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Highways Development
Management
Economy Environment and
Infrastructure
Shire Hall
Westgate Street
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8 May 2026
Your ref: P0672/25/OUT-1
Ask for: Neil Coleman

Dear Tony Pope

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

PROPOSAL: Outline application for the erection of up to 180 residential dwellings (including affordable housing) with public open space, landscaping and vehicular access points (all matters reserved except for means of access)
LOCATION: Land North Of Carisbrook Road Mitcheldean Gloucestershire
APPLICANT: Gladman Developments 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 and financial obligations**.

The justification for this decision is provided below.

It is noted that the Highway Authority provided a deferral response on 18th December 2025 requesting that the trip rates, trip distribution and subsequent modelling assessment be revised based on a new, extended donor survey, review of TRICS/Census data and a revised future assessment year.

A Transport Statement (Addendum) has been submitted in March 2026, and this has been reviewed and comments and recommendations provided below.

Areas of agreement

The following items have been agreed (see previous consultation response);

- Vehicular access (detail to be conditioned)
- Pedestrian/cycle access (detail to be conditioned)

- Active Travel improvements (detail to be conditioned)
- Additional gateway features (detail to be conditioned)

Trip Generation/Distribution

As requested, the trip survey for the adjacent donor site has been extended to include a two week period (Tue to Thur only) which gives a much broader and justified view of traffic generation. The results of this has been reviewed and compared against suitable TRICS trip rates.

The Highway Authority is satisfied with the analysis presented and the use of the 2026 trip rates established from the donor survey. This indicates that the proposed development is expected to generate a total of 79 two-way trips during the AM peak (0800-0900) and 89 two-way trips during the PM peak (1700-1800).

The established trip distribution based on observed turning counts at the Ross Rd/Hawker Hill junction is also accepted.

Highway Impact Assessment Review

It is noted that a forecast opening year of 2031 has been proposed which is more realistic and accepted.

All assessments have been updated to reflect revised trip rates, distribution and assessment years.

As stated in our previous response, the main area of interest for the Highway Authority would be the continued operation of the Hawker Hill/Ross Rd mini-roundabout and adjacent priority junction to/from Abenhall Rd.

As requested previous, the raw traffic data/queue data has not been provided and therefore the Highway Authority is unable to ascertain if the model outputs have been validated to observed queue levels. It is assumed that this is not the case given that the modelled queues differ quite significantly to the assessment in the previous application and the drone footage.

It is however considered and accepted that the close proximity and complexity of in particular the Hawker Hill/Ross Rd/Abenhall Rd junctions would prove difficult to model accurately and therefore drone footage has been provided to show the interactions between movements on these junctions.

Drone Footage

Drone footage during the main AM/PM peak periods at the Hawker Hill/Ross Rd/Abenhall Rd junctions has been provided and reviewed.

It is evident from a review of this footage that although congestion does occur at these junctions, it is mainly as a result of a number of conflicts and interactions present due to the close proximity of the junctions.

The existing puffin crossing across New Road close to the Hawker Hill/Ross Rd mini roundabout is frequently called particularly during the AM peak due to the close proximity of both a primary school and secondary school in the vicinity. When this occurs, traffic blocks back onto the mini-roundabout and this results in traffic being unable to exit both the Hawker Hill and Abenhall Road junctions.

Similarly, the right turn into Abenhall Road relies upon vehicles on the westbound approach to the mini roundabout giving way. When this doesn't occur this has an effect on queuing on Hawker Hill as well as across the mini roundabout onto New Road.

This application is predicted to generate approximately one vehicle per minute through these junctions in both peak hours. A review of the drone footage indicates that the conflicts described above are relatively short-lived. Therefore, although it is accepted that there is an existing issue at this location, the development impact is likely to be minimal.

Mitigation

Notwithstanding this, the applicant is willing to provide a form of mitigation in the form of the following;

- Relocation and reallocation of current signage at Abenhall Road junction to improve sightlines and visibility;
- 'Keep Clear' road markings across Abenhall Road entry/exit on the Gloucester Road approach to ensure right turning traffic onto Abenhall Road has free movement;
- Review of signal controller spec and/or relocation of pedestrian crossing to improve operation of the junction(s)

Drawing P24048-004 provides information on the mitigation proposed and this will be conditioned on any approval.

