

25 October 2022

REF 18-021



Planning Strategy Team
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Dear Local Plan Team,

Local Plan Additional Technical Evidence – Reps for Whaddon Strategic Site (G2)

On behalf of Taylor Wimpey who have a majority interest in the G2 strategic site (Whaddon), thank you for providing the opportunity to comment on the Additional Technical Evidence published in advance of the Local Plan examination.

In response to the Additional Technical Evidence, appended to this letter are the following submissions in respect of highways and viability evidence.

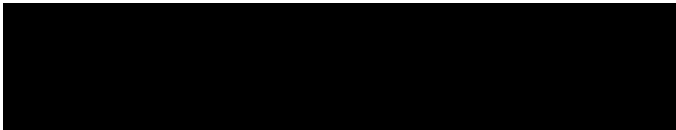
- Appendix 1- Technical Note prepared by Transport Planning Associates (TPA) with regard to the Traffic Forecasting Report Addendum (EB98), the Sustainable Transport Strategy Addendum (EB108), the Transport Funding and Delivery Plan (EB109) and, the Infrastructure Delivery Plan (EB110).
- Appendix 2 – Response to Local Plan Viability Assessment 2022 Refresh, prepared by WhiteLeaf Consulting.

In addition to these respective representations, clarification is requested regarding the District Council's intentions for CIL on strategic sites. It is reasonable to assume strategic sites are zero rated for CIL in accordance with the adopted Charging Schedule as the Viability Refresh does not recommend a review of CIL at this stage. However, the Viability Refresh also presents scenarios both with and without CIL on strategic sites, but also states CIL would not be used to mitigate impact of strategic sites. Furthermore, there is evident preference from the County Council as education authority for education funding to be secured via S.106 obligations, so any assumption of CIL being used to collect education funding needs to be clearly expressed with agreement of the County. Clarification is also requested in this regard as the local plan policy emphasis for G2 is on contributions towards appropriate education, off-site indoor sport and highway mitigation which points to site specific S.106 obligations rather than CIL and CP6 does not suggest that CIL will be applicable to all development sites. In addition, it is considered that the use of S.106 obligations for strategic sites is reasonable whilst further details of National Infrastructure Levy is awaited from the Government.

With regards to the SALA Transport Accessibility Assessment, clarification is requested in terms of whether the assessment only considered amenities within the district, or did it consider cross boundary amenities available, in Gloucester City for example?

We trust these submissions are of assistance, and please do not hesitate to contact us should you require any further clarifications. We look forward to the District Council's response to the matters raised in due course.

Yours faithfully

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 **MRTPI**
Director