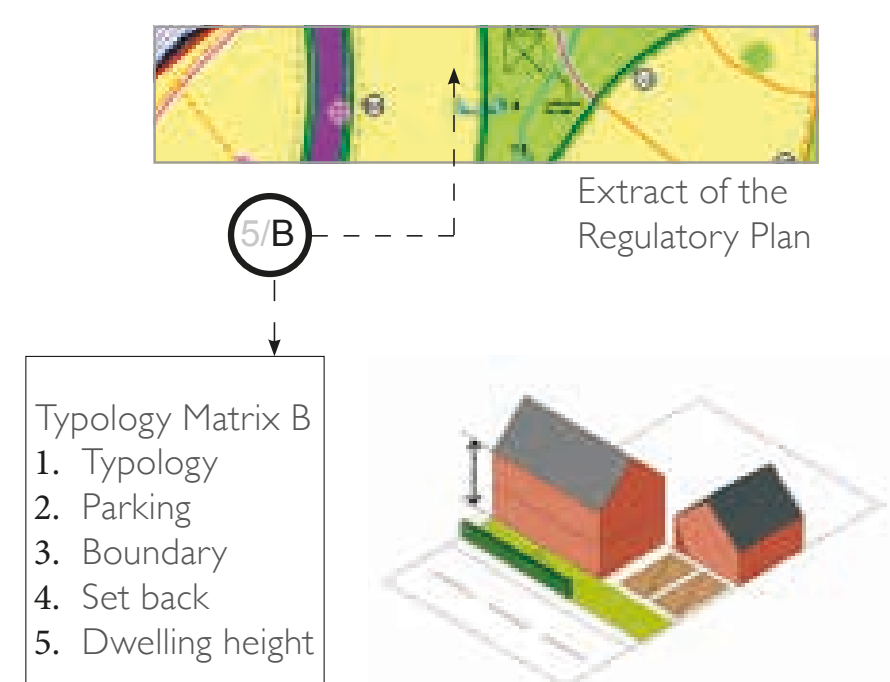
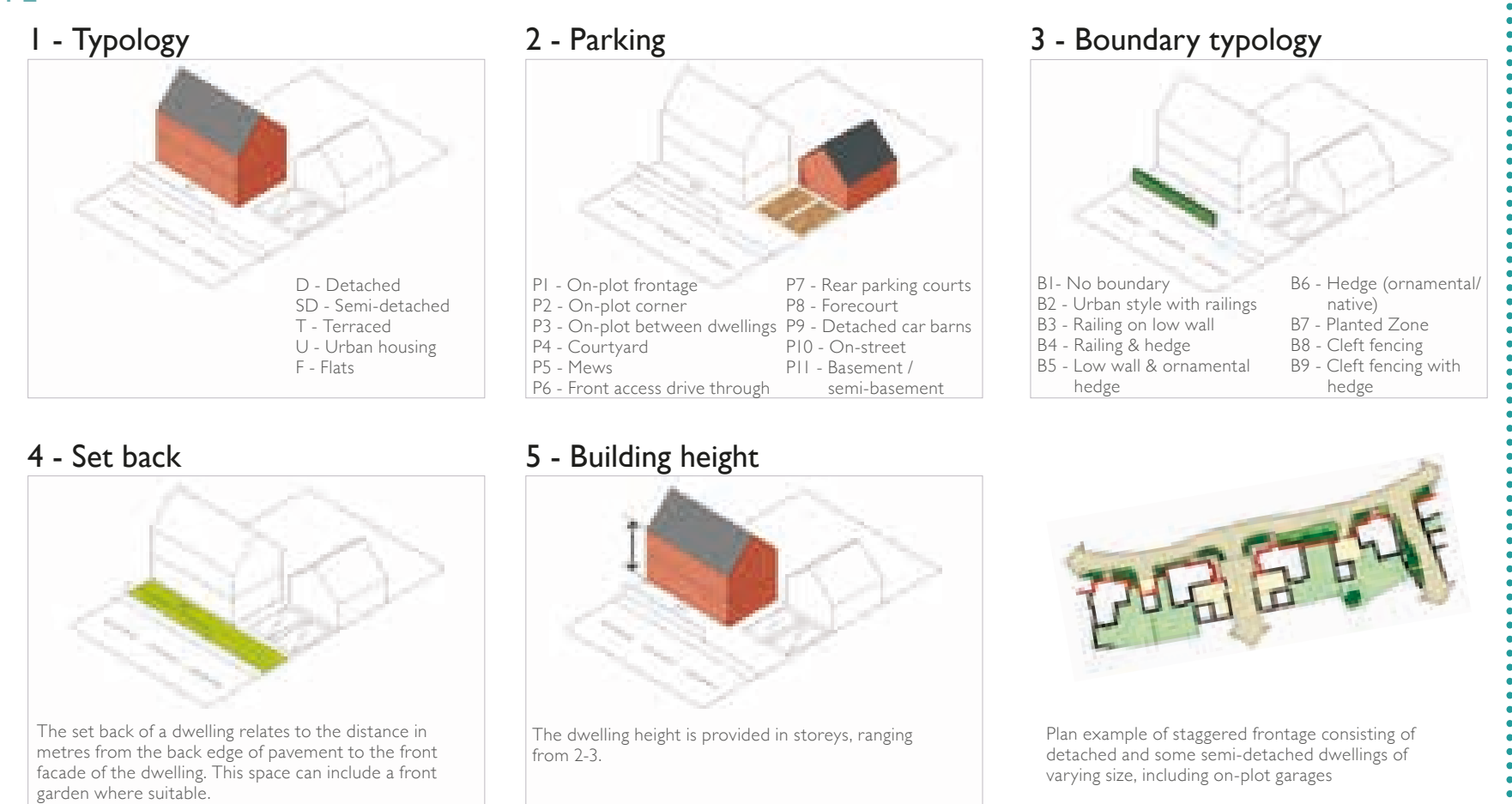


