

COTSWOLD DISTRICT LOCAL PLAN SUBMISSION DRAFT REG.19 WORKING DRAFT FOR SPECIAL CABINET 21ST APRIL 2016 (APPENDIX 1, AGENDA ITEM (3))



COTSWOLD
DISTRICT COUNCIL

Foreword

Text to follow

A handwritten signature in black ink, appearing to read 'N Parsons', with a long horizontal line extending to the right.

Nicholas Parsons

Cotswold District Council Deputy Leader and Portfolio Holder for Forward Planning

Foreword

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I Introduction

Background

1.0.1 The National Planning Policy Framework (NPPF) requires each local planning authority to produce a Local Plan that plans positively for the development and infrastructure required in its area. The NPPF also requires local plans to be prepared with the intention of contributing to the achievement of sustainable development.

1.0.2 The aim of the Cotswold District Local Plan is to set out policies and proposals to meet the challenges facing the area over the period 2011 - 2031. The plan must be consistent with the requirements of the NPPF. Once adopted, the local plan will guide future decisions on the use and development of land in the District.

1.0.3 The plan brings together a large amount of government policy, research and evidence that underpins its strategy, policies and proposals. It includes population projections, economic forecasts, information about existing planning consents and land supply as well as technical work on matters such as infrastructure, viability and flood risk. This information – known as the plan’s “evidence base” is available to view here:

<http://www.cotswold.gov.uk/residents/planning-building/planning-policy/emerging-local-plan/evidence-base-and-monitoring/>

1.0.4 The evidence base is constantly evolving as fresh information comes to light and studies commissioned by the Council are completed.

1.0.5 To demonstrate the sustainability of the Plan's strategy, a Sustainability Appraisal has been carried out at each stage of plan preparation. It is published alongside the other evidence documents.

1.0.6 The Local Plan is accompanied by a District wide Proposals Map and a set of proposals maps for each Principal Settlement. The settlement policies identify specific land allocations - for example for housing, employment and local green space - as well as local infrastructure. The land allocations, development boundary and any other relevant land use planning designations are all mapped on the plan for each settlement. **MAPS TO BE ADDED**

1.0.7 Councils and other public bodies are expected to work together across administrative boundaries to plan for the housing, transport and infrastructure that local people need. The Gloucestershire local planning authorities are working together, within the context of the Duty to Co-operate, to ensure that new Development Plan Documents properly address strategic planning and cross-boundary issues. Cotswold District is part of the Gloucestershire Strategic Housing Market Area and the Gloucestershire authorities have worked together on regular updates of the Strategic Housing Market Assessment (SHMA).

1.0.8 The Local Plan is the main basis for making decisions on planning applications. When adopted, planning decisions must be made in accordance with it, unless material considerations indicate otherwise. It therefore gives local communities, developers and investors greater certainty about whether planning

1 Introduction

applications are likely to be approved. As is explained further below, the Local Plan sits alongside the NPPF, which, together with national planning practice guidance (PPG), must also be taken into account in making decisions on planning applications and in the preparation of local and neighbourhood development plans.

1.0.9 Neighbourhood development plans (NDP), when adopted, form part of the development plan. They are prepared by local communities and can be as simple or as detailed as local people want - provided they are in line with national planning policy and the local plan. Where this plan or any development plan documents are adopted after a NDP has already been adopted, the Council will issue a statement of conformity to clarify whether any policies in the NDP have been superseded.

1.0.10 Other development plan documents and supplementary planning documents may be produced when necessary to cover specific topics, sites, or to provide more detailed guidance. These too will be taken into account in any planning decisions. All relevant planning policy documents can be seen at the Council offices and online at <http://www.cotswold.gov.uk/residents/planning-building/planning-policy/>.

National Planning Policy Framework (NPPF)

1.0.11 The NPPF provides the national policy framework for planning and sets the context within which the system operates. It covers, at a strategic level, matters including housing, the economy, transport, the natural environment and other key issues. Local plans are required to be in conformity with it. Given the status of the NPPF, it is unnecessary for local planning documents to repeat its policies. It therefore is very important in preparing planning proposals, or in reaching decisions on them, that the provisions of the NPPF are taken into account alongside the policies of the Local Plan.

1.0.12 A further component that must be taken into account is PPG.

Planning Practice Guidance (PPG)

1.0.13 Introduced in 2013, PPG obviates the need for Local Plans to set out detailed generic requirements that previously may have been incorporated into policy. Equally importantly, PPG is susceptible to rapid change. The government intends to update it regularly.

1.0.14 Planning applications should be determined in accordance with adopted local plan policies and, where appropriate, any adopted NDP unless material considerations (including the NPPF and PPG) indicate otherwise.

Using the Local Plan

1.0.15 In this Local Plan, the planning policies are set out in **bold** text and the supporting text is shown in normal text.

1.0.16 It is understandable that people may want "self-contained" planning policies that, individually, seek to cover every eventuality. However, this is both undesirable and unnecessary. It is undesirable because the result can often be an overly detailed, repetitious and lengthy document that is difficult to read or understand. It is unnecessary because a properly constructed – and correctly used – plan will

be adequate **provided its policies are read together**. For instance, a policy relating to development in the countryside does not need to include references to landscape or highway impacts because other policies in the plan deal with those matters. And if there are not policies in the plan, there will be policies in the NPPF or, if the issue is one of detail, there will be guidance in the PPG. To reiterate, it is important to remember that the Local Plan **must be read as a whole** to fully understand the policy context for decision-making on development proposals. **Therefore, even if a policy states that a proposal 'will be permitted', this is also subject to the consideration of all other relevant policies in the Local Plan and other material considerations.**

What stage has the Local Plan reached and what's next?

1.0.17 As shown in the table below, this is the Submission Draft stage of plan preparation, known as the Regulation 19 stage. It complements the two earlier Regulation 18 consultations - "Development Strategy and Site Allocations" - consulted upon in January 2015; and "Planning Policies", consulted upon in November 2015. Representations made in respect of these earlier consultations have been considered alongside updated evidence in preparing the Submission Draft Plan.

1.0.18 Representations made under Regulation 19 should be restricted to comments relating to the soundness of the draft Local Plan or to its compliance with legal requirements or processes. The Planning Regulations state that a local planning authority should submit a plan for examination which it considers to be "sound" – namely that it is:

- **Positively prepared** – the plan should be prepared based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development;
- **Justified** – the plan should be the most appropriate strategy, when considered against the reasonable alternatives, based on proportionate evidence;
- **Effective** – the plan should be deliverable over its period and based on effective joint working on cross-boundary strategic priorities; and
- **Consistent with national policy** – the plan should enable the delivery of sustainable development in accordance with the policies in the NPPF.

1.0.19 Representations made at this stage should therefore focus on whether the plan meets the tests listed above. This is because these are the broad areas that the Inspector will focus on in examining the Local Plan.

1.0.20 The Local Plan examination will be held in public and the Inspector may, at her or his discretion, invite people who have made representations to take part in discussions.

1.0.21 The key stages of the Local plan's preparation are set out in the following table:

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Key Milestone	Timescale
Community involvement in development of Local Development Framework (LDF) Core Strategy issues and options	Complete Nov 2007
Issues & Options	Complete Nov 2008
Settlement Hierarchy	Complete Dec 2010 – Mar 2011
Second Issues & Options	Complete May 2011
Preferred Development Strategy	
Switch from producing a LDF Core Strategy to a Local Plan	March 2013
Community involvement in development of Preferred Development Strategy	Complete May 2013
Local Plan: Preferred Development Strategy	
Draft Local Plan: Development Strategy and Site Allocations and accompanying Sustainability Appraisal (SA) consultation (Reg. 18)	Completed Public consultation January – February 2015
Draft Local Plan: Planning Policies consultation (Reg.18)	Completed Public consultation November - December 2015
'Publication' (Submission Draft) Whole Local Plan and final SA (Reg. 19 & 20) approved by Council	Spring 2016
Public consultation On Publication (Submission Draft)Whole local Plan and final SA (Reg 19&20)	Summer 2016
Submission of Local Plan and SA to the Secretary of State (Reg. 22 & 23)	Anticipated Autumn 2016
Examination of Local Plan and SA (Reg. 24)	To be confirmed by Planning Inspectorate - anticipated spring 2017
Adoption of Local Plan and Policies Map (Reg. 26)	Dependent on Examination process

Introduction 1

What is this consultation about?

1.0.22 This consultation invites comments to be made on the Draft Submission Local Plan and whether it is sound and complies with legislation. This is the plan which the council will, in due course, use to assess planning applications. The policies are primarily intended to assist in delivery of the Council's Local Plan Objectives. The Objectives have previously been made public in consultation documents published in May 2013 (Preferred Development Strategy) and January 2015 (Development Strategy and Site Allocations).

How you can comment

1.0.23 The Local Plan document can be viewed online at <http://consult.cotswold.gov.uk>. Once you have registered, it is easy to submit comments on any section of the document or provide feedback on the document as a whole.

1.0.24 As well as viewing the interactive on-line version, you can also see the entire document and download a PDF version from the website.

1.0.25 Please be aware that representations can only be submitted in response to the contents of this document. **The consultation exercise is not an opportunity to reiterate the content of representations submitted in response to earlier consultation documents.** As previously indicated, these representations have been taken into account in preparing the Draft Submission Local Plan .

1.0.26 Copies of the consultation document and associated supporting papers are available to view at the Council offices in Cirencester and Moreton-in-Marsh and at libraries across the District.

1.0.27 If you do not wish, or are unable, to submit comments online, it is possible to email your comments to localplan@cotswold.gov.uk.

1.0.28 **It is important to be aware that the Council is required to make all comments publicly available on its website.** Written comments can be sent to:

Local Plan Consultation

Forward Planning Team
Cotswold District Council
Trinity Road
Cirencester
GL7 1PX

1.0.29 The Council has produced a guidance note and form to use when making a representation. This is available here [ADD LINK](#) . When making your comments, please make clear which policy/paragraph or diagram your comments relate to, along with your reasons and any supporting evidence. Your representations should be focused around any comments you wish to make about the

1 Introduction

soundness of the plan, as outlined in para 1.0.16 above. It is also very helpful if your comments are clear and concise. Please include your name and contact details. If you represent a client, you need to let us know who you are representing.

1.0.30 Please ensure your comments reach us by noon on **XXXXX**. As this is a statutory consultation, we are unable to accept any representations received after the deadline.

2 Portrait

2.0.1 Cotswold District has a population of 84,000 spread over an area of 450 sq. miles (1,165 sq km). Although very rural, the District lies in close proximity to large urban areas – notably Swindon, Gloucester/ Cheltenham, Oxford, and, slightly further afield, Bristol/ Bath, Coventry, Birmingham and Reading.

Natural and Historic Environment

2.0.2 The Cotswolds are internationally renowned for their natural beauty. The long-established working of local minerals produces the distinctive building stone for the many magnificent historic buildings, which is such an important factor in making the Cotswolds a famous tourist destination. The interplay between the built and natural environment is a notable characteristic throughout the District, especially within the Cotswolds Area of Outstanding Natural Beauty (AONB).

2.0.3 The distinctive heritage includes its numerous market towns and villages and their settings, as well as individual heritage assets.

