



Supplement for

PLANNING AND LICENSING COMMITTEE - WEDNESDAY, 10 SEPTEMBER 2025

Schedule of Applications

To consider and determine the applications contained within the enclosed schedule:

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PLANNING AND LICENSING COMMITTEE
10 September 2025
ADDITIONAL PAGES (*Published 08.09.2025*)

**AVAILABLE FOR PUBLIC INSPECTION UNDER THE PROVISIONS OF THE LOCAL
GOVERNMENT (ACCESS TO INFORMATION) ACT 1985**

ADDITIONAL REPRESENTATIONS ON AGENDA ITEMS : Pages 1 - 11		
Agenda No:	Ref No:	Content:
8	25/01621/OUT <i>(Land North East of Mickleton)</i>	Comment from Chipping Campden Town Council received: <i>'Chipping Campden Town Council have a number of concerns that it wishes to raise. These are:</i> <i>1. Flooding - the planning statement for application (a) states there is no problem, residents have pictorial time stamped photographs showing to the contrary.</i> <i>2. Sewage - the planning statement for application indicates that there is an adequate sewage provision, residents have experienced issues with this.</i> <i>3. Water - again reported no issues - local experience with recent burst water mains indicates that there may be issues with the supply.</i> <i>4. Transport;</i> <i>a. Highways:</i> <i>i. GCC Highways have raised no objection apart from plan (a) - access being through an un-adopted roadway for which they could not be held responsible for any events upon that roadway.</i>

		<p><i>ii. Much larger developments at Meon Vale and the Airfield have exacerbated congestion e.g. Clopton Bridge in Stratford.</i></p> <p><i>iii. Some parties are concerned about the safety of the B4035 (known locally as Smerrill Bank which is narrow, some bad bends and railway bridge used for HGVs because as bridge on B4632 to low for majority of them to pass under). There would be increased lorry traffic, which on reaching the junction at 'Pauls Pike has to do a 90degree turn and go downhill to re-join the B4632.</i></p> <p><i>iv. This road is unsuitable to enable children to cycle to school in safety. It therefore will also mean children accessing Chipping Campden Academy will either travel on school buses, or use private car transport, so leading to further unacceptable congestion in Chipping Campden.</i></p> <p><i>v. B4632 - major improvement needed is the lowering of the road under the existing rail bridge, this would improve traffic flows and make the B4035 slightly less dangerous, but still not safe enough for children to cycle</i></p> <p><i>vi. Public Transport seen as weak - see also tertiary education.</i></p> <p><i>b. Education:</i></p> <p><i>i. Mickleton School already has temporary classrooms on site and cannot build outward, only upward. Only allowing Mickleton children may relieve the situation, but would pass the problem on elsewhere in the area.</i></p> <p><i>ii. Secondary education - most would want to attending Chipping Campden. There is concern that increasing housing numbers at Moreton in the Marsh and nearby communities is putting considerable the pressure on the existing school. There are already serious issues with congestion and parking during school term time.</i></p>
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		<p><i>c. Tertiary education/training - the closure of Evesham College and a lack of public service buses to get to and from Stratford College makes reliable attendance very challenging.</i></p> <p><i>d. Mickleton has no library, whilst there is an excellent library in Chipping Campden complete with a Business Hub, again to access will mean additional transport needs.</i></p> <p><i>5. Electricity:</i></p> <p><i>a. Mickleton already experiences regular outages of power. With the proposed increase in electric cars being mandated, this problem could increase.</i></p> <p><i>6. Health & Social Services provision:</i></p> <p><i>a. Mickleton lost its' surgery some years ago, and now relies upon Chipping Campden which is at or near maximum capacity.</i></p> <p><i>b. Proceeding with the proposed Aston Road proposal development in Chipping Campden could help alleviate this, but the development is not yet a certainty.</i></p> <p><i>c. Provision of Social Services/Support is currently not based within easy reach of Mickleton.</i></p> <p><i>7. Affordable homes:</i></p> <p><i>a. The usual 40% of affordable and social homes is included in development proposals. "Affordable in this area" is well known to be beyond the income levels of many local essential workers.</i></p> <p><i>b. However, there are problems with police having to be called to some of the social housing. It was agreed by those present that for many removing them from the larger conurbations into a rural area, is in itself unlikely to improve behaviour problems.</i></p>
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		<p><i>c. But generally in this area we are outside an area of easier access to meet the needs of individuals, which creates problems for the individuals themselves as well as the communities in which they have been 'dumped'</i></p> <p><i>8. Emergency Services</i></p> <p><i>a. Mickleton is completely at the end of the line with the nearest main police station being at Stow on the Wold.</i></p> <p><i>b. Fire Service provision was once well covered with the volunteer fire station at Chipping Campden, but a recent fire identified that Campden often has insufficient to turn out, neither did Pebworth (Worcestershire) and a tender eventually had to be brought in from Broadway.</i></p> <p><i>c. These are essential services that ought to be available within the recommended time limits.</i></p> <p><i>9. The proposal represents over development in this rural area'</i></p>
9	<p>25/01194/OUT</p> <p><i>(Land Parcel North of Olimpick Drive Chipping Campden)</i></p>	<p>Case Officer Update:</p> <p>Reason for refusal 3 – Great Crested Newts:</p> <p>The applicant has now submitted a Great Crested Newt District Licence report to NatureSpace (the body responsible for Great Crested Newt District Licensing). It is considered that sufficient information has now been submitted for the impact of the proposed development on Great Crested Newts to be considered fully. Officers therefore recommend that reason for refusal 3 is removed. If permission is granted it is recommended that any conditions recommended by NatureSpace are attached to a decision notice.</p>