Recommendation

The Highway Authority offers no objection to the proposals subject to a number of conditions and financial obligations outlined below.

Conditions

Reserved Matters

No part of the development shall take place until full details of the layout and parking (hereinafter called "the reserved matters") have been submitted to and approved in writing by the local planning authority.

REASON: To ensure suitability of proposals

Site Access

The Development hereby approved shall not be occupied until the site access and associated works as shown on Drawing P24048-101D has been constructed and completed.

REASON: To ensure the safe and free flow of traffic onto the highway.

Off-Site Pedestrian Improvements

The Development hereby approved shall not commence until drawings of the off-site pedestrian improvement works as shown indicatively on Drawing P24048-103 have been submitted to and approved in writing by the Local Planning Authority; and the

development shall not be occupied until those works have been constructed in accordance with the approved details.

REASON: To ensure that safe and suitable access is provided for all users.

Off-Site Highway Works

The Development hereby approved shall not commence until drawings of the off-site highway works as shown indicatively on Drawing P24048-101D have been submitted to and approved in writing by the Local Planning Authority; and the development shall not be occupied until those works have been constructed in accordance with the approved details.

REASON: To ensure that safe and suitable access is provided for all users.

Off-Site Mitigation (Hawker Hill/Ross Rd/Abenhall Rd Junctions)

The Development hereby approved shall not commence until drawings of the off-site mitigation works at the Hawker Hill/Ross Road and Gloucester Road/Abenhall Road junctions as shown indicatively on Drawing P24048-004 have been submitted to and approved in writing by the Local Planning Authority; and the development shall not be occupied until those works have been constructed in accordance with the approved details.

REASON: To ensure that mitigation works are adequately provided.

Residential Travel Plan

The Residential Travel Plan hereby approved, dated [Insert] shall be implemented and monitored in accordance with the regime contained within the Plan. In the event of failing to meet the targets within the Plan a revised Plan shall be submitted to and approved in writing by the Local Planning Authority to address any shortfalls, and where necessary make provision for and promote improved sustainable forms of access to and from the site. The Plan thereafter shall be implemented and updated in agreement with the Local Planning Authority and thereafter implemented as amended.

REASON: To reduce vehicle movements and promote sustainable access.

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;

- 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.

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 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) may be 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.uk.

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

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.

Planning Obligations

Public Transport

Potential contribution asks are currently being discussed with the GCC Integrated Transport Unit and will be confirmed.

Home to School Transport

The pupil yield from 180 dwellings is 54 primary spaces. As Mitcheldean Primary will not have sufficient capacity there is a deficit of 13.70 places which will need to be sought elsewhere within the primary area and require home to school transport. Contribution sought of **£210,033.60** which is based on average daily rate to procure vehicle (£368.48) multiplied by 190 annual school days over three academic primary years.

Travel Plan

Funding will be sought to secure the implementation of a future residential travel plan. Options are set out in GCC's 'Advice Sheet No7 – Residential Travel Plans'. Options include;

- Option 1 - The developer/owner is responsible for funding and implementing the TP, incentives, the appointment of a TPC etc. This option requires a non-refundable monitoring fee and a bond/deposit, repayable on successful completion of the TP or kept to implement remedial measures if the developer/owner does not comply with the agreement.

- Option 2 – GCC would absorb all risk and be responsible for the implementation of the TP, incentives, the appointment of a TPC etc. This option requires a non refundable monitoring fee and a contribution, repayable only on expiry of planning permission with no building having started. The premium for GCC to deliver the TP is to cover the additional risk the organisation incurs and to plan for remedial measures. This option removes any responsibility from the developer for the implementation of the plan (other than hard measures such as walk/cycle links, cycle parking etc., which are separate to the TP).

Within the Travel Plan submitted, it is confirmed that the applicant and future Travel Plan Co-ordinator will be responsible for implementing the travel plan. Therefore, based on a development of 180 dwellings, this will require a contribution of **£47,100**. This amount includes the non-refundable monitoring fee of £5,000

Yours Sincerely

Neil Coleman
Development Co-ordinator