Fig 63 : Residential Plot components

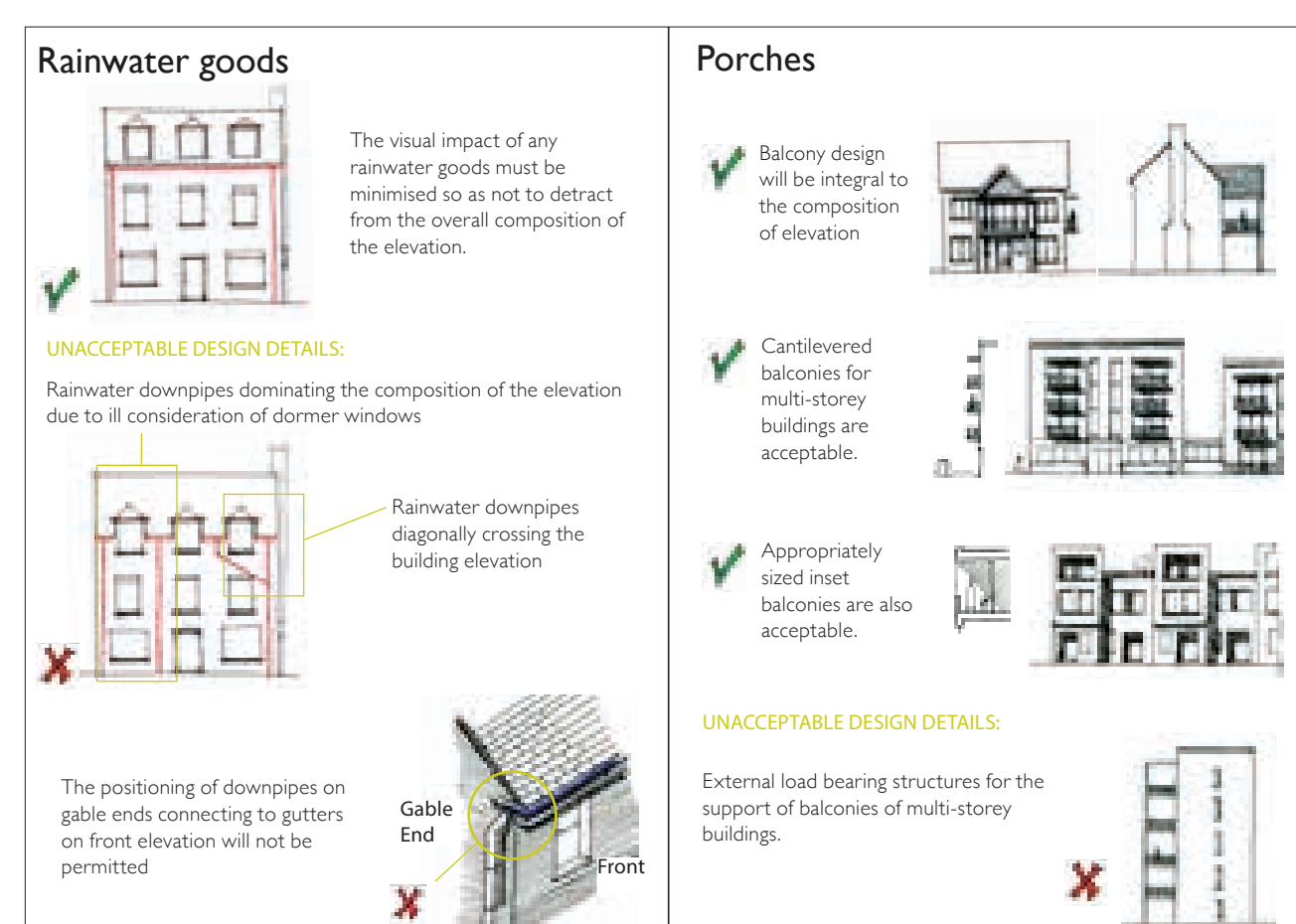


BUILDING FEATURES FOR RESIDENTIAL BUILT FORM

EXTRACT FROM EXAMPLE DESIGN CODE

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

