

**STATEMENT OF COMMON GROUND ON  
TRANSPORT, HIGHWAYS AND ACCESSIBILITY MATTERS  
BETWEEN THE APPELLANT AND  
GLOUCESTERSHIRE COUNTY COUNCIL**

**APPEAL SITE:** LAND AT HILL FARM, HEMPSTED LANE,  
GLOUCESTER

**APPELLANT:** GLADMAN DEVELOPMENTS LIMITED

**LOCAL PLANNING AUTHORITY:** GLOUCESTER CITY COUNCIL

**LOCAL HIGHWAY AUTHORITY:** GLOUCESTERSHIRE COUNTY COUNCIL

**PINS REFERENCE:** APP/U1620/2/22/3296510

**LPA REFERENCE:** 20/00315/OUT

## **INTRODUCTION**

1. This Statement of Common Ground addresses Transport, Highways and Accessibility Matters for the appeal site as discussed between Gloucestershire County Council as highway Authority and Stirling Maynard Transportation as Transport Consultant to the Applicant. It reflects the fact that in their final consultation response to the Planning Authority (dated 23<sup>rd</sup> June 2022) Gloucestershire County Council recorded that they “has no objection subject to conditions and financial obligations”.
2. This position was reached after constructive discussion between the parties and consideration of the Transport Assessment (TA) that accompanied the application and three Technical Notes that were produced by the Applicant to provide further information on matters of concern raised by the County Council. These documents are included in the Inquiry Core Documents.
3. The following sections cover the subject matters considered. All the points set out below are agreed by both parties.

## **VEHICULAR ACCESS**

4. Safe and suitable vehicular access can be provided from Hempsted Lane as shown on drawing P19105-00-03A. Visibility splays are provided from a point 0.6m above carriageway level at the centre of the access to the application site and 2.4 metres back from the near side edge of the adjoining carriageway, (measured perpendicularly), for a distance of 47 metres in each direction measured along the nearside edge of the adjoining carriageway and offset a distance of 0.6 metres from the edge of the carriageway.

## **TRAFFIC IMPACT**

5. The trip rates set out in the TA derived from the TRICS database are an acceptable basis for analysing the traffic impact of the proposed development, based on the potential for travel by the more sustainable modes offered by the site.
6. The distribution of development traffic as set out in Technical Note 2 is acceptable.

7. The analysis of the cumulative impact of the development traffic as set out in Technical Note 2, with forecasts to 2031, is acceptable. It is agreed that the impact of the development traffic on the surrounding network is not severe.

### **SUSTAINABLE TRAVEL**

8. Pedestrian and cycle link on to the existing A430 pedestrian/cycle lane is required. The exact location of this is best determined at the reserved matters stage so it can be in harmony with the internal infrastructure. A suitable condition is therefore proposed leaving exact agreement on location and design to be agreed at that stage.
9. There is a good range of facilities within walking and cycling distance of the site. For walking to local facilities in Hempsted, particularly the primary school and post office / convenience store, the route is generally suitable but would be enhanced by improvements to two crossing points (at Court Close and Hinton Close.) A contribution of £1500 for each crossing point is agreed to allow the County Council to undertake these works.
10. For cyclists in particular, access to the pedestrian/cycle way on the A430 and to the towpath along the canal is important. A direct link to the A430 is discussed above and as set out in Technical Note 3 access from the site to the canal towpath is acceptable.
11. For travel by bus regular services as detailed in the TA are available at the stops on the A430, both of which have shelters. Only about one third of the site falls within a desirable 400 metre walk distance to the stops with the majority of the remainder being within 800 metres. However the site is reasonably flat, and it would be possible at the Masterplanning stage to provide direct routes with high quality infrastructure. This, together with the high level of service available and the fact that an off peak service is available on Hempsted Lane closer to the site, makes access to bus services acceptable.

## **TRAVEL PLAN**

12. Given significant potential for travel by the more sustainable modes, a robust Travel Plan is particularly important. A suitable condition for the Travel Plan is proposed and a Travel Plan Bond (£45,425) and Monitoring Fee (£5,000) is required.

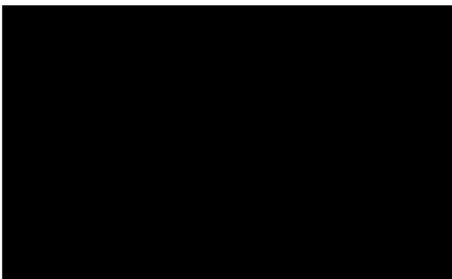
## **MASTERPLANNING**

13. Whilst this is for a future reserved matters application, the parties agreed that designing to encourage safe sustainable travel is a key part of this process.

## **CONCLUSION**

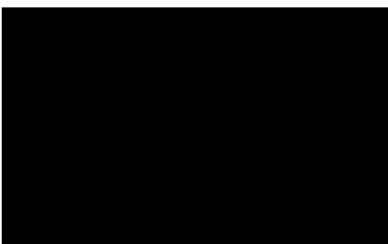
14. There are no matters of outstanding disagreement between the parties hence the final decision by Gloucestershire County Council not to object to the proposed development.

On behalf of Gloucestershire County Council



Date 11<sup>th</sup> July 2022

On behalf of Gladman Developments Limited



Date 13<sup>th</sup> July 2022