2.0.4 The quality of the built and natural environment of the District is reflected in the high number of environmental and heritage assets (both designated and non-designated). These include:

- 80% of the District is within the Cotswolds AONB (a greater coverage by a national landscape designation than any other District in England).
- 144 Conservation Areas (more than any other District in England)
- 4,991 entries on the statutory list of buildings of special architectural and historic interest (second after City of Westminster)
- 239 Scheduled ancient monuments
- 32 registered historic parks and gardens
- 37 Sites of Special Scientific Interest
- Over 260 locally designated Key Wildlife Sites
- 1 battlefield



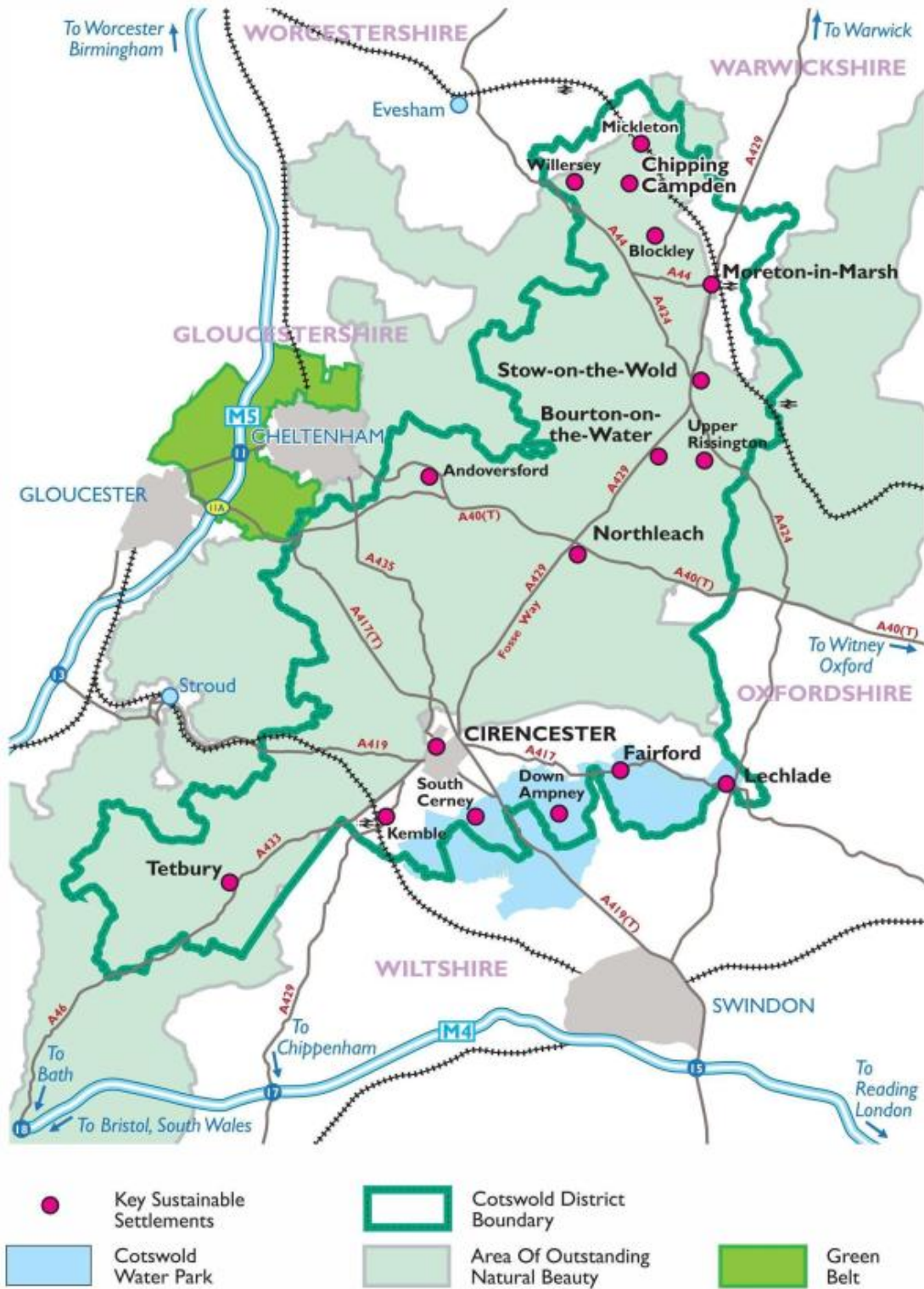
Moreton in Marsh

2.0.5 In the south of the District, beyond the AONB, the Cotswold Water Park (CWP) is the largest area of man-made lakes in the UK, covering an area of 40 sq. miles (33 sq. miles in Cotswold District). The CWP has evolved from major sand and gravel extraction of the upper Thames valley, which is on-going and likely to continue for the foreseeable future. The area is important for nature conservation, while also providing a major resource for tourism, notably water recreation. Nearly 960 holiday homes have been granted planning permission in the Cotswold part of the CWP.

2 Portrait

2.0.6 A small area of the Cheltenham and Gloucester Green Belt spills over into the District at Ullenwood in Coberley parish. This area is also within the Cotswolds AONB designation.

Portrait 2



2 Portrait

Map of Cotswold District

Population and Housing

2.0.7 Household growth between 2001 and 2011 was 5.3% in Cotswold District (England 7.9%) whilst population growth at 3.1% has been slower. This is leading to a decrease in the average household size. Factors influencing the growth in household numbers include the number of older people living longer as well as family breakdown.

2.0.8 The District has a high proportion of elderly people and a low proportion of children and young people. Despite the increasing population, the District has the lowest population density, by far, of any of the districts in Gloucestershire ⁽¹⁾.

2.0.9 While most residents in the District enjoy a good quality of life, many live in places that lack good access to services, facilities, training and education. This presents problems for those who rely on public transport, particularly young and elderly people.

2.0.10 The attractiveness of the area has inevitably brought pressures for housing growth. In the north of the District these have been driven, since the 1960s, by commuting to the West Midlands. However, it was movement out of London and the south-east, which has made the Cotswolds particularly attractive for retirement and holiday or second homes (it is estimated that 6.4% of the housing stock falls into this category ⁽²⁾). Some of these properties are occupied only at weekends, or for occasional holidays. The 2011 Census indicated that 9.3% of dwellings in the Cotswold District had no usual resident household, including second homes, vacant dwellings and short term occupation and visitors. On 1st April 2014 there were 691 empty properties in the district, of which 218 were long-term ⁽³⁾.

2.0.11 Although the area has high property values, the median earned income of full time employees in the Cotswold District is £26,933, which is £500 higher than the average Gloucestershire income but lower than Stroud and Cheltenham. The median income of all employees (both full time and part time employees) is £19,131, the lowest of all districts in Gloucestershire. ⁽⁴⁾ Consequently, significant sections of the community experience social and financial deprivation, particularly access to housing. The problem is exacerbated by private sector rents rising faster than earnings across the county ⁽⁵⁾.

1 <http://www.gloucestershire.gov.uk/inform/index.cfm?articleid=114247>

2 Gloucestershire Strategic Housing Market Assessment Update March 2014, paragraph 4.5.
http://www.cotswold.gov.uk/media/927160/Gloucestershire_SHMA_2014.pdf

3 CDC Housing Strategy – sourced from a report run of Council tax records

4 Annual Survey of Hours and Earnings, residents based analysis of full time employees at 2014. Employees are those defined as employed persons and do not include people who are self-employed, www.nomisweb.co.uk

5 Gloucestershire Strategic Housing Market Assessment Update March 2014
http://www.cotswold.gov.uk/media/927160/Gloucestershire_SHMA_2014.pdf

Portrait 2

(Strategic Housing Market Assessment 2014). The affordability of homes has worsened since the previous District Housing Needs Assessment was published in 2010 (HNA 2010). The ratio of house price to earnings in the District worsened from 10.88 in 2009 to 11.15 in 2013 ⁽⁶⁾.

Local Economy

2.0.12 Each of the larger Cotswold towns has a strong and distinctive role. However, Cirencester is by far the most dominant centre with about a quarter of the District's population (nearly 20,000) and over 30% of jobs (around 13,500) based in the town ⁽⁷⁾. This is the key location for business services, finance, retail and public services.

2.0.13 Moreton-in-Marsh is regarded by many as the main centre for the north Cotswolds, while Bourton-on-the-Water, Chipping Campden, Fairford, Lechlade, Northleach, Stow-on-the-Wold and Tetbury perform the role of service centres for surrounding rural areas. Smaller local service centres exist at Andoversford, Blockley, Down Ampney, Kemble, Mickleton, Siddington, South Cerney and Willersey. Elsewhere, rural services are relatively sparse and generally declining.



Stow on the Wold

2.0.14 A striking point about the District's main service centres is their relatively even geographical distribution, with each of them serving a significant catchment of smaller settlements. Many of these historic market towns and larger villages have developed at points along the Fosse Way, which is a major route running from the south-west to the north of the District.

2.0.15 There is a range of employment land and premises in most of the larger market towns and villages, although provision at Lechlade, Northleach and Stow-on-the-Wold is limited. Small rural enterprises, including those working from home, make a significant contribution to the economic well-being of the District and offer local employment opportunities ⁽⁸⁾.

2.0.16 There are significant levels of retail "leakage" of comparison (non-food goods) shopping trips to other centres outside the District ⁽⁹⁾.

-
- 6 DCLG Live Table 576: Ratio of lower quartile house price to lower quartile earnings by district
 7 ONS Census 2011 Office for National Statistics and Business Register and Employment Survey Office for National Statistics Data to 2013: <https://www.nomisweb.co.uk/>
 8 Inter Departmental Business Register (ONS):
<https://www.nomisweb.co.uk/reports/lmp/la/1946157373/report.aspx?town=cotswold#tabidbr>
 9 Town Centre and Retailing Study 2007 by GVA; Cotswold Retail Study 2012 by Peter Brett and Associates
<http://www.cotswold.gov.uk/media/453359/part-3-volume-1-cotswold-retail-study-nov-2012.Pdf>
<http://www.cotswold.gov.uk/media/453362/part-3-volume-2-cotswold-retail-study-nov-2012.pdf>

2 Portrait

2.0.17 In 2011, almost 8,000 (13.3%) people worked from home in Cotswold. This rate is double the national average and significantly higher than Gloucestershire's average of 8.5% ⁽¹⁰⁾. This is partly due to the rural nature of the district and a highly skilled and entrepreneurial workforce.

2.0.18 Despite poor broadband throughout much of the District, the economy has a strong representation of small businesses and a reasonably diverse economic base. Consequently, it has been fairly resilient to fluctuations in the national and global economies. Unemployment rates remain relatively low.

2.0.19 The wholesale and retail trade is the largest employer in the District (17.3%). The next largest groups are 10.7% in education and 8.3% in human health and social work activities. Cotswold has an above average proportion of residents working in agriculture, forestry and fishing, accommodation and food services, and professional, scientific and technical activities. The service sector, however, accounts for the largest proportion of local jobs with tourism being a major and growing part of the local economy ⁽¹¹⁾. There are a number of large businesses including Campden BRI, St. James Place, the Fire Service College, and educational institutions including the Royal Agricultural University which offer opportunities for higher value growth.

2.0.20 The economically active population is, however, declining across the District, and the labour market is considered tight by local businesses with labour supply issues ⁽¹²⁾, particularly in the professional, skilled trades and engineering sectors, potentially impacting on economic growth.

2.0.21 Demand enquiries for employment land/premises particularly from small, knowledge-based businesses, who want to secure a quality environment or a site for an existing local business, tend to be focussed upon Cirencester and established business parks. The loss of employment land to housing development has reduced opportunities for employment growth in some areas; for example, at Tetbury 9.11 hectares of employment land has been lost to residential / care home development since 2011.

10 ONS Census 2011 Office for National Statistics - Nomis Homeworking by age and industry: <http://www.ons.gov.uk>

11 Business Register and Employment Survey Data. Office for National Statistics: <https://www.nomisweb.co.uk/>

12 The District's resident skills base is polarised: 35% of the population has a degree level qualification and above; whereas 26% of the population have no qualification or level 1 qualification.

Transport

2.0.22 In 2011, almost 14,000 residents commuted out of the District; many using the area as a rural base from which to commute to larger employment centres, notably Swindon, Cheltenham and Gloucester, where there are higher value jobs. Conversely, almost 16,000 commuted into the District, an increase of around 5,000 since 2001⁽¹³⁾. Over 16,300 Cotswold residents also work in the District, excluding homeworkers and people with no fixed working location. Given the rural nature of the District, average travel-to-work times are longer than in most other parts of the County.



Kemble Railway Station

2.0.23 Much of the District has good road links, with easy access to the motorway network via A-class routes, although this does not apply to the northernmost parishes. The 'missing link' section of the A417(T) between the Brimpsfield roundabout and Brockworth bypass is, however, a major bottleneck, which badly delays access to and from the M5 motorway at peak times. The District is served by just two railway stations, at Kemble (on the Swindon-Gloucester line) and Moreton-in-Marsh (on the Oxford-Worcester line). Kingham and Honeybourne stations lie just outside the District boundary to the east and north respectively.