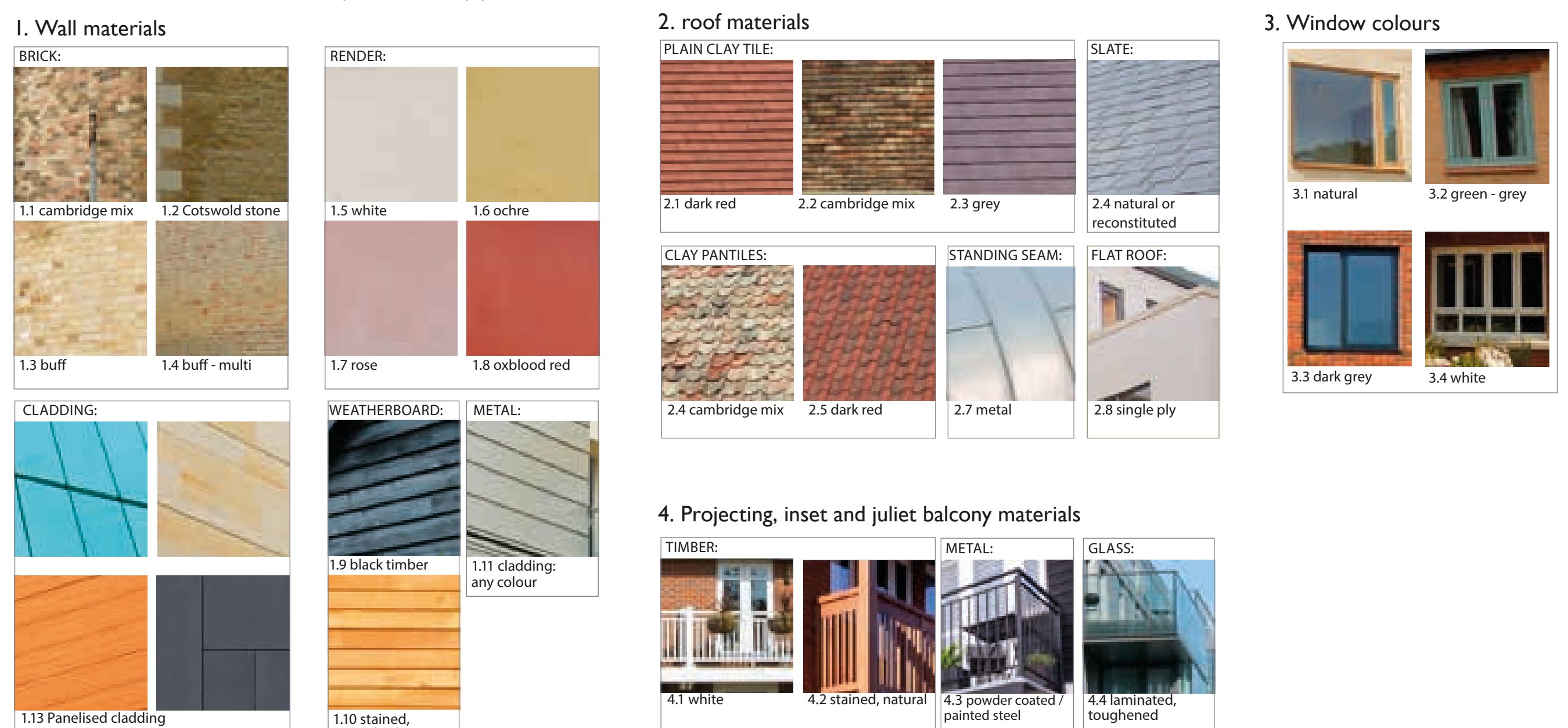
1. Walls
2. Rainwater goods
3. Chimneys and Vents
4. Doors & entrances
5. Dormer windows
6. Bay windows
7. Windows
8. Roofs and eaves
9. Porches
10. Balconies