		<p>Consultation response from GCC Highways received:</p> <p>No objection (see attached dated 8 September 2025)</p> <p>1 additional objection comment received:</p> <p><i>'Existing houses build in recent years already experience flooding of gardens etc. Loss of green fields in an area designated AONB. This proposed would be higher than this area resulting in even more possible flooding in the area. Recent flooding in Park Road exasperated by flooding from the area as well as drains not being cleared regularly by the local council.'</i></p>
10	<p>25/01717/FUL</p> <p><i>(Land West of Hatherop Road Fairford)</i></p>	<p>Updated consultation response from Thames Water received (see attached dated 5 September 2025)</p> <p>In light of the latest response, it is considered that there is no longer a requirement for Condition 22 relating to sewage works upgrades.</p> <p>With regard to Condition 21 (water network upgrades), it is recommended that the 50-dwelling occupancy restriction set out in the Officer report is retained as this is consistent with the condition agreed previously as part of Outline permission 23/03626/OUT.</p>
11	<p>25/01970/PLP</p> <p><i>(Land at Ethans Orchard Middle Chedworth)</i></p>	<p>Comment from Natural England received:</p> <p>No objection subject to securing appropriate mitigation</p> <p>Comment of support received:</p> <p><i>'Chedworth needs more houses and this site is absolutely perfect for another house. The proposed house is very well designed, sits perfectly on its site without any adverse impact on surrounding dwellings and is a considerable improvement in all these respects on the houses facing the site'</i></p>

		Additional Objection comment received querying the support comment received
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Cotswold District Council
Trinity Road
Cirencester
Gloucestershire
GL7 1PX

Highways Development
Management
Economy Environment and
Infrastructure
Shire Hall
Westgate Street
Gloucester
GL1 2TG

8 September 2025
Your ref: 25/01194/OUT-1
Ask for: Malcolm Jones

Dear Martin Perks

**TOWN AND COUNTRY PLANNING ACT 1990
(DEVELOPMENT MANAGEMENT PROCEDURE) (ENGLAND) ORDER 2015
ARTICLE 18 CONSULTATION WITH HIGHWAY AUTHORITY**

PROPOSAL: Outline application for residential development of up to 30 dwellings including the detailed matter of access, and associated works
LOCATION: Land Parcel North Of Olimpick Drive Chipping Campden Gloucestershire GL55 6BL
APPLICANT: W R Haines (Leasows Farm) Ltd

Gloucestershire County Council, the Highway Authority acting in its role as Statutory Consultee has undertaken a full assessment of this planning application. Based on the appraisal of the development proposals the Highways Development Management Manager on behalf of the County Council, under Article 18 of the Town and Country Planning (Development Management Procedure)(England) Order, 2015 has **no objection subject to conditions**.