Climate Change and Flood Risk

2.0.24 Parts of the District are vulnerable to the impacts of climate change, including flooding. The area at greatest flood risk is the Upper Thames valley, which includes the Cotswold Water Park (CWP), although some other settlements such as Bourton-on-the-Water, Cirencester and Moreton-in-Marsh are also affected. The flooding experienced in the District in 2007, late 2012 and early 2013 highlighted the additional risk to both existing and new properties of sewer flooding.

2.0.25 To help address the issue of climate change the Council has granted permission in suitable locations for a number of solar farms and single wind turbines. These facilities are making a valuable local contribution to tackling the rate of climate change. However, the District's high quality landscape and heritage makes it challenging to bring forward acceptable renewable energy proposals and innovative designs will be required.

2 Portrait

3 Issues

3.0.1 The challenge facing Cotswold District is to plan for future development requirements in the most sustainable way possible, making provision for homes, particularly for people with a local connection, jobs and community facilities, while protecting the area's outstanding natural and built environment.

Natural and Historic Environment

3.0.2 It is imperative that the character, appearance and diversity of the District is protected and wherever possible enhanced, especially within areas of high historic, landscape or nature conservation importance. It is also important to ensure that new development is well designed; respects biodiversity and green infrastructure; and does not lead to the coalescence of settlements.

3.0.3 The District's natural and historic environments are its greatest assets. The challenge is to harness these sensitive assets to economic advantage by managing tourism, agricultural diversification, minerals and waste, and other changes to rural areas in a sustainable and non-intrusive manner.

3.0.4 Future housing, employment and other development will need to be suitably designed and located to minimise visual and other impacts on the sensitive Cotswold landscape and built heritage.

Population and Housing

3.0.5 The relatively large and growing numbers of elderly people, coupled with a reduction in the numbers of young persons, has implications for the structure of communities, and places demand on health and public services. In particular, more adaptable accommodation is likely to be required, together with the requisite service provision.

3.0.6 Delivering an appropriate mix of housing that meets the District's objectively assessed need, including the requirements of people on middle/ lower incomes and first time buyers, is a major challenge. Evidence conducted by the National Housing Federation suggests that the average price of a house in Cotswold District is 19 times the average salary⁽¹⁴⁾. Failure to provide an appropriate mix of housing has led to more economically-active people, particularly the young, being forced to look elsewhere for somewhere to live. This is likely to exacerbate the adverse economic, social and commuting consequences for the District.

3.0.7 The District's high level of second home ownership adversely affects housing affordability.

14 The report is based upon Mean house price (Land Registry 2013), gross median earnings (ASHE, ONS, 2013) <http://www.housing.org.uk/publications/browse/rural-housing-countryside-in-crisis/>

3 Issues

Local Economy

3.0.8 The District has been resilient during the recession and the economy is forecast to continue growing. Although relatively self-contained, Cotswold District imports labour to support its growth and, as previously noted, experiences problems recruiting suitably skilled staff, particularly in the professional, skilled trades and engineering sectors. A well-skilled and accessible workforce is required to support the growth of the District's existing and new employers.

3.0.9 Tourism is a major and growing part of the local economy. However, if not properly managed, it could have adverse impacts on the District's environment and the daily life of local people. The challenge is to enable and manage sustainable tourism, which will safeguard the countryside, heritage and culture for future generations while providing benefits to the local economy.

3.0.10 Significant 'leakage' of comparison (non-food) shopping trips from Cirencester to centres beyond the District needs to be addressed to help sustain the town's important retailing role⁽¹⁵⁾. Parking availability in the centre of Cirencester is nearing capacity at peak periods.

Infrastructure and Service Provision

3.0.11 The continuing loss of village shops, post offices, schools and pubs⁽¹⁶⁾ has meant that the retention of rural services and facilities has become a key issue throughout much of the District. The challenge will be to: resist the loss of important facilities wherever possible; support the delivery of new ones; and enable the provision of better access to local service centres for residents living in surrounding rural areas.

3.0.12 To help ensure the continued success of micro businesses, there is a need to support the improvement of broadband speeds and mobile telecommunication connections in many rural parts of the District.

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- 15 Town Centre and Retailing Study 2007 (GVA); Cotswold Retail Study 2012 (Peter Brett and Associates)
<http://www.cotswold.gov.uk/media/453359/part-3-volume-1-cotswold-retail-study-nov-2012.Pdf>
<http://www.cotswold.gov.uk/media/453362/part-3-volume-2-cotswold-retail-study-nov-2012.pdf>
- 16 Roles and Function of Settlements Study 2012; Employment Land Availability 2012; Employment Retail and Commercial Land Availability Report 2013; Economic Land Monitoring Report 2013 – 2014; Cotswold Corporate Strategy and Corporate Plan 2012 – 2015 Cotswold District Council:
<http://www.cotswold.gov.uk> English Indices of Deprivation 2010 Office for National Statistics
<http://data.gov.uk/dataset/index-of-multiple-deprivation>

Sustainable Travel

3.0.13 The high dependence on car travel, coupled with a significant proportion of residents who commute daily into and out of the District⁽¹⁷⁾, presents a major challenge to a District with poor sustainable transport options. In-commuting is likely to put pressure on parking provision in the main centres of employment, notably Cirencester, while out-commuting has added to parking pressures at Kemble and Moreton-in-Marsh rail stations.

Climate Change and Flood Risk

3.0.14 The potential impact of climate change needs to be taken into account in planning for all new development, both in terms of location and design⁽¹⁸⁾. Increased energy and water efficiency will have to be considered along with water storage measures, sustainable drainage systems, and renewable energy generation⁽¹⁹⁾.

3.0.15 A significant number of solar farms have been installed on agricultural land within the District. Opportunities for larger scale renewable energy development need to be considered carefully against the potentially conflicting objective to conserve the District's rich built heritage and scenic beauty of the Area of Outstanding Natural Beauty.

17 Census 2011 ONS

18 National Planning Policy Framework, 10 – Meeting the challenge of climate change, flooding and coastal change:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf

19 Water Cycle Study, Cotswold District Council

<http://www.cotswold.gov.uk/residents/planning-building/planning-policy/emerging-local-plan/evidence-base-and-monitoring/>

3 Issues

4 Vision

The Local Plan's Vision supports the following priorities, which are set out in the Council's Corporate Strategy :

- Provide high quality services at the lowest possible cost to Council Taxpayers
- Protect the local environment whilst supporting economic growth
- Champion issues which are important to local people

Vision

By delivering clear objectives, by 2031, Cotswold District will have:

- contributed to enabling a strong, competitive and innovative local economy;
- supported the delivery of a range of housing that helps meet the requirements of all sections of the community;
- further capitalised on its key strengths, notably its high quality historic and natural environment; and
- helped to create more healthy, sustainable, mixed communities.

Cirencester will continue to be the main focus for additional housing and employment growth, while its function as the dominant business location, service and cultural centre for much of the District will have been enhanced.

Beyond Cirencester, much of the planned, positive change will have occurred in the most sustainable towns and larger villages so that the provision of the majority of services and facilities is met from within those settlements, serving the surrounding rural areas.

The development needs of communities, businesses, and visitors will have been enabled taking particular account of:

- climate change and flood risk;
- the area's internationally recognised natural, built and historic environment; and
- the provision of adequate supporting infrastructure.

4 Vision

Objectives 5

5 Objectives

5.0.1 The following Strategic Objectives will help to deliver the Vision and guide development in the District over the period to 2031.

1. Natural and Historic Environment

Through application of appropriate planning policies in the development management process:

- a. Conserve and enhance the high quality, local distinctiveness, and diversity of the natural and historic environment.
- b. Ensure new development is of high quality and sustainable design, which reflects local character and distinctiveness, is appropriately sited, and provides attractive and inclusive environments.
- c. Protect the open countryside against sporadic development, while also avoiding coalescence of settlements, particularly around Cirencester.
- d. Support the creation of new green infrastructure to enhance environmental quality and provide health benefits.

2. Population and Housing

Through establishment and implementation of the OAN and allocation of land:

- a. Provide an adequate supply of quality housing, of appropriate types and tenures, to at least meet objectively assessed needs.
- b. Identify suitable land in appropriate locations to provide sufficient pitches for gypsy and traveller accommodation, to meet the needs established through the GTAA.

3. Local Economy

Through implementation of the OAN, Economic Strategy and allocation of land:

- a. Support the local economy and enable the creation of more high quality jobs in the District, which meet local employment needs.
- b. Encourage the vitality and viability of town and village centres as places for shopping, leisure, cultural and community activities, including maintaining Cirencester's key employment and service role.
- c. Support sustainable tourism in ways that enable the District to act as a tourist destination which attracts higher numbers of longer-stay visitors.

4. Infrastructure and Service Provision

Through implementation of the IDP, maximise the quality of life by maintaining and supporting the delivery of infrastructure, services and facilities needed to support local communities and businesses.

5 Objectives

5. Sustainable Travel

Reduce car use by:

- a. Locating most developments in sustainable locations where there is good access to jobs, services and facilities.
- b. Supporting improvements in public transport and walking/ cycling networks.

6. Climate Change and Flood Risk

Reduce the environmental impact of development and vulnerability to the impacts of climate change by:

- a. Maximising water and energy efficiency, promoting the use of renewable energy sources and sustainable construction methods and reducing pollution and waste.
- b. Supporting the principle of waste minimisation.
- c. Locating development away from areas identified as being at high risk from any form of flooding.

Local Plan Strategy 6

6 Local Plan Strategy

6.1 Development Strategy (POLICY DS1)

Meeting Future Housing and Employment Needs

6.1.1 In accordance with national planning policy, this Local Plan takes a positive approach towards meeting the District's objectively assessed development needs for the period 2011-2031 (OAN). The March 2016 OAN, which has had regard to all relevant underlying trends (including the latest available demographic projections, anticipated economic growth and market signals), has established a need for **8,400 dwellings** over the 20 year plan period - an average of 420 per year.

6.1.2 In order to achieve sustainable, balanced communities, the delivery of housing for the District needs to be accompanied by appropriate employment growth. In reaching conclusions on the amount of employment land to be provided, consideration has been taken of economic forecasts; historic rates of business development; market signals; and labour supply. The economic forecasts indicate that, over the plan period, total job growth will be between 10,500 and 11,900 jobs. The Local Plan strategy seeks to support this job growth through a combination of specific land allocations and policies. In terms of B class job growth, historic take-up rates (including a five year buffer) indicate that there is a need to plan for about **33.3 hectares** of B class employment land over the plan period ⁽²⁰⁾.

6.1.3 Maintaining a healthy supply of land for housing and employment are key objectives of this Plan. In aiming to meet these needs, careful regard has also been had to the area's exceptional natural and built environment. The resulting strategic policies and complementary development management policies (section 8 onwards) aim to enable development that positively promotes sustainable growth.

6.1.4 The Local Plan will meet the objectively assessed needs of the District by providing for the development of housing, employment, retail and other necessary development for the period 2011-2031.

Policy DS1

DEVELOPMENT STRATEGY

1. Sufficient land will be allocated to accommodate at least 8,400 dwellings over the plan period 2011 - 2031 in the following Principal Settlements:

- Cirencester
- Andoversford
- Blockley
- Bourton-on-the-Water
- Chipping Campden

20 Essentially, B class employment covers business (B1), general industry (B2) and storage and distribution (B8)

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- **Down Ampney**
- **Fairford**
- **Kemble**
- **Lechlade**
- **Mickleton**
- **Moreton-in-Marsh**
- **Northleach**
- **South Cerney**
- **Stow-on-the-Wold**
- **Tetbury**
- **Upper Rissington**
- **Willesley**

2. At least 33.3 hectares of land will be allocated to accommodate B-Class employment uses over the plan period 2011 - 2031, including specific allocations of at least 24 hectares of land for B-class employment uses in the following Principal Settlements:

- **Cirencester**
- **Bourton-on-the-Water**
- **Chipping Campden**
- **Lechlade**
- **Moreton in Marsh**
- **Tetbury**

6.1.5 In determining the distribution of housing and employment land, particular account has been taken of:

- the objectively assessed District housing need (at least 8,400 homes);
- the B-class employment land allocation (at least 33.3 hectares);
- the latest position on housing and employment completions since April 2011 and outstanding planning permissions;
- the contribution of the strategic development site south of Chesterton, Cirencester;
- the contribution of non-strategic housing and employment site allocations.