BUILDING MATERIALS - EXTRACT FROM EXAMPLE DESIGN CODE

EXAMPLE PALETTE

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



RESIDENTIAL DENSITY - CIRENCESTER

NOVEMBER 2015

Density influences the character of a place. There are a number of ways of measuring residential density. We have used 'dwellings per hectare' which is a measurement of the total number of dwellings divided by the total site area. This takes no account of dwelling type or size.

The following studies illustrate a range of densities throughout Cirencester, along with a short description of their character and house types e.g. terraced, semi-detached, detached and apartments.



- 1 Alexander drive
- 2 Archery Road
- 3 Mill Place
- 4 Bowly Road
- 5 Kingshill North
- 6 Kingshill Meadow
- 7 Ashcroft Road
- 8 Dollar Street

1. Alexander Drive 25 dwellings per hectare

A residential area located to the north east and adjacent to the land south of Chesterton. Comprised of semi-detached and detached houses, a strong street frontage arrangement with some side on at corners exists. Houses enjoy a large set back from the street with parking accommodated on-plot. Front gardens are visible and open with minimal planting and a good network of footpaths exists through the area. A number of cul-de-sacs provide access to houses off the main streets. Building heights are two storeys throughout.



2. Archery Road 27-29 dwellings per hectare

Located in an area where significant expansion of Cirencester occurred from the 1960's, access is off the A417. This study area is composed of two storey semi-detached houses arranged along streets and around pockets of open spaces forming crescents. All dwellings enjoy a good set back from the street with car parking accommodated on plot and on street.



3. Mill Place 32 dwellings per hectare

A recent development comprised of semi-detached and short terraced houses, this development is arranged around a central open space. Parking is on-street with private garages located at the rear of properties. This development is a good example of backs facing on a shared open space.



4. Bowly Road 32-35 dwellings per hectare

This area of development forms part of a significant expansion of Cirencester during the 1960's onwards. Bowly Road consists of semi-detached and short terraced two storey houses formally lining the street with generous front gardens. The corners are often chamfered and the corner houses rotated by forty five degrees. Both on-plot and on-street parking arrangements exist here.



5. Kingshill North 39 dwellings per hectare

An on-going development to the north east of Cirencester, a mix of detached, semi detached and short terraced houses are being built. Private garages with on-street parking and drives are located throughout with two pockets of open space, a swale and a play area provided on-site.



6. Kingshill Meadow 40 dwellings per hectare

One of Cirencester's more recent developments, Kingshill South comprises a mix of detached, semi-detached and terraced houses with a mix of private garages, drives and on-street parking. A network of green fingers run east - west across the site.



