

17.09.2025 - GCC HIGHWAYS CONSULTATION RESPONSE

25/01036/OUT - Land East of Cotswold Business Village South of London Road London Road Moreton-In-Marsh Gloucestershire

Summary

No objection subject to conditions and financial contributions

Comments

Background

The application is sited along London Road and is proposed to be accessed by a ghost island right turn facility. The application is for 195 dwellings, with access and Highways Works details provided.

The applicant proposes to provide a cycle/pedestrian route from the site along London Road including a signalised crossing to a point where it meets a route used by cyclists and pedestrians that provides a connection to the station through the existing development area.

Traffic Impact

In terms of the impact of the traffic associated with the development the predicted numbers have been agreed using both a calculation using figures from the TRICS Database and a nearby development as a "donor" site.

There are long standing issues at the two mini-roundabout junctions in Moreton in Marsh both of which experience queuing on a regular basis. Many potential solutions have been considered over the years but none have been found to offer a practical solution to the problems.

It is acknowledged that a development of this size and in this location will inevitably worsen the situation but under the requirements of the NPPF any such impact needs to be considered "severe" in order to justify a refusal of planning permission.

The modelling that has been carried out to determine the impact of the development traffic shows that the access junction would operate within its theoretical capacity in all scenarios in 2028.

Based on the modelling results for the two mini-roundabouts (High Street (North) / A44 Oxford Street / High Street South & High Street (South) / East Street / A429 / Bourton Road mini-roundabout junctions), it can be seen, all scenarios show increases in junction delays, RFC (capacity) and vehicle queuing when comparing scenarios with and without development traffic in 2028.

Without the proposed development, the High Street north arm already illustrates a capacity issue, with delays of 381 seconds and a queue length of 64 vehicles during AM peak, while the A44 Oxford Street arm experiences delays of 677 seconds and queues of 99 vehicles in 2028.

With the proposed development in 2028, the worst-case scenario predicts the larger impacts, with delays increasing up to 46 seconds on High Street north during AM peak and 106 seconds on the A44 east during PM peak hour compared to the 2028 baseline without the development. The longest queue occurs on the A44 Oxford Street during PM peak. Scenario 4 shows smaller development impacts, with delays increasing up to 25 seconds on High Street north during AM peak and 65 seconds on A44 Oxford Street during PM peak.

Overall, the modelling results indicate that the proposed development would add further delay and queueing on already constrained arms at the two mini-roundabouts in the 2028 baseline scenario. It is acknowledged that a drone survey undertaken to record the existing junction operation observed queues comprising both 'rolling' and 'Stationary' vehicles.

However, a simple increase in delay and queuing does not in itself justify a refusal of planning permission. The predicted traffic with appropriate allowances for the impact of the Travel Plan and the cycleway/footway being provided show a 25 second additional delay on High Street and an existing delay of 381 seconds which represents a 7% increase, with a 65 second delay on Oxford Street in addition to the existing 677 second delay which represents a 10% increase.

On balance these increases, whilst undoubtedly inconvenient, are not considered to represent the required "severe" impact to justify an objection that could be sustained at a planning appeal.

Public Transport

In terms of connection to the public transport network the developer had stated that they wanted the bus stop within the development as indicated in the developers indicative masterplan. It is understood that this view has now changed, and they are aligned with the opinion of the GCCs Integrated Transport Unit (ITU) in that bus stops need to be provided on both sides of the A44 with a suitable crossing method to connect an eastbound stop to the development. Both Pulhams and the ITU now agree that requiring buses to depart the A44 into the development would result in unnecessary delay to bus services which contradicts with the LTP and BSIP aspiration to improve bus journey times. The details of the positions of the stops, the facilities provided and the type of crossing to be provided are yet to be agreed but have been conditioned below.

In addition, the 801 service currently operates an hourly service, however, this is currently not financially viable and a financial contribution is sought to extend this service, without it the service would reduce to a 2 hourly service.

Connections to Moreton Transport Hub

Connections to the station are enhanced by the proposed Footway / Cycleway making access to the rail network easier and safer without the need to use the private car. A £50,000 contribution to the Moreton Transport Hub has been agreed, which would help to contribute to facilities that would be used by residents of the site, such as ancillary walking and cycling facilities and parking spaces.

Home to School Transport

Phase of Education	Name of closest non-selective school and/or the education planning area.	No of qualifying dwellings (QD)	Total Pupil Yield from QD	Contribution Requested (£)	Number of places requested
Primary	St David's CofE Primary and/or Chipping Campden Primary Planning Area	195	58.500	£0.00	0 places
Secondary - 11-16	Chipping Campden School and/or the Cotswold (N) Secondary Planning Area	195	28.665	£0.00	0 places *
Secondary - 16-18	The Cotswold (N) Secondary Planning Area	195	9.750	£270,722.79	9.750 places

Details are shown above of GCCs calculation of the total pupil yield from the site and results in a contribution to provide bus services for secondary school pupils from the site to the Cotswolds N, Secondary Planning Area.

Financial Contributions

Moreton in Marsh Transport Hub

£50,000, to provide ancillary facilities for walkers and cyclists and a contribution towards parking spaces that may be used by residents of the development.