The justification for this decision is provided below.

The Briefing Note submitted by the applicant has been noted.

In that Note they have taken the view that the points raised in our original response do not require them to take any further action.

It is my opinion that the traffic from the site is likely to impact on the junction but without it being modelled the level of that impact is not known. It is accepted that the actual number of vehicles is low and that it is likely the impact may not reach the test of "severe". It is still considered that the traffic likely to divert down Back Lane whilst again low in numbers, coupled with the additional pedestrians from the development, would result in a reduction in highway safety but whether that would meet the definition of "unacceptable" is a matter of opinion.

Tel: 01452 42
Email: malcolm.jones@gloucestershire.gov.uk

It is the case that the provision of a shelter at the one bus stop without one and tactile paving on the routes to the facilities in the town would encourage people to walk and use public transport rather than drive.

The applicant has made their case not to do these works and it is accepted that in the current climate a refusal of the development on these grounds is very unlikely to be supported by the Inspectorate.

No opinion is expressed about the legal rights for any new occupiers' rights to access the highway across third party land and the applicant's statement that they have such rights and those rights can be transferred is not disputed.

The Highway Authority has undertaken an assessment of the planning application. Based on the analysis of the information submitted the Highway Authority concludes that there would not be an unacceptable impact on Highway Safety or a severe impact on congestion. There are no justifiable grounds on which an objection could be maintained.

Conditions

Before any dwelling on the site is occupied it shall be provided with a number of car and cycle parking spaces in accordance with relevant parking standards and those car parking spaces shall be hard surfaced and positively drained to a suitable outfall to ensure no surface water runs onto the highway and once occupied shall be maintained as such thereafter.

Before occupation each dwelling shall be provided with a properly constructed access to the adopted highway to at least base course level.

Construction traffic will be managed to ensure there is no parking on the public highway of either staff or delivery vehicles at any time.

The site will be provided with a suitable wheel washing facility that ensures no mud or any loose material is carried from the site onto the public highway at any time. Any such facility shall be positively drained to a suitable outfall to ensure no surface water runs away from the facility.

Before any part of the development hereby approved is brought into beneficial use and irrespective of any document currently submitted a Travel Plan will be submitted to and approved by the LPA which will include a monitoring methodology which will include a survey methodology for assessing the travel mode choices of residents, an initial series of targets for modal shifts for residents and a secondary series of measures should the initial targets not be achieved. These secondary targets could include contributions to improving infrastructure to support sustainable travel modes as well as or instead of other measures to drive change. The Travel Plan once approved will be monitored and managed including an agreed surveying system to identify travel choices of (residents/customers and staff), changes in those travel choices and submission of annual reports from the Travel Plan Co-ordinator to the Local Authority for at least five years from the occupation of the final part of the development or until the targets in the Travel Plan are met.

The proposed estate road will be laid out and constructed in accordance with the designs and specifications laid out in the Manual for Gloucestershire Streets.

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Informatives

This estate road and drainage layout will require approval under Section 38 of the Highways Act 1980 if it is to be adopted as 'highway maintainable at public expense'. There are detailed issues that need to be approved in order to achieve technical approval under that process and the developer should be advised to contact Gloucestershire County Council to ensure that approvals and agreements are secured before commencement of works. The obtaining of planning permission for any design/layout will not be considered as a reason to relax the required technical standards for the adoption of the road and drainage and any changes may necessitate the submission of further planning applications. If the road is to be private then the residents should be advised that they may be taking on the responsibilities and liabilities of the highway authority with regards to maintenance, snow clearance etc and advised to take advice on public liability insurance against claims associated with those responsibilities.

The Local Highway Authority has no objection to the above subject to the applicant obtaining a section 184 licence. The construction of a new access will require the extension of a verge and/or footway crossing from the carriageway under the Highways Act 1980 - Section 184 and the Applicant is required to obtain the permission of Gloucestershire Highways on 08000 514 514 or highways@gloucestershire.gov.uk before commencing any works on the highway. Full Details can be found at www.gloucestershire.gov.uk .

