

Cotswold District Council
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Gloucestershire
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Highways Development
Management
Economy Environment and
Infrastructure
Shire Hall
Westgate Street
Gloucester
GL1 2TG

16 December 2025
Your ref: 25/03713/FUL
Ask for: Malcolm Jones

Dear Amy Hill

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

PROPOSAL: Replacement, part conversion and remodelling of existing
General/Heavy Industrial buildings/site with a Rural Business
Hub including associated landscaping and consolidated
parking
LOCATION: Hill Farm Main Road Oddington Gloucestershire
APPLICANT: Gavin And Roxbury 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.

I am aware of the previous comments on the planning application for the Amphitheatre and the previous objection to the application for conversion to light industrial.

It is not considered to be a sustainable site in that any cycle route to the site is unattractive due to the level and speed of traffic on the A436 and the lack of any segregated facility as well as the topography in the area. Public transport is not an attractive option due to the frequency of the services as well as the walking route from the stops to the site along narrow unlit roads with no segregated provision and a

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need to cross the A436 to access the site again with no facilities or lighting to allow safe crossing of a busy, fast section of highway.

The applicant should be required to provide a Travel Plan for a development of this kind in this unsustainable location to include various measures to support more sustainable travel and this is considered to be a reasonable compromise in this situation.

The existing B2 use on the site and the proposed change to light industrial Class E(g)(iii), B2 and B8 may be considered to have some policy support and to vary the existing fallback position for commercial use on the site.

It is considered that the site is not suitable to cater for high levels of daily traffic in this location as, whilst it has been previously stated that the access was suitable for large numbers of occasional off-peak trips that is considered to be very different to a high level of peak hour trips.

The highway authority would recommend that an application such as this be refused on the grounds of the unsustainable location of the site and the potential impact of the traffic on highway safety and capacity unless further information were provided to demonstrate that any impact on highway safety was not unacceptable.

However, it is acknowledged that there is a history of the highway authority not objecting to some applications, objecting to others in the past and the existing permission giving a fall back position, that this may make an objection problematical for the LPA as they have previously ignored objections on highway grounds and therefore if the application is to be approved it be subject to the following conditions:

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 is will include a survey methodology for assessing the travel mode choices of employees and customers, an initial series of targets for modal shifts for employees and customers and a secondary series of measures should the initial targets not be achieved. These secondary measures 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 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.

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Prior to any part of the development hereby authorised being brought into beneficial use the access, parking and turning areas serving the site shall be laid out, constructed, hard surfaced and positively drained to a suitable outfall to ensure no loose material or water runs onto the highway and once any part of the development is brought into use shall be maintained as such thereafter.

Before any part of the development hereby authorised is brought into beneficial use the visibility splays shown on the submitted plans shall be cleared of all obstruction to visibility greater than 0.9m above the level of the carriageway and once any part of the development is occupied shall be maintained as such thereafter,

The development hereby approved shall be primarily for B2, B8 and E(g)(iii) uses and any

office use shall be incidental to that use and limited to 20% of the floor area of the building and there shall be no retail use on the site.

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.

Yours Sincerely

Malcolm Jones
Principal Highway Development Officer

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