6.1.6 The Principal Settlements listed in Policy DS1 have been identified as the most sustainable locations to deliver future growth, with Cirencester being the District's main centre by a very considerable margin. These settlements were selected on the basis of their social and economic sustainability, including accessibility to services and facilities. The availability of suitable land capable of delivering sustainable development during the plan period also helped determine the most suitable settlements to include in the Development Strategy.

Local Plan Strategy 6

Housing Land Supply

6.1.7 The main sources of housing supply are summarised below:

6 Local Plan Strategy

Overall Housing Requirement and sources of Land Supply	Number of units
Housing Land Requirement	8,400
Housing Land Supply	
Completions 1st April 2011 - 31st March 2016	2,365
Extant planning permissions at 1st April 2016	3,387
Chesterton strategic allocation	2,350
Other new land allocations in this Local Plan	397
Windfalls estimate 2020 to 2031 @ 73 p.a. ⁽²¹⁾ BASED ON 2015, SO REQUIRES UPDATING	803
Total Supply	9,302

Table 1 - Housing Requirement and Land Supply 2011-2031

6.1.8 Completions since April 2011 and existing planning permissions provide an initial base for delivering the Development Strategy.

6.1.9 In order to assist the delivery of the District's remaining requirements to 2031, the Plan proposes mixed use development of a strategic scale on a suitable site adjacent to Cirencester. This key component of the Strategy is complemented by smaller site-specific allocations in the Principal Settlements. These allocations and associated development boundaries have been made in accordance with the sustainability principles that underpin the Development Strategy.

6.1.10 In addition, a realistic estimate of future windfalls (housing units that come forward on sites that are not allocated in the Local Plan) has been incorporated into the housing supply. Based on past data, and making appropriate reductions to take account of lapse rates and avoid potential double-counting, a realistic estimate of 73 dwellings p.a. is anticipated over the remainder of the Plan period from 1st April 2020.

Five Year Housing Land Supply

6.1.11 Local plans need to demonstrate that a five year housing land supply is available at the time of adoption and maintained through the plan period. The target for the five-year supply is five times the annual target (i.e. $420 \times 5 = 2,100$) plus any shortfall from the earlier years of the plan period from 2011. Government also asks authorities to include a buffer of 5%, or 20% where there has previously been 'persistent under delivery'. Cotswold has not been persistently under delivering, therefore a 5% buffer has been applied.

21 <http://www.cotswold.gov.uk/residents/planning-building/planning-policy/emerging-local-plan/evidence-base-and-monitoring/>

Local Plan Strategy 6

6.1.12 At 1st April 2016, the five-year housing land requirement for the plan area was:

Annual requirement x 5	2,100
Add 5% buffer	105
Over-supply 2011-2016	- 265
Total	1,940

Table 2 - Five-year Housing Land Requirement 2016-2021

6.1.13 The supply of housing land to meet the five year requirement is as follows:

Extant planning permissions at 1st April 2016 (with expected lapses totalling 45 units ⁽²²⁾)	3,342
SHLAA sites over 5 units within Development Boundaries UPDATE TO APRIL 2016	93
Windfalls (2 years x 73 units) BASED ON 2015, SO REQUIRES UPDATING	146
Total Supply	3,581
Housing Requirement 2016-2021	1,940 (388 p.a.)
Supply in equivalent years 3,581/ 388	9.23 years

Table 3 - Five-year Housing Land Supply 2016-2021

6.1.14 Over the five-year period 2016-2021, there is a land supply capable of delivering 3,581 homes. The identified supply exceeds five years' worth of housing requirements (1,940) by 1,641 units. This is equivalent to 9.23 years' supply of land and is sufficient to provide ample flexibility and choice over the next five years.

6.1.15 To boost significantly the supply of housing, the NPPF requires local planning authorities to illustrate the expected rate of housing delivery through a housing trajectory for the plan period. The trajectory for Cotswold District over the Plan period (prepared in May 2015) is set out in the following diagram: THIS REQUIRES UPDATING

22 <http://www.cotswold.gov.uk/residents/planning-building/planning-policy/emerging-local-plan/evidence-base-and-monitoring/>

6 Local Plan Strategy

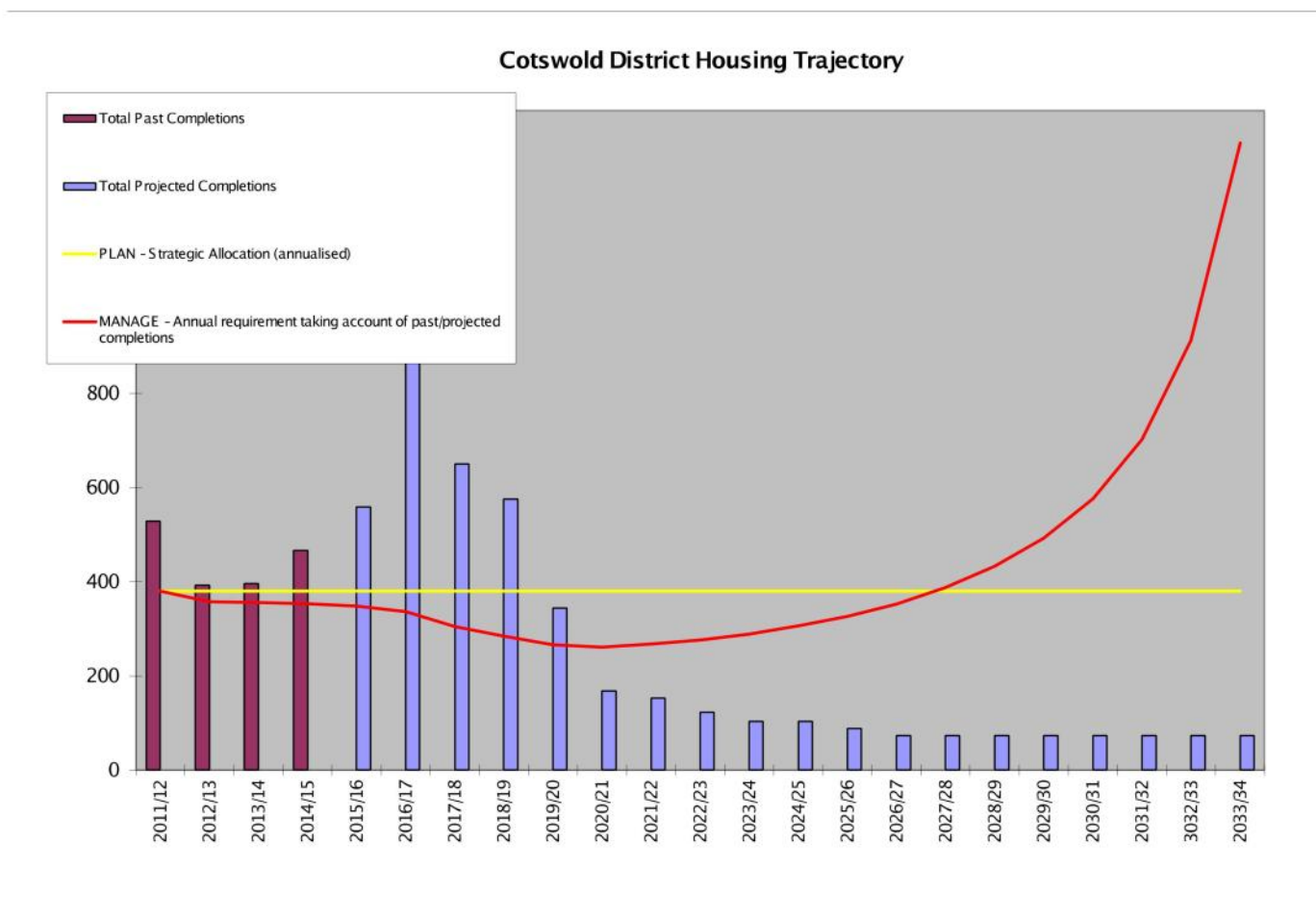


Figure 1 Cotswold Housing Trajectory 2011-2034, May 2015

6.1.16 Policy DS1 states that 33.3 hectares B class employment land will be accommodated within the District over the plan period. The table below sets out the sources of land supply and demonstrates how the 33.3 hectares will be met.

Sources of B Class Employment Land Supply	Amount of land (hectares)
Completions (1 April 2011 to 31 March 2015) UPDATE TO APRIL 2016	4.03
Extant planning permissions at 1st April 2015 UPDATE TO APRIL 2016	6.05
Allocation: Strategic site at Chesterton, Cirencester	9.1

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Sources of B Class Employment Land Supply	Amount of land (hectares)
Other allocations UPDATE IN LIGHT OF LATEST EVIDENCE	14.51
TOTAL	33.7

Table 4

6.1.17 The detailed site allocations for B Class employment land are set out in the settlement policies of the Local Plan (section 7). The Council has also sought to support key employers in the District with major land considerations through a Special Policy Area approach (section 9).

6.1.18 Besides B-class employment growth, a high proportion of future jobs is forecast to occur in other sectors, such as retail, leisure and tourism. This document plans for this type of job growth through specific planning policies (section 9), and settlement policies (section 7), including site allocations where appropriate.

6.2 Development Within Development Boundaries (POLICY DS2)

6.2.1 Development Boundaries have been drawn around the settlements identified specifically for development in the Development Strategy and these are listed in Policy DS1.

Policy DS2

DEVELOPMENT WITHIN DEVELOPMENT BOUNDARIES

Within the Development Boundaries and/or sites allocated for development on the Proposals Maps, applications for development will be permissible in principle provided, where applicable, the development conforms with the use(s) proposed in site-specific allocations.

6.2.2 The Development Boundaries essentially define the existing built-up areas of these towns and villages, including sites that:

- are under construction; and
- have been granted planning permission.

6.2.3 They also include housing and employment sites proposed for development to meet the District's objectively assessed needs to 2031, including the strategic mixed use site to the south of Chesterton, Cirencester. In essence, the Development Boundaries:

6 Local Plan Strategy

- help maintain a sustainable development strategy by focusing the majority of development in the District's most sustainable settlements; and
- protect smaller settlements (and the open countryside) from larger scale development, which is more appropriately located in the Principal Settlements where there is better access to services, facilities, employment opportunities and transport links.

6.2.4 Cirencester and most of the Principal Settlements have Conservation Areas and historic buildings, while Cirencester in particular includes large areas covered by scheduled archaeological sites. These make important contributions towards the Cotswold heritage, for which the area is internationally renowned. Evidence shows that inappropriate development can cause irreparable damage to the sensitive historic environment. In some instances, this has resulted from the development of poorly designed housing while, in others, infill development of visually important spaces has harmed the traditional character of settlements. A settlement's historic, incremental pattern of development should not be materially harmed by incongruous, out-of-scale, or inappropriate development.

6.2.5 In order to meet future housing and employment needs in the most sustainable locations, some larger-scale developments will have to take place. In such cases, direct impact on designated heritage and/or landscape assets should be minimised as far as possible. Good design principles will be important in helping to ensure that new development assimilates well with existing settlements.

6.2.6 Open spaces, gardens, gaps, 'green wedges' and 'green corridors' all make important contributions to the built environment. They can provide settings for buildings, variety in the street scene, vistas, and buffers between developed areas. Cotswold settlements derive much of their character from open spaces within the built-up area and it is important that they are protected from inappropriate development.

