

**PLANNING AND LICENSING COMMITTEE**  
**11 June 2025**  
**ADDITIONAL PAGES UPDATE** (*Published 10.06.2025*)

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

| <b>ADDITIONAL REPRESENTATIONS ON AGENDA ITEMS : Page 5 – 12</b> |                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
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| <b>Agenda No:</b>                                               | <b>Ref No:</b>                                                              | <b>Content:</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| <b>8</b>                                                        | <b>24/02854/OUT</b><br><br><i>(Land West of Kingshill Lane Cirencester)</i> | <p><b>Gloucestershire County Council Highways Response:</b><br/>No objection - see attached letter dated 10 June 2025</p> <p><b>7 further objections and 1 withdrawal of objection received.</b></p> <p><b>Main grounds of objection are:</b></p> <p>i) <i>'The village of Preston includes an area of conservation protection which will be negatively impacted by this development. The village community has a neighbourhood development plan which was agreed up and endorsed which objects to development of this type and extent. The village already suffers from the noise of traffic on the dual carriageway nearby, and road traffic on other roads too dangerous to cross easily following previous developments in the area and subsequent road amendments which do not consider pedestrian or cyclist safety. This will continue to be a problem with further development, and increase noise pollution whilst decreasing safety for pedestrians and cyclists in the area.</i></p> <p>ii) <i>Increased flood risk. Loss of farmland increases the threat of unseasonal flooding due to pressure on drainage infrastructure and increasing the</i></p> |

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|  |  | <p><i>potential floodwaters building in the fields in Preston near to housing.</i></p> <p><i>iii) Cirencester is losing its distinct characteristics with major housing development and lack of affordable shopping and parking in and around the town, and reductions in public transport.</i></p> <p><i>iv) The Steadings housing development and other major housing additions has caused traffic infrastructure around Cirencester to prove unsuitable for greater housing development so close to the town.</i></p> <p><i>v) Additional pressure on the ring road and major roundabouts.</i></p> <p><i>vi) The hospital and other medical services in the town can no longer provide the amount of provision needed for the current population, with cutbacks occurring on an increasing basis, thereby reducing the ability to cope with more residential capacity as well as the existing capacity. Neighbouring major hospitals with A&amp;E services have also proven to be over-capacity and needing to close wards during key periods, therefore posing an increased risk to the residents of Cirencester when there is an even greater population for the underfunded services to cope with.</i></p> <p><i>vii) This planning application has been objected to and refused on multiple occasions previously. The developer is taking advantage of the present government's approach on housing developments by reapplying, but the reasons for the objections and validity of them still remain.</i></p> <p><i>viii) The recent steadings development in Cirencester has proven how the town cannot handle a large scale housing development.</i></p> |
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|  |  | <p>ix) <i>This application was rejected as recently as 2023 and I am at a loss as to why this has come to committee again despite extremely strong objections from local residents and local and parish councils. This development is in complete disregard of the Preston neighbourhood development plan which took years to develop and approve. The traffic in the area has been complete chaos since the start of the sidings development and this would only add beyond sustainable pressure to the infrastructure. I do not believe the proposals prevented adequately mitigate the issues that were the cause of the rejections previously and am dismayed to see this process again.</i></p> <p>x) <i>Site is outside a Principal Settlement and Preston Neighbourhood Development Plan notes the desire of the Residents of Preston to retain the Green buffer between Cirencester and Preston.</i></p> <p>xi) <i>Preston does not have the infrastructure to support this development and its building will negatively impact on the quality of life for those who live in the village. Preston Village has sufficient resources to accommodate the existing population, 84 properties (c160 persons). There are no communal facilities provisions in the current application for the increased population (to approx. 660 persons).</i></p> <p>xii) <i>The proposal will result in significantly increased traffic on the already congested local roads and Preston village, and the lack of provision for pedestrian and cyclist access exacerbates this risk.</i></p> <p>xiii) <i>Preston will no longer be the idyllic quintessential small village it is now. Please keep it as such.</i></p> <p>xiv) <i>Cirencester has seen a substantial amount of housing development growth over the past few</i></p> |
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|  |  | <p><i>years. Not least the current and ongoing Steadings development of 2350 houses.</i></p> <p><i>xv) Whilst I am supportive of providing prospective families the opportunity to live in Cirencester and enjoy its benefits, I struggle to see what enjoyment will remain in the coming years as the town becomes severely overpopulated. The roads and infrastructure cannot take the number of commuters leaving and entering the town nor can the town cater for the overwhelming large and growing population.</i></p> <p><i>xvi) If Cirencester continues to propose and build more houses, the town will become far to overpopulated. There will be one more house available for prospective families moving to Cirencester when we make the hard decision to move on from this lovely, but oversubscribed town.</i></p> <p><b>Withdrawal of objection:</b></p> <p><i>'As you are aware my interest in this application, is because it is a large application within the south of CDC; where the interpretation of the 'tilted' balance is the key issue, on a particular site.</i></p> <p><i>I have now located, and read the 2024 document referred to in the report, that is part of the justification of the recommendation, for approval, subject to the awaited comments from GCC, and the Legal Agreement.</i></p> <p><i>I note that the 2024 document does indeed identify the location, as the least contained, of various locations around Cirencester. I also now recognise the extent of the numerical residential need, to not only satisfy the existing 5 year supply of residential, but also the further need for identification of sites up until 2031.</i></p> |
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|  |  | <p><i>I therefore withdraw my objection to the application, as I agree that other Policies are not sufficient to outweigh the presumption in favour of residential development. I still do have doubts on the sustainability of the residential.</i></p> <p><i>The withdrawal of the objection, is therefore on the basis of any views from GCC. I would hope that their view would include the need for money for improved, non car, accessibility to Cirencester, including to Steadings, and the RAU. If GCC do agree that contributions are needed, the details could be agreed subsequently, and included in a Legal Agreement, before the planning permission is granted'</i></p> |
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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

10 June 2025  
Your ref: 24/02854/OUT  
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:** Residential development for up to 280 dwellings, associated works including infrastructure, ancillary facilities, open space, landscaping and pumping station. Construction of a new vehicular access off Kingshill Lane (Outline application)  
**LOCATION:** Land West Of Kingshill Lane Cirencester Gloucestershire  
**APPLICANT:** Robert Hitchins Limited

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 and financial obligations**.

The justification for this decision is provided below.

The highway authority have been involved in discussions with the applicant on this proposed development for some time and have worked positively towards agreement.

The submitted transport assessment has been carried out in accordance with our requirements and has demonstrated to our satisfaction that the development is unlikely to have a severe impact on the capacity of the local highway network.

The access proposed for the site has been designed to an appropriate standard and therefore will not create an unacceptable reduction in highway safety.

The developer is proposing a footway/cycleway connection from the site to the local schools as well as pedestrian provision to Preston village both of which are

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considered to benefit highway safety. These works are yet to be agreed in detail but will be secured through a S106 Agreement

The Highway Authority has undertaken a robust 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 spaces shall be hard surfaced and positively drained to a suitable outfall to ensure no surface water runs onto the highway and shall be provided with a properly constructed access to the adopted highway to at least base course level.

Prior to the occupation of any part of the proposed non-residential uses on the site the proposed car parking, turning and servicing arrangements associated with that part of the development shall be laid out, constructed and positively drained to a suitable outfall to ensure no surface water runs onto the highway in accordance with the approved plans and once occupied shall be maintained as such thereafter. 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 targets 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.

I would also be grateful if you could add the following notes to the decision notice:

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

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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.

Yours Sincerely

**Malcolm Jones**  
**Principal Highway Development Officer**

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