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Cirencester  
Gloucestershire  
GL7 1PX

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

22 June 2026  
Your ref: 25/02687/FUL-2  
Ask for: Matthew Jopp

Dear Martin Perks

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

**PROPOSAL:** Residential development comprising 60 dwellings with associated roads, accesses, parking and servicing, open space, landscaping and drainage infrastructure  
**LOCATION:** Land Parcel East Of Willersey Business Park Willersey Gloucestershire  
**APPLICANT:** Gloucester Diocesan Board Of Finance

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.

Gloucestershire County Council, acting in its role as Local Highway Authority and Statutory Consultee, has undertaken a full and updated assessment of the above planning application. This includes consideration of the submitted Transport Statement and Residential Travel Plan, subsequent technical drawings (including access, footway and off-site works), and the matters raised by Members, the Parish Council, and other stakeholders following Committee.

Having also undertaken a site visit following transfer of the case from my predecessor, and having reviewed the available evidence including traffic speeds, collision data, accessibility, and proposed mitigation, the Highway Authority confirms that its position remains that there is no objection, subject to conditions and appropriate planning obligations.

The site is allocated for development within the adopted Local Plan and has been the subject of previous permissions which establish the principle of development and its broad transport impacts. The current application is supported by a Transport Statement, the conclusions of which are accepted. The development is forecast to generate a modest level of traffic that would not result in a severe residual cumulative impact on the highway network, nor give rise to an unacceptable impact on highway safety in accordance with the National Planning Policy Framework.

The proposed site access has been assessed based on observed vehicle speeds, which are consistent across surveys undertaken in 2021 and 2025 and confirmed through site observation. The design incorporates appropriate visibility splays based on these measured speeds, and there is no evidence of a personal injury collision pattern along this section of the B4632 that would indicate an inherent safety issue. The road functions appropriately as a Class B distributor route and, while it accommodates HGV traffic, this is characteristic of its role and does not in itself indicate unsuitability.

In terms of pedestrian connectivity, the development provides a compliant and deliverable improvement through the construction of a new footway link connecting the site to the Pike mini roundabout. This is designed to a width of 2 metres, with localised pinch points of no less than 1.8 metres and can be delivered entirely within the adopted highway or land controlled by the applicant. In addition, crossing improvements in the form of a raised table with tactile paving are proposed adjacent to the roundabout. These works have been accepted in principle by the Highway Authority and will provide a meaningful and policy-compliant enhancement to pedestrian access.

It is acknowledged that beyond the roundabout, the existing footway towards the village centre is substandard in width in places. However, this section forms part of the established village network and serves existing users as well as future residents. While improvements in this location would be desirable, it would not be reasonable or proportionate to require comprehensive widening of the route through this development alone. Opportunities for localised improvements can continue to be explored separately where feasible.

The proposed off-site works form a comprehensive package of highway safety improvements, including amendments to the speed limit regime, gateway features, traffic calming, pedestrian signing, a vehicle activated sign, and lining/surfacing upgrades. These works represent a coordinated response to the development and provide a clear safety benefit.

Parking provision has been reviewed against the Manual for Gloucestershire Streets and is compliant. The development meets parking standards without reliance on garage spaces, providing confidence that overspill parking will not arise.

The Residential Travel Plan provides a structured framework for encouraging sustainable travel, supported by monitoring and a review mechanism over five years, ensuring impacts are managed over time.

Public transport improvements will be directed to functional stops at "The Pike", with cost estimates in the range of approximately £13,600 to £23,600 depending on final specification and delivery constraints.

Education transport contributions are required to mitigate the impact of the development on school transport provision for both primary and secondary phases.

Taking all matters into account, the Highway Authority concludes that the development would not result in an unacceptable impact on highway safety nor a severe residual cumulative impact. There are therefore no justifiable grounds on which an objection could be sustained.

### **Recommended Planning Obligations (S106)**

A Section 106 Agreement should secure:

- Travel Plan Monitoring Fee: £5,000
- Travel Plan Bond/Deposit: £28,200
- Education transport contribution: £58,710
- Bus stop improvements: up to £23,600, with a minimum deliverable package of £13,600, final scope to be agreed
- Traffic Regulation Order contribution: approximately £15,000
- Delivery of all off-site highway works

The planning obligations sought in connection with this development have been assessed against the tests set out in Regulation 122 of the Community Infrastructure Levy Regulations 2010 (as amended). Each obligation is necessary to make the development acceptable in planning terms, as they directly mitigate identified impacts arising from the development, including increased demand on the transport network, school transport provision, and sustainable travel infrastructure. The obligations are directly related to the development, as they address impacts attributable to the proposed dwellings and their associated travel demand. They are also fairly and reasonably related in scale and kind, reflecting the scale of the development, its location, and the extent of mitigation required. Taken together, the overall package of S106 contributions represents a proportionate and policy-compliant response to the development's transport impacts, with no unnecessary or unrelated requirements included.