6.3 Residential Development Outside Cirencester and the Principal Settlements (POLICY DS3)

6.3.1 Beyond Cirencester and the Principal Settlements, the rest of Cotswold District essentially comprises open countryside and a liberal scattering of rural settlements, including villages, hamlets and farmsteads. About 40% of the District's population lives in these rural locations.

6.3.2 Most of the District's settlements have an essentially rural character that often merges into the surrounding landscape – a particular characteristic of the Cotswolds. Many, though not all, rural settlements lack 'everyday' services; facilities; and/or public transport to better-served settlements.

Policy DS3

RESIDENTIAL DEVELOPMENT OUTSIDE THE PRINCIPAL SETTLEMENTS

1. **Outside Development Boundaries and within or adjacent to rural settlements, small-scale residential development will be permitted provided it:**

Local Plan Strategy 6

- (a) is proportionate to the social, environmental and economic sustainability of the settlement and its surroundings;
- (b) does not have an adverse impact on the settlement, taking account of the cumulative impact of development;
- (c) demonstrably supports or enhances the vitality of the local community; and
- (d) the settlement has at least two of the following:
- a shop and/or a post office
 - a primary school
 - daily transport services that facilitate trips for normal employment purposes to any Principal Settlement within Cotswold District, or any comparable service centre in an adjacent local authority area.
2. Land which would not normally be considered appropriate for residential development within, or adjacent to, rural settlements may be released/ permitted as a rural exception scheme for affordable housing development provided an identified local need has been demonstrated for the development within that parish or community.
3. Applicants proposing two or more residential units on sites outside Development Boundaries should complete a rural housing pro-forma and submit this with the planning application.

6.3.3 Due to the generally low levels of service provision, job opportunities and public transport availability throughout the District, many of the 160+ rural settlements are not sustainable locations for residential development. Therefore, Development Boundaries have not been defined around them and no land allocated for residential development to specifically meet the District's objectively assessed needs to 2031.

6.3.4 Some rural settlements, however, have greater sustainability credentials than others and may, for example, have 'everyday' facilities, such as a shop/ post office or a non-fee paying school, and/or good public transport access to neighbouring service/ employment centres. Availability of everyday facilities is important in reducing unnecessary traffic movements and engendering a sense of community, which helps to prevent 'social isolation'. Accordingly, this policy applies to rural settlements in the District that do not have Development Boundaries, but do have ready access to everyday services, facilities and/or employment opportunities, either within the settlement itself or at a Principal Settlement. Some rural settlements are located near to the District boundary and have better public transport access to equivalent service centres in adjacent local authority areas (e.g. Cricklade, Burford and Winchcombe).

6.3.5 For the purposes of Policy DS3, any shop or post office counts as one facility. This is regardless of whether a settlement has both, one of either, or a joint post office/ shop in the same building.

6 Local Plan Strategy

6.3.6 Small-scale residential development means housing which is proportionate to, and complementary with, the size and character of the settlement and its surroundings. In this context, the policy applies to the provision of any new residential units through the alteration, replacement, conversion or sub-division of an existing dwelling, as well as through new-build. Any development provided through this policy needs to be proportionate, in scale, and appropriately designed, to be in keeping with the rural nature of the locality. Care should be taken that such development, which could include minor infilling, does not harm open spaces or gaps that make a positive contribution to the character of the village, including views and vistas. Careful consideration also needs to be given to the cumulative impact of new development which can, over time, subliminally erode the rural character of villages and/ or lead to the coalescence of groups of buildings to produce a more 'urban' form.

6.3.7 A return bus service that arrives at a service centre before 0900 and departs from that service centre between 1700 and 1800 every weekday is the minimum requirement to facilitate trips for normal employment purposes.

6.3.8 For detailed policy relating to rural exception schemes, refer to Policy H3 (Affordable Housing Outside Principal Settlements).

6.3.9 To demonstrate compliance with Policy DS3, applications must include sufficient information to show that the relevant tests are satisfied. The level of detail provided should be proportionate to the nature of the development, its scale, the sustainability of the settlement, and the sensitivity of the site. The Council has produced a pro-forma to assist applicants with the preparation of the necessary information ([INSERT weblink](#)). Engagement with the local community, via the parish council or parish meeting, would be desirable when assembling this information.

6.4 Monitoring of Development Strategy Policies

6.4.1 All policies will be monitored by taking account of relevant considerations, including the outcome of planning and appeal decisions. Specific indicators relevant to policies in this section include:

Policy	Objective	Indicator
DS1 Development Strategy	1a, 1b, 1c	Monitoring planning application decisions within and outside development boundaries.
DS2 Development within Development Boundaries	1c	
DS3 Residential Development outside Cirencester and the Principal Settlements		

Table 5

Delivering the Strategy 7

7 Delivering the Strategy

7.0.1 The Development Strategy guides future growth towards 17 Principal Settlements across the District as outlined in Section 6, policy DS1. These settlements were selected on the basis of their social and economic sustainability, including accessibility to services and facilities. Some of the district's needs can be accommodated through existing commitments and consents, but additional allocations are also required. Potential sites for new housing have been considered through the SHLAA process and subject to public consultation through the Local Plan Regulation 18 Consultation Development Strategy and Site Allocations (January 2015). Any new evidence that has emerged since the site allocations assessment work was undertaken, and also any substantive evidence that has come out of the public consultation, has been taken into account in a refresh of the sites allocations assessment work. This is published in the "Evidence Paper Supplement : To Inform Non-Strategic Housing and Employment Allocations, April 2016". A total of at least 8,400 houses is planned to be delivered in the settlements over the plan period to 2031 together with 33.3 ha of employment land. Housing sites are allocated and quanta of employment land apportioned in the settlement strategy policies set out below. The level of growth planned for each settlement should help to address local affordable housing needs , sustain existing facilities and maintain the settlement's role as a service centre.

7.0.2 To support new development it is essential that the necessary infrastructure is provided. However, infrastructure needs vary across the District and to reflect this the Principal Settlements have been grouped into three sub-areas solely to guide efficient infrastructure delivery (Table 6). The associated strategic infrastructure necessary to support the planned growth for each of the sub areas is listed in Policies SA1, SA2 and SA3. In addition, there may be some infrastructure which would help achieve higher sustainability standards or be of a higher quality to meet local aspirations. These can add to the quality - either in terms of functionality or attractiveness - of a settlement as a place to live and may be very localised in nature. Work has already been undertaken with local communities to begin to identify infrastructure of this type and has been refined through consultation on various iterations of the Local Plan and then drawn together in Appendix X of the IDP. This is identified as desirable infrastructure and listed, where appropriate , in the policies for each settlement

South Cotswold	Mid Cotswold	North Cotswold
Cirencester (including Chesterton)	Andoversford	Blockley
Down Ampney	Bourton-on-the-Water	Chipping Campden
Fairford	Northleach	Mickleton
Kemble	Stow-on-the-Wold	Moreton-in-Marsh
Lechlade	Upper Rissington	Willersey
South Cerney		

7 Delivering the Strategy

South Cotswold	Mid Cotswold	North Cotswold
Tetbury		

Table 6

7.0.3 The successful delivery of housing at the Chesterton Strategic Allocation is required for the Council to meet its objectively assessed need. It is equally important to deliver sufficient infrastructure to meet the needs of those living in Chesterton and the surrounding area. As such, it is vital that the site promoters and developers work effectively with the Council to ensure that the needs of residents are met.

7.0.4 The levels of non-strategic growth in Cotswold District are not sufficient to require new 'big ticket' items of infrastructure like schools, hospitals and sports halls. Instead, money from planning obligations should be used to increase capacity at existing facilities. Discussions with infrastructure providers has highlighted that this does not have to be through physical expansion of facilities, but could be through increases in operating hours or increases of stock at libraries or equipment at sports venues, for example.

7.0.5 The nature of development being a large number of small sites will mean that the approach will be to pool contributions towards existing facilities within the principal settlements as set out in the Local Plan. These settlements will act as service centres, and can help to meet the infrastructure needs of other smaller settlements where development may be occurring.

7.0.6 Cotswold District Council is in a slightly disadvantaged position whereby a large proportion of its objectively assessed need (OAN) will be met by committed / delivered development. As such, this development cannot be required retrospectively to contribute to the infrastructure identified in the IDP. This particularly affects the Principal Settlements of Fairford, Mickleton, Moreton-in-Marsh and Tetbury.

7.0.7 The delivery of the infrastructure required to support new development across the district and achieve the Council's vision will rely on a wide range of public, private and third sector organisations working together effectively and efficiently. The Council has an important leadership role to play in this process as the Local Plan progresses towards adoption and the supporting Infrastructure Delivery Plan (IDP) is refined.

7.0.8 As such, infrastructure planning and delivery must be viewed as an iterative process with the IDP and Site Calculator reviewed and updated on a regular basis, even beyond the adoption of the local plan, in order to reflect the on-going project development, funding situation and the views of key consultees.

7.0.9 In the policies set out below, the strategic infrastructure required in each sub area are set out on policies SA1, SA2 and SA3. The policies for each individual settlement are numbered S1 -S19 and are located in the relevant sub area section. The settlement policies identify specific land allocations - for example for housing, employment and local green space - as well as local infrastructure. The land allocations, development boundary and any other relevant land use planning designations are all mapped on the plan for each settlement. **MAPS TO BE ADDED**

Delivering the Strategy 7

7.1 South Cotswold - Principal Settlements (POLICY SA1)

7.1.1 The South Cotswolds sub-area comprises:

- Cirencester (excluding Chesterton Strategic Site)
- Down Ampney
- Fairford
- Kemble
- Lechlade
- South Cerney
- Tetbury

7.1.2 Together these settlements provide day-to-day infrastructure, services and facilities for local residents and those living in the wider rural areas.

Policy SA1

Strategy Delivery - South Cotswolds Sub-Area

Development proposals on allocated sites within each settlement will be permitted where they contribute, as appropriate, to listed infrastructure projects together with relevant requirements set out in the Infrastructure Delivery Plan.

Settlement	Housing Allocation (Dwellings)	Employment allocation (Hectares)	Retail (Floorspace m ²)	Identified Infrastructure Projects
Cirencester (excluding Chesterton Strategic Site)	31	2.17	6,900	New purpose-built doctor's surgery needed to meet the needs of growth.
Down Ampney	28	0		
Fairford	0	0		Expansion or relocation of Cirencester Sports Hall. As yet undefined, dependent upon needs resulting from growth.
Kemble	12	0		
Lechlade	18	1.25		An additional pool should be secured through developer contributions at Cotswold Leisure Centre (Cirencester).
South Cerney	0	0		
Tetbury	27	2.08	240	Cycling infrastructure including improvements for Tetbury Road and London Road corridors.