Public Transport Infrastructure 2 Bus Stops with :-

A shelter with power - £25,000

A bus stop clear way - £2,000

RTPI - £10,000

Hard Standing 6mx2m - £5,000

Total £84,000

Home to School Transport

£270,722.79

Travel Plan

GCCs guidance on Residential Travel Plans requires a contribution based on 195 dwellings of £58,230, inclusive of a £5,000 monitoring fee.

Extension of the 801 Hourly Service

£xxxx

Conclusion

It is therefore recommended that on balance, if the application is to be approved it should be subject to the above financial contributions and the conditions below :-

Conditions :-

Access and Highways Works

No part of the development shall be occupied until the Access Road and Highways Works details based on drawings

- 210431-TP-3200 P10 – Access Arrangements
- 210431-TP-6011 P06 – London Road Active Travel Route (1-4)
- 210431-TP-6012 P05 – London Road Active Travel Route (2-4)
- 210431-TP-6013 P03 – London Road Active Travel Route (3-4)
- 210431-TP-6014 P03 – London Road Active Travel Route (4-4)

Including, lines, widths, levels, gradients, cross sections, lighting, drainage, crossing points with refuges either side of the site access, 3m wide shared Footway/Cycleway(Excluding buffer), dropped kerbs, tactile paving, toucan crossing and a Traffic Regulation Order for the Prohibition of Waiting, have been submitted to and approved in writing by the Local Planning Authority. Prior to first occupation the access and Highways Works shall have been implemented in accordance with the approved details and retained and maintained for no other purpose for the life of the development.

Provision of Bus Stops

Notwithstanding the approved Highways drawings, details of bus stops including, their locations on the A46, shelters and real time information systems shall be submitted to and approved in writing by the Local Planning Authority. Prior to first occupation these shall be

implemented in accordance with the approved details and shall be retained and maintained for no other purpose for the life of the development.

Reason: To promote public transport

Visibility Splay

No part of the development shall be occupied until visibility splays to the new access have been provided at the junction between the proposed means of access and the highway with an 'x' set back distance of 2.4 metres and a 'y' distance of 129 metres. No structure or vegetation exceeding 600mm in height above the adjoining highway shall be placed or allowed to grow within the visibility splay for the life of the development unless otherwise agreed in writing by the Local Planning Authority.

Construction Management Plan

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: -

- 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);
- Advisory routes for construction traffic;
- Any temporary access to the site;
- Locations for loading/unloading and storage of plant, waste and construction materials;
- Method of preventing mud and dust being carried onto the highway, including wheel wash facilities;
- Arrangements for turning vehicles;
- Arrangements to receive abnormal loads or unusually large vehicles;
- Highway Condition survey;
- 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.

Reinstatement of Redundant Access

The vehicular access hereby permitted shall not be brought into use until the existing vehicular accesses to the site (other than that intended to serve the development) has been permanently closed in accordance with details to be submitted to and agreed in writing beforehand by the Local Planning Authority.

Reason: In the interests of highway safety.

Residential Travel Plan

The Development hereby approved shall not be occupied until the applicant has submitted a travel plan in writing to the Local Planning Authority that promotes sustainable forms of access to the development site and this has been approved in writing by the Local Planning Authority. This plan shall achieve modeshift stars accreditation and will thereafter be implemented and updated for the life of the development.

Reason: To reduce vehicle movements and promote sustainable access.

No Drainage to Discharge to 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.

Reason: In the interests of Highway safety

Cycle / Pedestrian Signing

Prior to first occupation details of cycle and pedestrian signing from the site to the railway station shall be submitted and approved in writing by the Local Planning Authority. Prior to first occupation, these signs shall be implemented in accordance with the approved details and retained and maintained for no other purpose for the life of the development.

Reason: To promote sustainable travel

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 allowing sufficient time for the preparation and signing of the Agreement. You will be required to pay fees to cover the Councils 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.

The cost of implementing any lining, signing or resurfacing required by the TRO is separate to the TRO fees, which solely cover the administration required to prepare, consult, amend and seal the TRO.

The cost of the legal order to implement the Prohibition of Waiting at the site access is £15,000 and this can be provided by the applicant via the Highways Legal agreement process.

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. You will be required to pay fees to cover the Council's costs 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.

Street Trees

All new streets must be tree lines as required in the National Planning Policy Framework. All proposed street trees must be suitable for transport corridors as defined by Trees and Design Action Group (TDAG). Details should be provided of what management systems are to be included, this includes root protections, watering and ongoing management. Street trees are likely to be subject to a commuted sum.

Impact on the highway network during construction

The development hereby approved and any associated highway works required, is likely to impact on the operation of the highway network during its construction (and any demolition required). You are advised to contact the Highway Authorities Network Management Team at Network&TrafficManagement@gloucestershire.gov.uk before undertaking any work, to discuss any temporary traffic management measures required, such as footway, Public Right of Way, carriageway closures or temporary parking restrictions a minimum of eight weeks prior to any activity on site to enable Temporary Traffic Regulation Orders to be prepared and a programme of Temporary Traffic Management measures to be agreed.

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

Construction Management Plan (CMP)

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.