### **Recommended Planning Conditions**

1. Conformity with Submitted Details - The Development hereby approved shall not be occupied until the access, parking and turning facilities have been provided as shown on drawing 24.050.105 Rev. 9 (March 2025). Reason: To ensure conformity with submitted details.

2. Provision of Vehicular Visibility Splays - The development hereby approved shall not be occupied until visibility splays are provided in accordance with drawing 241030-RAP-XX-XX-DR-TP-3200 Rev. P03. These splays shall thereafter be permanently kept free of all obstructions to visibility over 0.6m in height above carriageway level. Reason: In the interests of highway safety.

3. Provision of Pedestrian Visibility Splays - The Development hereby approved shall not be occupied until pedestrian visibility splays of 2m x 2m measured perpendicularly back from the edge of carriageway have been provided on both sides of each driveway. These splays shall thereafter be permanently kept free of all obstructions to visibility over 0.6m in height. Reason: To ensure motorists have clear visibility of pedestrians.

4. Completion of Vehicular Access – Shown on Approved Plans - The development hereby approved shall not be occupied until the means of access for vehicles, pedestrians and cyclists have been constructed and completed as shown on drawing

241030-RAP-XX-XX-DR-TP-3200 Rev. P03. Reason: In the interest of highway safety.

5. Highway Improvements / Off-site Works - The Development hereby approved shall not be occupied until the off-site highway works comprising:

a. Footway provision and pedestrian crossing improvements as shown on drawing 241030-RAP-XX-XX-DR-TP-6003 Rev. P01 (January 2026)

b. Speed management, gateway features, traffic calming and associated works as shown on drawing 241030-RAP-XX-XX-DR-TP-6002 Rev. P01 (January 2026)

have been constructed and completed. Reason: To ensure the safe and free flow of traffic onto the highway.

6. Bicycle Parking - The Development hereby approved shall not be occupied until secure bicycle parking has been provided in accordance with approved details. Reason: To promote sustainable travel.

7. Prior to commencement of the development hereby permitted details of a construction management plan shall be submitted to and approved in writing by the Local Planning Authority. The approved plan shall be adhered to throughout the demolition/construction period. The plan/statement shall include but not be restricted to:

a. Parking of vehicle of site operatives and visitors (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction);

b. Advisory routes for construction traffic;

c. Any temporary access to the site;

d. Locations for loading/unloading and storage of plant, waste and construction materials;

e. Method of preventing mud and dust being carried onto the highway;

f. Arrangements for turning vehicles;

g. Arrangements to receive abnormal loads or unusually large vehicles;

h. Highway Condition survey;

i. Methods of communicating the Construction Management Plan to staff, visitors and neighbouring residents and businesses.

Reason: In the interests of safe operation of the adopted highway in the lead into development both during the demolition and construction phase of the development.

The recommended planning conditions have been assessed against the six tests set out in paragraph 56 of the National Planning Policy Framework and the Planning Practice Guidance. Each condition is considered to be necessary to make the development acceptable in planning terms, particularly in relation to highway safety, access, and the delivery of mitigation measures. The conditions are relevant to planning and to the development, as they directly relate to the proposed scheme and its interaction with the highway network. They are precise and enforceable, referencing approved drawings and clearly defined requirements where appropriate. Finally, they are reasonable in all other respects, ensuring that they do not place undue or disproportionate burdens on the applicant while securing appropriate and policy-compliant mitigation.

## **Informatives**

### Works on the Public Highway

The development hereby approved includes the carrying out of work on the adopted highway. You are advised that before undertaking work on the adopted highway you

must enter into a highway agreement under Section 278 of the Highways Act 1980 with the County Council, which would specify the works and the terms and conditions under which they are to be carried out.

Contact the Highway Authority's Legal Agreements Development Management Team at [highwaylegalagreements@gloucestershire.gov.uk](mailto:highwaylegalagreements@gloucestershire.gov.uk) allowing sufficient time for the preparation and signing of the Agreement. You will be required to pay fees to cover the Council's costs in undertaking the following actions:

- Drafting the Agreement
- A Monitoring Fee
- Approving the highway details
- Inspecting the highway works

Planning permission is not permission to work in the highway. A Highway Agreement under Section 278 of the Highways Act 1980 must be completed, the bond secured and the Highway Authority's technical approval and inspection fees paid before any drawings will be considered and approved.