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Settlement	Housing Allocation (Dwellings)	Employment allocation (Hectares)	Retail (Floorspace m ²)	Identified Infrastructure Projects
				<p>Improvements to A429 Cherry Tree junction.</p> <p>SUDs and soft measure interventions to manage flood risk in Cirencester.</p> <p>Expansion or relocation of Fairford Sports Hall. As yet undefined, dependent upon needs resulting from growth.</p> <p>One additional youth football pitch in the Fairford / Lechlade area</p> <p>A417 / Whelford Road junction improvements.</p> <p>Kemble station improvements, including car park expansion.</p> <p>Junction improvement for A429 / A433.</p> <p>One additional youth football pitch in the Fairford / Lechlade area.</p> <p>Romney House surgery expansion or relocation, estimated a surgery of approximately 875 sq.m. is required.</p> <p>Re-use of old railway line for cycling between Tetbury and Kemble.</p> <p>Improvements to A433 (London Road) / A433 (Long Street)/ Hampton Street/ New Church Street junctions.</p> <p>Improvements to A433 (Long Street) / A433 (Bath Road) / B4014 (Fox Hill) / Chipping Street junctions.</p>

Table 7

Delivering the Strategy 7

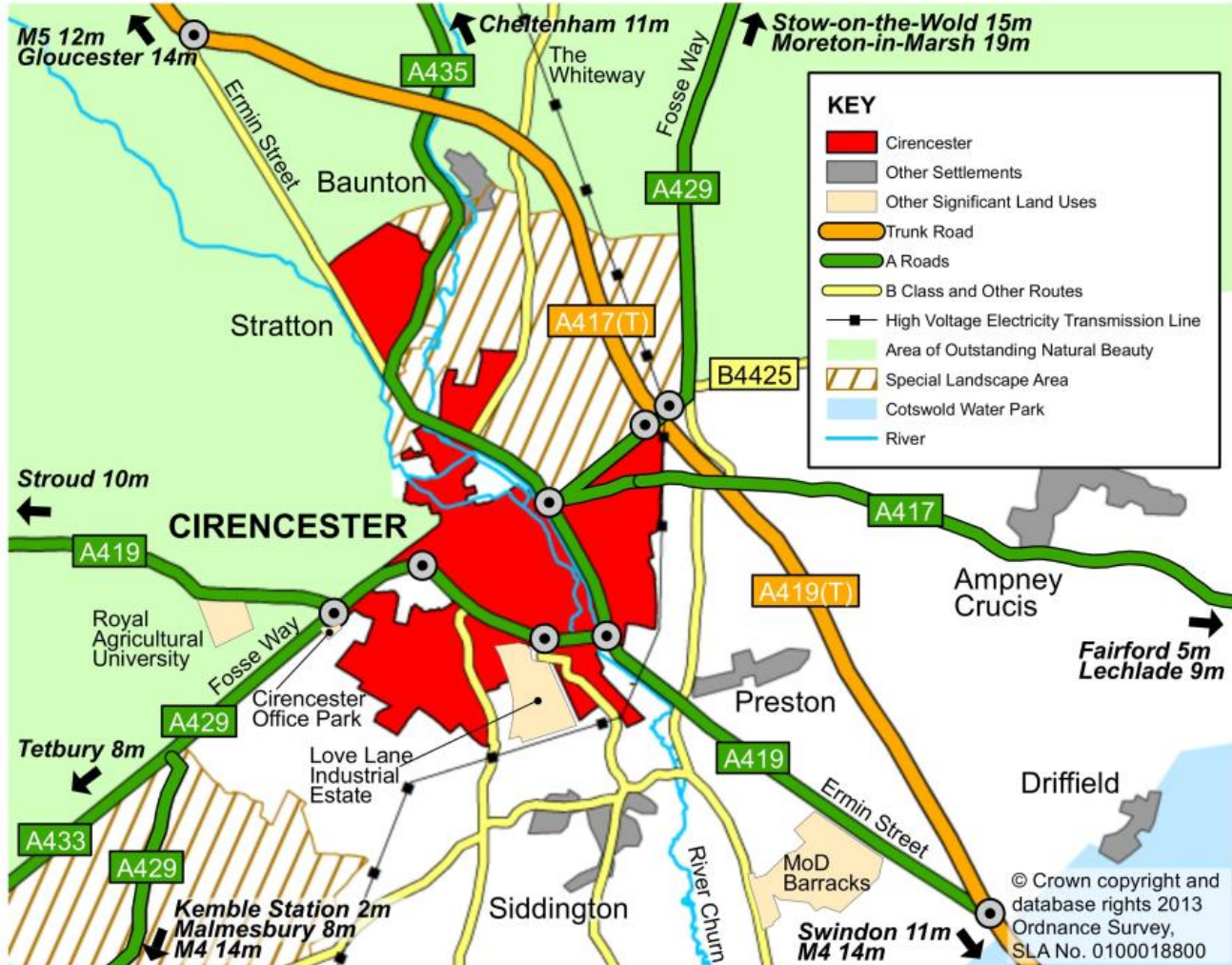
7.1.1 Cirencester Town, Chesterton Strategic Site, Cirencester Town Centre (POLICY S1- S3)

7.1.1.1 Cirencester Town

7.1.1.1.1 About 25% of the District's population lives in Cirencester. A third of all employment is based in the town, and it is listed in the top 200 retail centres in the UK. Good practice in spatial planning for strategic-level growth is to focus on the most sustainable locations. In Cotswold District, as in many other areas across the country, the optimum location for this level of growth is the edge of existing large settlements. This is because incremental growth reduces environmental impact and enables cost-effective integration with existing infrastructure.

7.1.1.1.2 To help Cirencester remain a good place to live and work, and improve its facilities in the future, the town must continue to accommodate a sizeable share of the District's future housing and employment.

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Cirencester Location

7.1.1.1.3 To guide development in Cirencester the local plan has three policies, a policy for Cirencester that identifies the allocations; a policy for the strategic site at Chesterston; and policy for Cirencester Town centre.

7.1.1.1.4 The Cotswolds AONB designation wraps around the northern and western sides of Cirencester. Cirencester Park (grade 1 historic parkland) also lies to the west of the town and effectively precludes any development in that direction. The 'green wedges' and views of the Parish Church tower, are particular characteristics of Cirencester when approaching the town from various directions. Other significant constraints around the town include:

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- the River Churn and Daglingworth stream floodplains, with flood zone 3 covering extensive areas at Stratton meadow, Kingsmeadow, and alongside the inner bypass, effectively separating the main part of the town from Beeches / Kingshill, Bowling Green and Stratton;
- a special landscape area to the north east of the town, including the visually and archaeologically sensitive Hare Bushes / Tar Barrow area; and
- the close proximity of neighbouring settlements, whose individual identities should be protected from coalescence with the town's urban area.

7.1.1.1.5 Cirencester is designated as a principal settlement. It is considered to include the developed parts of adjacent parishes that abut, and are effectively part of, the built-up area of the town, such as Kingshill Meadow and Siddington Road / North Hill Road (except the area around Siddington Primary School and The Old Rectory). All of Love Lane Industrial Estate is considered to fall within Cirencester.

7.1.1.1.6 The Royal Agricultural University (RAU) is very close to Cirencester, the university and its associated activities are acknowledged as being important to the local economy. A policy to guide its development is set out in policy EC4. The preparation of a master plan for the whole RAU area will ensure that a holistic, long term, approach is taken, which is responsive both to its needs and the site's environmental sensitivities.

7.1.1.1.7 Evidence indicates that only limited growth could be accommodated within the existing urban area of Cirencester. Moreover, options for substantial development adjacent to the town are limited because of the significant constraints referred to in the previous paragraph. Having tested many options and combinations for delivering the appropriate amount of housing for Cirencester, evidence concludes that a single strategic site is the only viable solution. The sustainability appraisal has established that land south of Chesterton, which is available and deliverable, remains the most suitable option for accommodating a strategic scale of development. The Strategic site to the south of Chesterton is discussed in detail in policy S2.

7.1.1.1.8 The Council has undertaken a parking study, which has comprehensively reviewed the existing position in Cirencester, including examining potential to rationalise car parking in the town centre onto fewer sites. The review of parking sites could result in the release of land for potential redevelopment.

7.1.1.1.9 Developers will be required to demonstrate that there is adequate waste water capacity both on and off the site to serve the development and that it would not lead to problems for existing or new users. In some circumstances it may be necessary for developers to fund studies to ascertain whether the proposed development will lead to overloading of existing waste water infrastructure.

Policy S1

CIRENCESTER TOWN

Housing

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Allocated housing development sites:

- C_17 42-54 Querns Lane (6 dwellings);
- C_39 Austin Road Flats (9 dwellings); and
- C_101A Magistrates Court (5 dwellings).

Employment

Protected employment sites:

- Love Lane Industrial Estate;
- Phoenix Way;
- Cirencester Office Park (Smith's Field);
- Querns Business Centre;
- College Farm;
- Whiteway Farm;
- Mitsubishi HQ; and
- St James Place.

Mixed Use

- Strategic site at Chesterton (2,350 dwellings, 9.1 ha of employment land and associated infrastructure);
- C_97 Memorial Hospital (11 dwellings) - residential-led development;
- CIR_E14 Waterloo car park (0.67 ha) - mixed car parking and office provision;
- CIR_13B Sheep Street Island (0.96 ha); and
- CIR_E10 Forum Car park (0.54 ha) - retail-led development

Infrastructure

Once contributions to delivery of infrastructure required in the South Cotswolds Sub Area (SA1) have been made, development proposals will, subject to viability, be expected to help deliver or make appropriate contributions towards:

- Provision of additional play space and facilities for children and young people;
- Improvement of the functionality, amenity, safety, biodiversity, environment and attractiveness of City Bank;

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- Restoration and upgrading of Cirencester's open air swimming pool; and
- Improving pedestrian / cycle linkages between Chesterton, the Amphitheatre and the town centre.

7 Delivering the Strategy

7.1.1.2 Strategic Site, south of Chesterton, Cirencester

Introduction

7.1.1.2.1 The allocation of a strategic site is required to ensure that the District's future needs for housing and employment land can be met. Evidence demonstrates that Cirencester - the District's main population, service and employment centre - is the most sustainable place to accommodate this scale of development, and land to the south of Chesterton has been identified as the most suitable and deliverable location.

7.1.1.2.2 The A429 (Tetbury Road) forms a defined boundary to the western edge of the site, while the eastern boundary abuts Spratsgate Lane; the industrial estate at Wilkinson Road; and allotments at Somerford Road.

7.1.1.2.3 The site comprises 120 hectares of predominantly agricultural land, divided into small to medium sized arable fields. The site does not lie within a designated landscape. The AONB terminates at the western edge of the A429 and the Kemble/Ewen Special Landscape Area lies some distance beyond the southern boundary of the site.

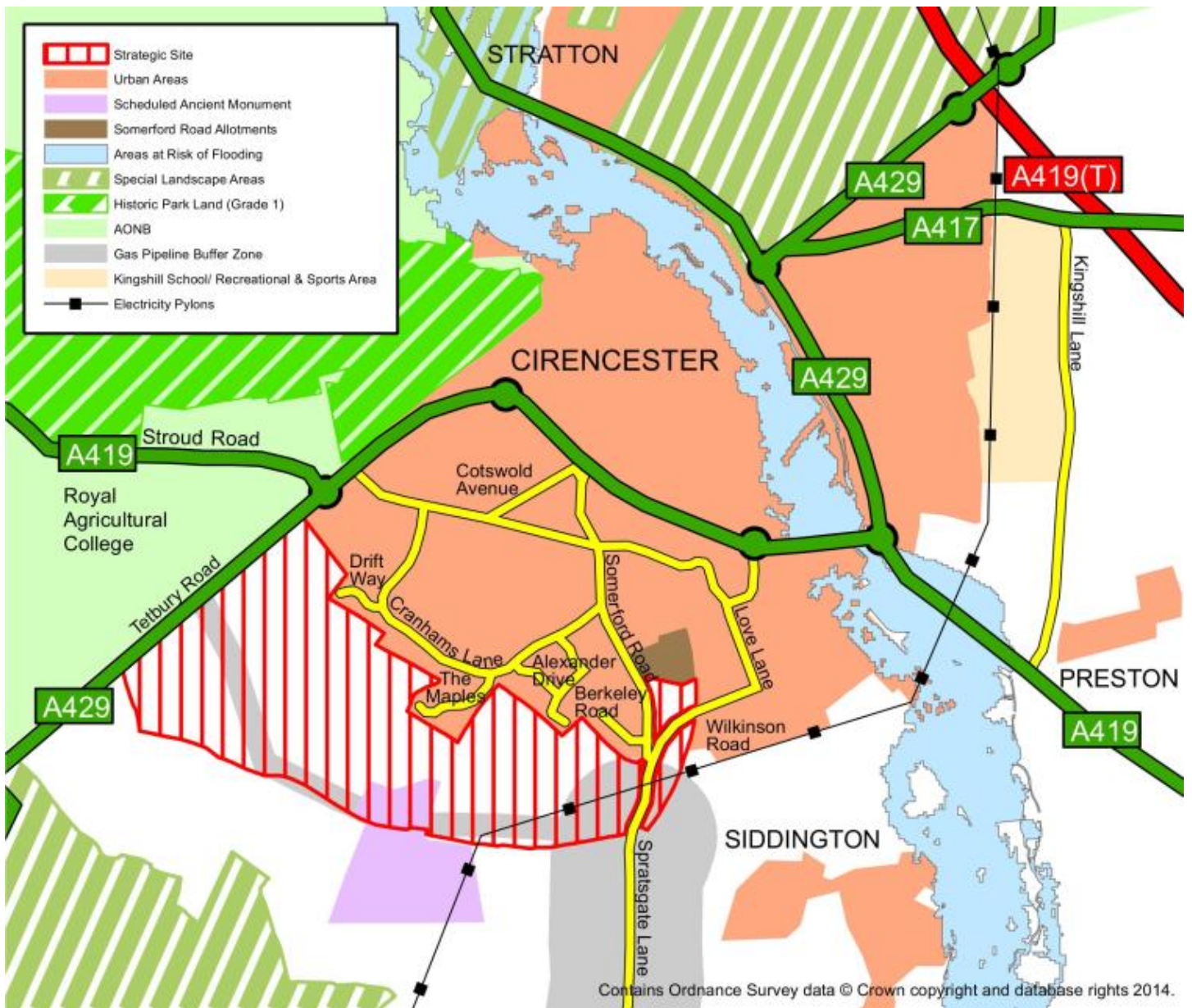
7.1.1.2.4 The landscape is open and very gently rolling with a number of individual and groups of trees covered by tree preservation orders. Public rights of way cross the site, providing access into the town and to the surrounding countryside. The town centre lies about 1.3km to the north of the site.