There will also need to be a S106 Agreement to secure the monitoring fee for the Travel Plan

Yours Sincerely

Malcolm Jones
Principal Highway Development Officer

Tel: 01452 42
Email: malcolm.jones@gloucestershire.gov.uk

From: thameswater
Sent: 05 September 2025 10:25
To: Planning Mail (CDC)
Subject: 3rd Party Planning Application - 25/01717/FUL - UPDATED RESPONSE

Council Offices, Trinity Road, , Cirencester, Glos, GL7 1PX

05 September 2025

Our DTS Ref: 64412
Your Ref: 25/01717/FUL - UPDATED RESPONSE

Dear Sir/Madam,

Re: Hatherop Road, Hatherop Lane, -, FAIRFORD, Gloucestershire, GL7 4LQ

Waste Comments:

Waste Comments:Thames Water recognises this catchment is subject to high infiltration flows during certain groundwater conditions. The scale of the proposed development doesn't materially affect the sewer network and as such we have no objection, however care needs to be taken when designing new networks to ensure they don't surcharge and cause flooding. In the longer term Thames Water, along with other partners, are working on a strategy to reduce groundwater entering the sewer networks.

Thames Water recognises this catchment is subject to high infiltration flows during certain groundwater conditions. The developer should liaise with the LLFA to agree an appropriate sustainable surface water strategy following the sequential approach before considering connection to the public sewer network. The scale of the proposed development doesn't materially affect the sewer network and as such we have no objection, however care needs to be taken when designing new networks to ensure they don't surcharge and cause flooding. In the longer term Thames Water, along with other partners, are working on a strategy to reduce groundwater entering the sewer network.

Thames Water would advise that with regard to the FOUL WATER network capacity, we would not have any objection to the above planning application, based on the information provided.

The application indicates that SURFACE WATER will NOT be discharged to the public network and as such Thames Water has no objection, however approval should be sought from the Lead Local Flood Authority. Should the applicant subsequently seek a connection to discharge surface water into the public network in the future then we would consider this to be a material change to the proposal, which would require an amendment to the application at which point we would need to review our position.

Water Comments:

Water Comments:Following initial investigations, Thames Water has identified an inability of the existing water network infrastructure to accommodate the needs of this

development proposal. As such Thames Water request that the following condition be added to any planning permission. No development shall be occupied until confirmation has been provided that either:- all water network upgrades required to accommodate the additional demand to serve the development have been completed; or - a development and infrastructure phasing plan has been agreed with Thames Water to allow development to be occupied. Where a development and infrastructure phasing plan is agreed no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan. Reason - The development may lead to no / low water pressure and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional demand anticipated from the new development” The developer can request information to support the discharge of this condition by visiting the Thames Water website at thameswater.co.uk/preplanning. Should the Local Planning Authority consider the above recommendation inappropriate or are unable to include it in the decision notice, it is important that the Local Planning Authority liaises with Thames Water Development Planning Department (e-mail: devcon.team@thameswater.co.uk) prior to the planning application approval.

Thames Water recommend the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

If you are planning on using mains water for construction purposes, it's important you let Thames Water know before you start using it, to avoid potential fines for improper usage. More information and how to apply can be found online at thameswater.co.uk/buildingwater.

Supplementary Comments:

Water comments - As per comments on approved application 22/03770/OUT for 87 dwellings - there is sufficient capacity for 50 dwellings, beyond this reinforcement works are required.

Yours faithfully,
Development Planning Department

Development Planning,
Thames Water,
Maple Lodge STW,
Denham Way,
Rickmansworth,
WD3 9SQ,

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Lead Local Flood Authority

Shire Hall
Gloucester
GL1 2TH

Martin Perks
Cotswold District Council
Trinity Road
Cirencester
Gloucestershire
GL7 1PX

email: peter.siret@gloucestershire.gov.uk

Please ask for: Peter Siret

Phone:

Our Ref: C/2025/057500

Your Ref: 25/01717/FUL

Date: 9 September 2025

Dear Martin Perks,

TOWN AND COUNTRY PLANNING ACT 1990 LEAD LOCAL FLOOD AUTHORITY RECOMMENDATION

LOCATION: Land West Of Hatherop Road Fairford Gloucestershire

PROPOSED: Erection of 98 dwellings including landscaping and associated infrastructure

I refer to the notice received by the Lead Local Flood Authority (LLFA) requesting comments on the above proposal. The LLFA is a statutory consultee for surface water flood risk and management and has made the following observations and recommendation.