8. Ashcroft Road 55 dwellings per hectare

Predominately a residential area dating from the late nineteenth century incorporating a mix of uses, including churches, local shops, a surgery, nursery and pharmacy.



7. Dollar Street 62 dwellings per hectare

The Western Fringes can be characterised as a mostly residential area within a medieval part of the town. Some small shops, independent businesses and commercial uses are interspersed throughout.

A residential area arranged along narrow, winding streets. No shared public realm but internal courtyards and rear gardens are present. Irregular plot configuration with a mix of terraces and blocks.



PROPOSED RESIDENTIAL DENSITY

NOVEMBER 2015

There are a range of proposed residential densities across the site.

Areas of higher density are located at the Neighbourhood Centre – giving it a vitality and critical mass appropriate to the supporting uses – and at the principal western entrance from Tetbury Road, a key gateway into the site. To ensure an appropriate and diverse mix of dwelling types for all needs, the proposal also accommodates medium and lower density areas. A broad range of housing types will be delivered throughout the site from 1-/2-bedroom apartments through to larger 4-/5-bedroom homes.

The scale of the new neighbourhood proposed at Land South of Chesterton is such that the focal point is crucial – a neighbourhood centre capable of accommodating a range of activities and uses at a natural meeting place, and contrasting in character to the housing areas that will form a large proportion of the overall development.



Precedents

<div>Bishops Walk, Ely</div> <div>34 dph</div>	<div>Fairfield Park, Central Bedfordshire</div> <div>35 dph</div>	<div>Guildford Barracks, Queen Elizabeth Park</div> <div>38dph</div>
<div>Caterham Barracks, Caterham</div> <div>40 dph</div>	<div>The Russells, Broadway, Worcestershire</div> <div>42 dph</div>	<div>Watercolour, Redhill</div> <div>43 dph</div>

The following four illustrations show different ways in which '35 dwellings per hectare' can be achieved on the same site. They show the impact of housing types (houses, flats) on the layout of the plot and therefore how dense it feels.



ARTISTS IMPRESSIONS

NOVEMBER 2015



KEY PLAN



(I) Neighbourhood Centre

The artist's impression shows the neighbourhood centre at the heart of the development. The centre reinforces links into Chesterton by providing a range of facilities for the new and existing community such as local shops, community uses and healthcare. The view shows the 3 form entry primary school fronting onto the central square bringing life and activity into the space while the local shops line the north western sides of the square, creating vibrancy and encouraging interaction.



KEY PLAN



(II) Village Green

The proposed neighbourhood will benefit from immediate access to extensive areas of newly accessible public open space, and connection to a wide-ranging network of public footpaths. The illustrative masterplan shows how, in addition to this, pockets of open space can be introduced within the development layout, providing focus points for activity and interaction. The artists impression shows one such space where dwellings front onto a 'village green' creating a sense of enclosure.



KEY PLAN



(III) Sensitive site boundaries

The artists' impression shows how housing could address one area of the proposed public open space on the northern edge of the masterplan, beyond which lie existing properties along The Maples and College View. A series of dwellings would benefit from views onto the open space and provide active frontage to, and natural surveillance of this area. A public footpath would be provided through the open space, linking to the networks of routes through the wider site.



KEY PLAN



(IV) Homezones

The masterplan indicates areas where streets are formed by terraced and semi-detached homes facing across a shared surface – a defined space where pedestrians take priority over vehicles, often described as a 'homezone'. Such spaces can help foster the establishment of community where residents take a sense of ownership that extends beyond the home and across the communal space it faces. The artist's impression shows an example of one such space, looking in this instance towards a retained existing hedgerow and trees at its eastern end.