7.1.1.2.5 There are a number of heritage assets in and around the site. At the centre of the site lies the grade 2 listed Chesterton Farmhouse and barn, with a number of associated outbuildings and cottages. To the north of the site lies a large residential property, The Cranhams, while to the west is the Royal Agricultural University, both of which are Grade 2 listed buildings.

7.1.1.2.6 Some 4.7 hectares of a large scheduled ancient monument - a Romano-British settlement - lies at the southern edge of the site.

7.1.1.2.7 The majority of the northern boundary of the site abuts modern residential development; with the cemetery and Cirencester Business Park adjoining the north western edge of the site. Man-made constraints on the site include two gas pipelines and electricity transmission lines. The site does not lie within any areas designated by the Environment Agency to be at risk from flooding.

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South of Chesterton, Cirencester- Strategic Site Location

7 Delivering the Strategy

Policy S2

Strategic Site South of Chesterton, Cirencester

1. Land to the south of Chesterton, shown on the Proposals Map, is allocated for a sustainable, high quality, mixed used development, including up to 2,350 dwellings (incorporating up to 40% affordable housing) and approximately 9.1 hectares of B1, B2 and B8 employment land. Infrastructure informed by the Infrastructure Delivery Plan and the Vision and Objectives (Appendix B) for the site will be required relating to matters including:

- Community facilities and culture;
- Education;
- Health care;
- Open space, sport and recreation;
- Transport and highways;
- Flood management, waste water, and a Sustainable Urban Drainage System; and
- Water supply.

2. The development will be master planned and implemented on a comprehensive basis. It will be designed and phased to ensure:

- a. Maximum practicable integration between the different uses within and beyond the site;
- b. All necessary supporting infrastructure and community facilities are delivered in synchronisation with housing and employment development; and
- c. To maintain a timely supply of housing and employment land over the plan period.

Explanation

7.1.1.2.8 The development will be undertaken over a period up to 2031 and will be phased to ensure a steady, sustainable delivery of housing and employment land supply. Infrastructure will be delivered in accordance with the phases of development to meet the needs and demands of the development as it grows.

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7.1.1.2.9 The development will include a range of housing types and, in accordance with Policy H2, up to 40% of the dwellings will be affordable, subject to assessment of viability. The Council will seek to ensure that a range of open market dwelling sizes and types are provided to meet local existing and future needs and to provide a mixed community. These could include self-build and dwellings specifically designed to meet the needs of an ageing population.

7.1.1.2.10 The strategic site will deliver a significant part of the employment land provision for the District over the plan period, and the amount allocated reflects anticipated future needs. Options for new employment uses will respond to the findings of the latest economy evidence⁽²³⁾ and meet future employment needs and demands for a mix of types and sizes of business spaces. These will accommodate, for example, business start-up and incubation, expansion of existing businesses, technical hubs and company headquarters. The evidence also identifies future accommodation needs for business and visitors to the area, in order to support the local tourist and business economy.

7.1.1.2.11 It is anticipated that a neighbourhood centre will provide convenience shopping, though the Council will seek to restrict the floor area of the retail (class A1) units to protect the vitality and viability of the existing town centre. The neighbourhood centre will also include facilities to serve the new community, e.g. community meeting space and healthcare facility. Developers will be expected to provide these facilities in phase with development.

7.1.1.2.12 The prospective developer will be expected to mitigate the impact of the development on the local highways network. The IDP identifies these and other infrastructure requirements which the developer will be expected to provide or contribute towards.

7.1.1.2.13 The development should maximise opportunities for sustainable modes of travel. The development will include a comprehensive network of safe and convenient footpaths and cycleways (including necessary improvements to existing routes) linking different uses within and beyond the site, such as the town centre, Deer Park School, Kemble station and the Cotswold Water Park.

7.1.1.2.14 Prospective developers will be required to identify, in liaison with the County and District councils, a comprehensive package of public transport improvements which will have the effect of reducing car dependency. Public transport improvements must be implemented as early as practicable, offering residents/employees viable alternatives to travelling by private car, and thus influencing travel behaviour from the outset.

7.1.1.2.15 However, despite the provision of public transport, it is recognised that some residents of the new development will choose the private car to visit the town centre. This will have an impact on town centre parking and contributions will be sought to mitigate the resulting impacts from the development.

23 Supplement to Cotswold Economy Study 2012 and Economy Evidence Paper 2013 (CDC, November 2014)

7 Delivering the Strategy

7.1.1.2.16 The public open space provision provides an opportunity for the creation of new habitats to enhance biodiversity; for example, through the creation of ponds. This can include the use of native planting and the creation of 'green corridors' across the site, and linking to green infrastructure beyond the site.

7.1.1.2.17 Sustainable Urban Drainage systems (SUDS) also provide an opportunity to create habitats for biodiversity while retaining surface water runoff rates to the same level as the undeveloped site.

7.1.1.2.18 A Tree Preservation Order protects various trees across the site, and the development will have to incorporate these where practicable, and protect them during construction. The Council will require that replacement trees are planted where protected trees have to be removed.

7.1.1.2.19 Supporting infrastructure and services will include the provision of superfast broadband, utilities and foul sewers. The latter is likely to include strategic upgrades to the sewage network, and detailed modelling will be required to establish the precise nature and extent of any upgrades. The provision of high speed broadband will support new and relocating businesses as well as facilitating home-working for residents.

Master Planning

7.1.1.2.20 To achieve high standards of design and all the other objectives for the site, the development will be master planned and implemented on a comprehensive basis. The master planning process will ensure that all aspects of development form, including layout, landscape, density, mix of uses, scale, materials and detailing, are properly addressed.

7.1.1.2.21 The first stage in the process will involve the production of a Master Plan Framework for the whole site by the landowner. Production of the Master Plan Framework will be the focus for pre-application consultation with the community. The completed Master Plan Framework document will be submitted to the Council for consideration prior to the submission of any planning applications for the site. The Council will then decide whether the Master Plan Framework has been produced with an appropriate level of community participation, as described in the Council's Statement of Community Involvement. Provided this is the case, the Council will treat the Master Plan Framework as a material consideration in the determination of subsequent planning applications relating to all or any part of the site. The decision-making weight to be attached to the Master Plan Framework will depend on how well it addresses concerns raised by the community during the pre-application stage, and its consistency with Policy S2 and other relevant Local Plan policies.

7.1.1.2.22 As the entire site is controlled by one landowner, the Council will seek to negotiate the submission of a single outline application for this mixed use development, as an effective way to ensure that a comprehensive Master Plan is produced. The submission of a single outline application would also enable the Council and the landowners to set out clear arrangements for infrastructure delivery within an associated Section 106 agreement. The Council will, however, maintain an open mind about other potential approaches to the planning application process, particularly if they present advantages

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in terms of phasing of the development. At the outline planning application stage, the design proposals set out in the Master Plan will be progressed and further refined through the accompanying design and access statement(s) and the application drawings.

7.1.1.2.23 The Master Plan, the anticipated single outline planning application, and related section 106 agreement will be key stages in the overall master planning process. Together, they will establish a set of parameters and principles for the site, within which high quality design will flourish. The Council will also attach appropriate planning conditions to the outline permission in order to (amongst other matters) establish arrangements for post-outline continuation of the master planning process. These arrangements will be negotiated with the landowner, though the Council will consider the use of sub-area, detailed, master plans, design coding and design briefs for key components of the development, such as the proposed local centre and key areas of open space. This post-outline stage of more detailed master planning work will precede the submission of reserved matters applications. In effect, the Council will seek to protect design quality, in the widest sense, by negotiating with the landowner to put in place a master planning and approval process, which is appropriate to the scale and complexity of the proposed development and consistent with national policy guidance.

7.1.1.2.24 In addition, the Council will utilise some or all of the measures summarised below:

- Effective pre-application engagement at the outline and reserved matters stages;
- The use of design review;
- Continual monitoring and, if necessary, review of detailed master planning material (e.g. design codes);
- Engagement with key partners and the local community;
- Planning performance agreements;
- The use and implementation of planning conditions; and
- Post occupancy surveys of residents.

7 Delivering the Strategy

7.1.1.3 Cirencester Town Centre

7.1.1.3.1 Cirencester's retailing and commercial importance far outstrips the rest of the District, resulting in a vital and viable town centre economy that draws in large numbers of shoppers, commuters and others daily. The rural nature of the surrounding areas, along with relatively poor public transport services, means that the majority of people from outside Cirencester travel into the town by car. Conversely, parking survey results indicate that a relatively small percentage of motorists travel into the town centre from Cirencester's suburbs⁽²⁴⁾.

7.1.1.3.2 A very high proportion of the buildings within the Town Centre are either registered as Listed, Grade 1 or Grade 2 and Grade 2*. It is generally acknowledged that, in addition to each building's individual merits, their collective value adds to their significance by creating a unified and exceptionally attractive historic townscape. Largely because of a combination of the centre's historic environment and a healthy independent retailing offer, Cirencester has maintained a very strong appeal both for users of, and visitors to, the town.

7.1.1.3.3 Therefore, the key issue is how the historic core, and its unique character and function should be protected, whilst accommodating changing retail, commercial and residential needs and preferences.

Policy S3

Cirencester Town Centre

Development within the Cirencester Strategy Area, as supported by the Cirencester Town Centre SPD as shown on the Proposals Map, will be permitted where it meets the requirements set out in policies S3A to S3F.

Policy S3A

Retail and Town Centre Uses

- 1. Provision will be made for 5,600 sq.m of comparison retail floorspace and 1,300 sq.m of net convenience floorspace in the plan period⁽²⁵⁾. A review is underway.**
- 2. Existing town centre car parks will be safeguarded from loss of further spaces until alternative provision is secured and implemented.**

24 Cirencester Parking Survey (GCC, August 2015)

25 Cotswold Economy Study (PBA, October 2012)

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3. **Class A1 uses should be concentrated in the primary frontage, defined on the proposals map. The loss of A1 uses will be resisted where it would harm the vitality or viability of the town centre.**
4. **Within the secondary frontage, identified on proposals map, class A1 uses and other town centre uses will be allowed where they would complement and enhance the shopping offer of the town centre. The loss of town centre uses in this frontage will be resisted and, other than A1 uses, concentrations of single uses will not be permitted where this would cause amenity issues or affect the vitality and viability of the town centre.**

Policy S3B

Transport and Parking

1. **Through the implementation of a Transport and Parking Strategy, future development will support and facilitate the creation of an attractive, vibrant town centre where the aim of reducing congestion and pollution are addressed by:**
 - a. **considering the rationalisation and intensification of off-street parking, potentially by decking existing car park(s), where evidence and viability indicate this is an appropriate approach to meet identified demand, including for shopping and long-stay commuting⁽²⁶⁾;**
 - b. **subject to any land currently used for off-street public car parking becoming surplus to requirements, considering its re-use for alternative, beneficial town centre purposes;**
 - c. **where justified, consider the removal of on-street car parking;**
 - d. **creating an improved public transport interchange at Southway; and**
 - e. **making walking and cycling safer, convenient, accessible, and more attractive by considering pedestrian priority schemes; access restrictions to discourage unnecessary through traffic; better segregation between cars and cycles; and by ensuring pedestrian and cycle routes, and associated facilities, are maintained to an appropriate standard⁽²⁷⁾**
2. **Through the design of new development schemes, enhance the quality of pedestrian access and permeability within and to the town centre, and improve the quality of key pedestrian routes, including:**
 - a. **Cricklade Street to the junction of Ashcroft Road**
 - b. **Silver Street**
 - c. **Castle Street**

26 Cirencester Parking Survey (GCC, August 2015)

27 Cotswold Cycling Strategy SPG - aims and objectives (2004)

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- d. **Gosditch Street**
- e. **Dyer Street**
- f. **Black Jack Street**

Policy S3C

Tourism and Cultural Facilities

Suitable tourism and cultural proposals will be encouraged to strengthen the contribution of tourism to the local economy, and to make Cirencester an even more attractive place to visit throughout the year. Provision for a hotel or similar type of tourist accommodation will be made in and/ or adjacent to the town.