#### Traffic Regulation Order (TRO)

You are advised that a Traffic Regulation Order (TRO) is required. You must submit a plan to scale of an indicative scheme for a TRO, along with timescales for commencement and completion of the development. Please be aware that the statutory TRO process is not straightforward; involving advertisement and consultation of the proposal(s).

You should expect a minimum of six months to elapse between the Highway Authority's TRO Team confirming that it has all the information necessary to enable it to proceed and the TRO being advertised. You will not be permitted to implement the TRO measures until the TRO has been sealed, and we cannot always guarantee the outcome of the process.

We cannot begin the TRO process until the appropriate fee has been received. To arrange for a TRO to be processed contact the Highway Authority's Legal Agreements Development Management Team at [highwaylegalagreements@gloucestershire.gov](mailto:highwaylegalagreements@gloucestershire.gov).

#### Highway to be Adopted

The development hereby approved includes the construction of new highway. To be considered for adoption and ongoing maintenance at the public expense it must be constructed to the Highway Authority's standards and terms for the phasing of the development. You are advised that you must enter into a highway agreement under Section 38 of the Highways Act 1980. The development will be bound by Sections 219 to 225 (the Advance Payments Code) of the Highways Act 1980.

Contact the Highway Authority's Legal Agreements Development Management Team at [highwaylegalagreements@gloucestershire.gov.uk](mailto:highwaylegalagreements@gloucestershire.gov.uk). You will be required to pay fees to cover the Council's cost's in undertaking the following actions:

- Drafting the Agreement
- Set up costs
- Approving the highway details
- Inspecting the highway works

You should enter into discussions with statutory undertakers as soon as possible to co-ordinate the laying of services under any new highways to be adopted by the Highway Authority.

The Highway Authority's technical approval inspection fees must be paid before any drawings will be considered and approved. Once technical approval has been granted a Highway Agreement under Section 38 of the Highways Act 1980 must be completed and the bond secured.

#### No Drainage to Discharge to Highway

Drainage arrangements shall be provided to ensure that surface water from the driveway and/or vehicular turning area does not discharge onto the public highway. No drainage or effluent from the proposed development shall be allowed to discharge into any highway drain or over any part of the public highway.

#### Protection of Visibility Splays

The applicant's attention is drawn to the need to ensure that the provision of the visibility splay(s) required by this consent is safeguarded in any sale of the application site or part(s) thereof.

#### Travel Plan

The proposed development will require a Travel Plan as part of the transport mitigation package (together with a Monitoring Fee and Default Payment) and the Applicant/Developer is required to enter into a legally binding Planning Obligation Agreement with the County Council to secure the Travel Plan.

Gloucestershire County Council has published guidance on how it expects travel plans to be prepared, this guidance is freely available from the County Councils website. As part of this process the applicant must register for Modeshift STARS and ensure that their targets have been uploaded so that progress on the implementation of the Travel Plan can be monitored.

Modeshift STARS Business is a nationally accredited scheme which assists in the effective delivery of travel plans, applicant can register at [www.modeshiftstars.org](http://www.modeshiftstars.org)

#### Construction Management Plan (Advisory)

It is expected that contractors are registered with the Considerate Constructors scheme and comply with the code of conduct in full, but particularly reference is made to "respecting the community" this says:

- Constructors should give utmost consideration to their impact on neighbours and the public
- Informing, respecting and showing courtesy to those affected by the work;
- Minimising the impact of deliveries, parking and work on the public highway;
- Contributing to and supporting the local community and economy; and
- Working to create a positive and enduring impression and promoting the Code.

The CEMP should clearly identify how the principal contractor will engage with the local community; this should be tailored to local circumstances. Contractors should

also confirm how they will manage any local concerns and complaints and provide an agreed Service Level Agreement for responding to said issues.

Contractors should ensure that courtesy boards are provided, and information shared with the local community relating to the timing of operations and contact details for the site coordinator in the event of any difficulties. This does not offer any relief to obligations under existing Legislation.

**Conclusion**

Subject to the above conditions and obligations, the Highway Authority confirms that the development is acceptable in highway terms and that a recommendation of no objection is appropriate.

Yours Sincerely

**Matthew Jopp**  
**Principal Highway Development Officer**

Willersey, The Pike NW  
To Stratford  
UNMARKED  
Option 2  
JOURNEYS TO STRATFORD



Willersey, The Pike Roundabout  
MARKED with bus stop post –  
No registered services  
TO REMOVE