NEXT STEPS

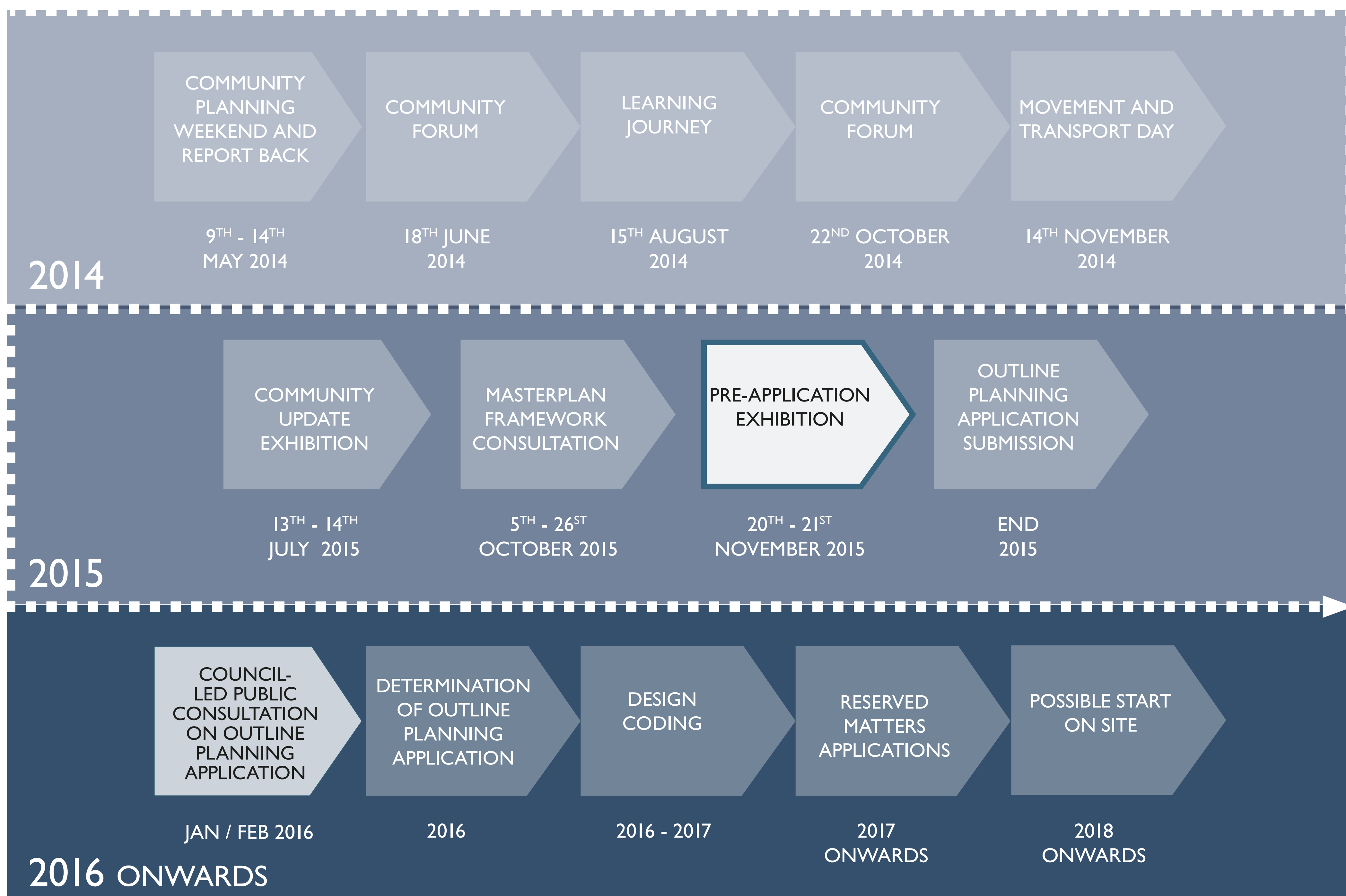
NOVEMBER 2015

This exhibition has been prepared to support the submission of an Outline Planning Application, giving an opportunity to view the material prior to submission to Cotswold District Council. 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.

The last 18 months of public and stakeholder consultation, all feedback received and BDL responses will form part of a Statement of Community Involvement (SCI). This will be submitted to CDC as part of the Outline Planning Application. The SCI will set out how and when the community and stakeholders were involved in the preparation of the application, summarising key themes and detailing our response to these comments.

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

PROJECT TIMELINE



If you have any questions please ask a member of the project team. Similarly if you would like to comment in writing you can contact us via:



0800 319 6111



info@chestertoncirencester.co.uk



www.chestertoncirencester.co.uk

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