Flood Risk

The site is in flood zone 1 and shown to be low risk according to the Risk of Flooding from Surface Water

Surface Water Management

Discharge strategy

The Flood Risk and Drainage Statement (July 2022) and it's Addendum (September 2025) shows that infiltration will be possible in the northern portion of the site but not the southern portion. Infiltration will be used in the northern half and the southern will be discharged to the adjacent ditch. It's said that this ditch is culverted under Hatherop Road and joins the ordinary watercourse.

Discharge rate and volume

The discharge rate will be limited to 5.3 l/s, which is approximately equal to the greenfield runoff rate for QBar. This will form the site's control of runoff volume.

Sustainable Drainage System (SuDS) strategy and indicative plan

The Drainage Strategy Plan in the Addendum (23247 - PL11 C) shows that properties in the northern portion of the site will be drained to soakaways and driveways will be permeable while surface water generated from southern portion of the site will be stored in an attenuation basin before discharging to the watercourse along the southern boundary of the site. It's shown that the drainage can function without flooding in a 1% Annual Exceedance Probability (AEP) rainfall event plus 40% for climate change, the basin will help manage water quality as well as provide some amenity and biodiversity benefits.

There will be a swale along the northern and western boundary of the site that will act to capture any overland flows from higher ground to the north of the development. This swale should not only protect the development but should provide some amenity and biodiversity benefits as well.

Climate change

Climate change has been included at 40%, which is in line with the Environment Agency's estimates.

Exceedance flow plan

A plan showing where surface water will flow across the site when the design of the drainage is exceeded has not been provided but will depend on the final topography of the site and can be included with a detailed design condition.

LLFA Recommendation

The LLFA has no objections to the proposal subject to the following conditions:

Condition: No development shall commence on site until a detailed Sustainable Drainage System (SuDS) Strategy document has been submitted to and approved in writing by the Local Planning Authority, this should be in accordance with the proposal set out in the approved submission (Drainage Strategy Plan; 23247 - PL11 C). The SuDS Strategy must include a detailed design, infiltration tests carried out to the standard of BRE 365, a timetable for implementation, and a full risk assessment for flooding during the groundworks and building phases with mitigation measures specified for identified flood risks. The SuDS Strategy must also demonstrate the technical feasibility/viability of the drainage system through the use of SuDS to manage the flood risk to the site and elsewhere and the measures taken to manage the water quality for the lifetime of the development. The approved scheme for the surface water drainage shall be implemented in accordance with the approved details before the development is first put in to use/occupied.

Reason: To ensure the development is provided with a satisfactory means of drainage and thereby preventing the risk of flooding. It is important that these details are agreed prior to the commencement of development as any works on site could have implications for drainage, flood risk and water quality in the locality.

Condition: No development shall be brought in to use/occupied until a SuDS management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime, has been submitted to and approved in writing by the Local Planning Authority. The approved SUDS maintenance plan shall be implemented in full in accordance with the agreed terms and conditions.

Reason: To ensure the continued operation and maintenance of drainage features serving the site and avoid flooding.

NOTE 1 :The Lead Local Flood Authority (LLFA) will give consideration to how the proposed sustainable drainage system can incorporate measures to help protect water quality, however pollution control is the responsibility of the Environment Agency

NOTE 2 : Future management of Sustainable Drainage Systems is a matter that will be dealt with by the Local Planning Authority and has not, therefore, been considered by the LLFA.

NOTE 3: Any revised documentation will only be considered by the LLFA when resubmitted through suds@gloucestershire.gov.uk e-mail address. Please quote the planning application number in the subject field.

Yours sincerely,

Peter Siret
Sustainable Drainage Engineer

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25/01717/FUL - UPDATED RESPONSE Thames Water

Land West Of Hatherop Road, Fairford.

Thames Water has reverted back to its original comments in relation to sewage infrastructure capacity. This matter has been addressed in paragraph 10.80 of the Officer report. As stated in the report, it is recommended that the Thames Water condition is amended to refer to no more than 87 dwellings. There is an extant permission in place for 87 dwellings which is not subject to a foul sewage drainage condition and this is considered to represent a significant material consideration when assessing this application.

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