Policy S3D

Enhancing Environmental Quality

Improve the environmental quality of the town centre by supporting proposals and interventions that create an attractive public realm, including:

- a. **enhanced streetscape, urban environment, amenity, safety and the improvement of the 'active' street frontage;**
- b. **improved public realm with clear signposting and routing to key town centre destinations utilising distinctive local materials; and**
- c. **public art proposals and high quality and distinctive street furniture.**

Policy S3E

Green Infrastructure and Play Space

1. Improve the provision of additional play space and facilities for children and young people by restoring and upgrading Cirencester's open air swimming pool; sustaining and enhancing green infrastructure and major community spaces.

2. Enhance and manage the open spaces and key landscape features in the following areas:

- a. **between London Road and City Bank Road;**

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- b. **between Queen Elizabeth Road and Kingshill School; and**
- c. **informal space between Beeches, Kingshill and the town centre.**

Policy S3F

Redevelopment of town centre sites

1. New development should provide sufficient car parking to meet its own needs. Where appropriate town centre development is proposed on existing town centre car parks, alternative parking provision must be secured prior to development commencing.

2. Any comprehensive development of the following sites would be guided by a master plan:

- a. **Sheep Street 'island' site;**
- b. **Memorial Hospital Site;**
- c. **Brewery Car Park and adjacent areas;**
- d. **The Forum Car Park and neighbouring land including Dyer Street; and**
- e. **The Waterloo Car Park.**

The master plan should include detailed guidance on appropriate town centre uses and matters such as design, movement (including parking provision), the general distribution of activities and uses in the wider area.

3. Redevelopment of town centre sites will be encouraged in order to contribute towards the town centre's employment base, including class B1 office provision, and possibly studio/start-up space.

7.1.1.3.4 It is important to the town centre's vitality and viability to maintain a rich and varied cultural and retail offer and a locally-distinctive shopping experience, with some national multiples supporting niche independent shops, resulting in greater retention of shopping expenditure.

7.1.1.3.5 The main focus for the town centre will be to provide an attractive and vibrant place where people can access a range of local services and facilities, including a diverse retail offer within the primary shopping area. Whilst Cirencester has a healthy town centre, it needs to evolve and improve, so that it can continue to compete effectively with other nearby shopping destinations.

7.1.1.3.6 To ensure that the centre can continue to fulfil these roles and support the wider local economy, new development and the intensification of existing uses is needed. One of the strengths of the town centre is its attractive historic built heritage and wealth of listed buildings, but this also presents challenges for intensification and redevelopment to meet modern retail requirements. Much more could also be done to increase pedestrian permeability, helping to strengthen Cirencester's reputation as a shopping destination.

7 Delivering the Strategy

7.1.1.3.7 The main objective for this area is to promote a competitive and attractive retail sector of the Town centre through sensitive expansion, redevelopment and intensification of use, including more effective use of upper floors. A balance needs to be struck between ensuring there is no loss or substantial harm to heritage assets and the public benefit of maintaining a vibrant and vital centre, which includes viable uses for historic buildings.

7.1.1.3.8 The main issues currently facing the town centre are:

- Lack of available space for new retail and business development;
- Variable quality of public realm and improvements to the environment;
- Managing traffic flows and parking effectively for different users;
- Pedestrian flows through the town centre and links beyond the ring road; and
- Loss of commercial space and retail units to residential use.

7.1.1.3.9 Retail Studies suggest that development opportunities within and adjoining the town centre are limited to the potential redevelopment of car park and service areas. This could enable the provision of modern A1 retail space that is currently lacking in the town centre as well as a range of evening and leisure uses to complement existing provision. This would serve both local and sub-regional consumers as well as tourists and so provide an alternative to other competing centres for their A1 comparison shopping.

7.1.1.3.10 Cirencester's town centre is currently performing well. The proposed strategy for growth is longer term to ensure Cirencester continues to be vital and viable; thus, no emphasis has been placed on 'front loading' the floorspace requirements. It will take time to undertake the necessary master planning and site assembly tasks, especially in the light of the long run recovery predicted for the national economy⁽²⁸⁾.

7.1.1.3.11 The quality of the public realm is variable, though in some instances there have been considerable improvements, notably in the Silver Street and Park Street area. However, generally it lags behind the quality of the buildings. The quality of the public realm is at its lowest in the areas redeveloped in 1960s and 1970s, and around the large parking areas. There is also a sharp contrast in the quality of townscape between the fronts and the backs of buildings.

7.1.1.3.12 The results of the 2015 parking survey indicate that most of the town centre car parks currently have some capacity, including at weekends, with The Waterloo and Forum car parks being particularly underused⁽²⁹⁾. The survey also reveals that on-street parking is congested in the central core of the town both during the week and at weekends⁽³⁰⁾.

7.1.1.3.13 Traffic management and parking measures will be required in order to:

28 Cotswold Economy Study (PBA, October 2012)

29 N.B. The Forum car park had been partly closed during the weeks prior to the survey while it was undergoing refurbishment. Although it was re-opened fully by the time the survey was undertaken, the partial closure may have resulted in temporarily reduced usage.

30 Cirencester Parking Survey, August 2015

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- make more effective use of off-street parking;
- encourage through traffic onto the ring road; and
- improve road safety for pedestrians and cyclists.

7.1.1.3.14 In common with most town centres, ease of movement is a crucial issue in Cirencester. The town's historic street pattern and narrow pavements often makes pedestrian movement difficult. Despite this, the town centre retains an outstanding underlying permeability, enhanced in recent years by schemes such as Swan Yard/ post office. Significant progress has also been made towards a major improvement scheme for the Market Place. By reducing the priority given to traffic and rationalising the road layout, Market Place will be reinforced as the town's "heart" and social and civic hub.

7.1.1.3.15 Proposals to improve Cirencester's townscape, broadly in line with the provisions of the Cirencester Town Centre SPD, are supported in principle, notably the scheme to transform the Market Place into a more pedestrian-friendly environment.

7.1.1.3.16 The Town Centre will, in the longer term, deliver new homes and significant retail and business opportunities. This would be guided by a Town Centre Master Plan (SPD) that will be produced by the District Council in association with other stakeholders, including the Town Council, Gloucestershire County Council, the local community, businesses and the Civic Society.

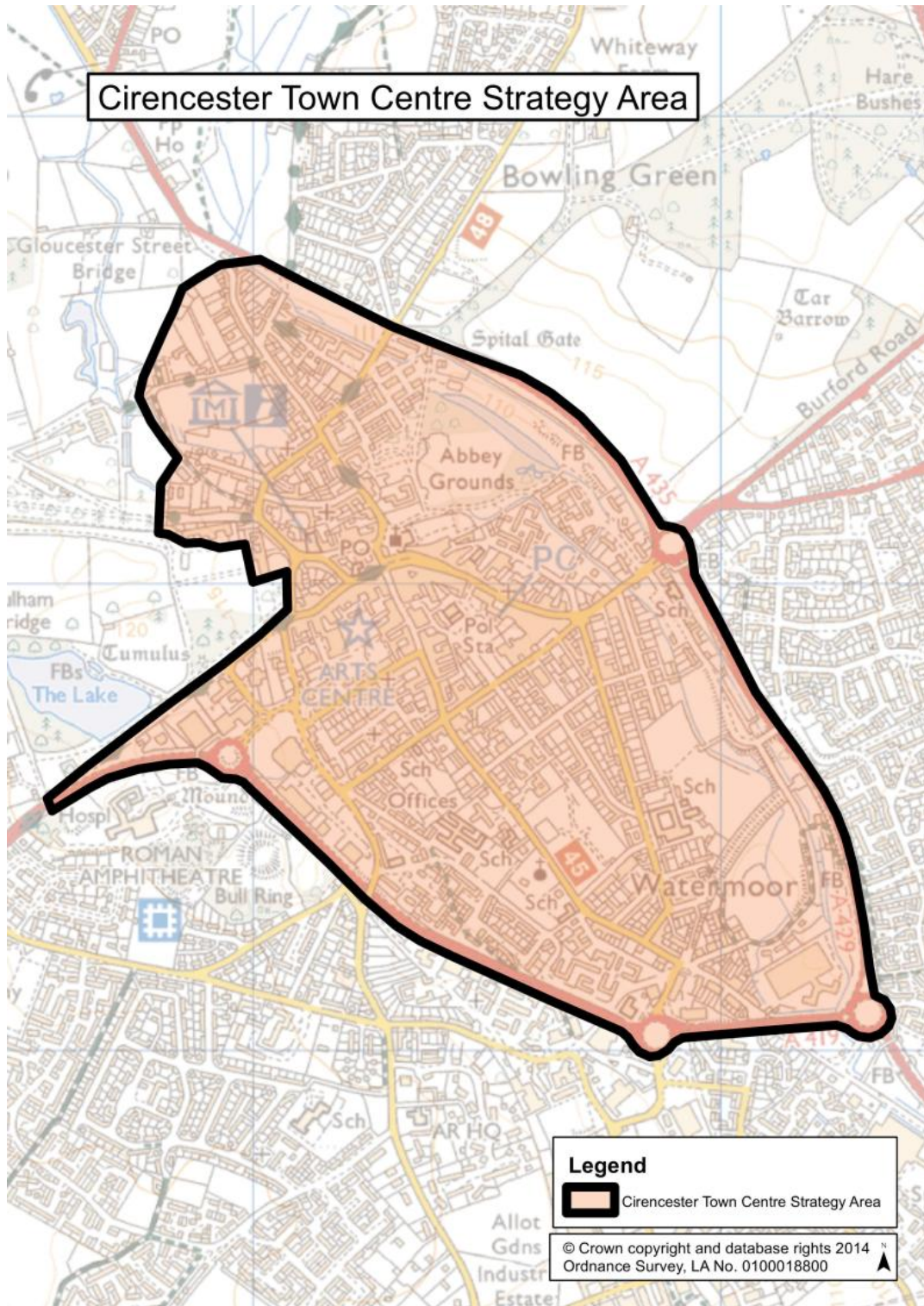
7.1.1.3.17 This master plan will seek to develop Cirencester Town Centre in a holistic manner, balancing the need to manage traffic, and improve the appearance of the public realm with other competing, environmental, social and economic objectives.

7.1.1.3.18 In addressing future development within the town centre, the following priorities have also been established. Together, these form the main considerations against which all the proposals should be tested.

7.1.1.3.19 Improve vitality and viability in the town centre and ensure that new development enhances the context and special character of Cirencester.

- Maintain and/or create active frontages;
- Maintain and improve the quality of the environment and contribute to the overall improvement of the streetscape and urban environment;
- Add to Cirencester's employment base;
- Provide services for Cirencester's residents and visitors; and
- Encourage good neighbourliness by providing activities and spaces that are pleasant and safe for all and where conflicting activities are managed.

7 Delivering the Strategy

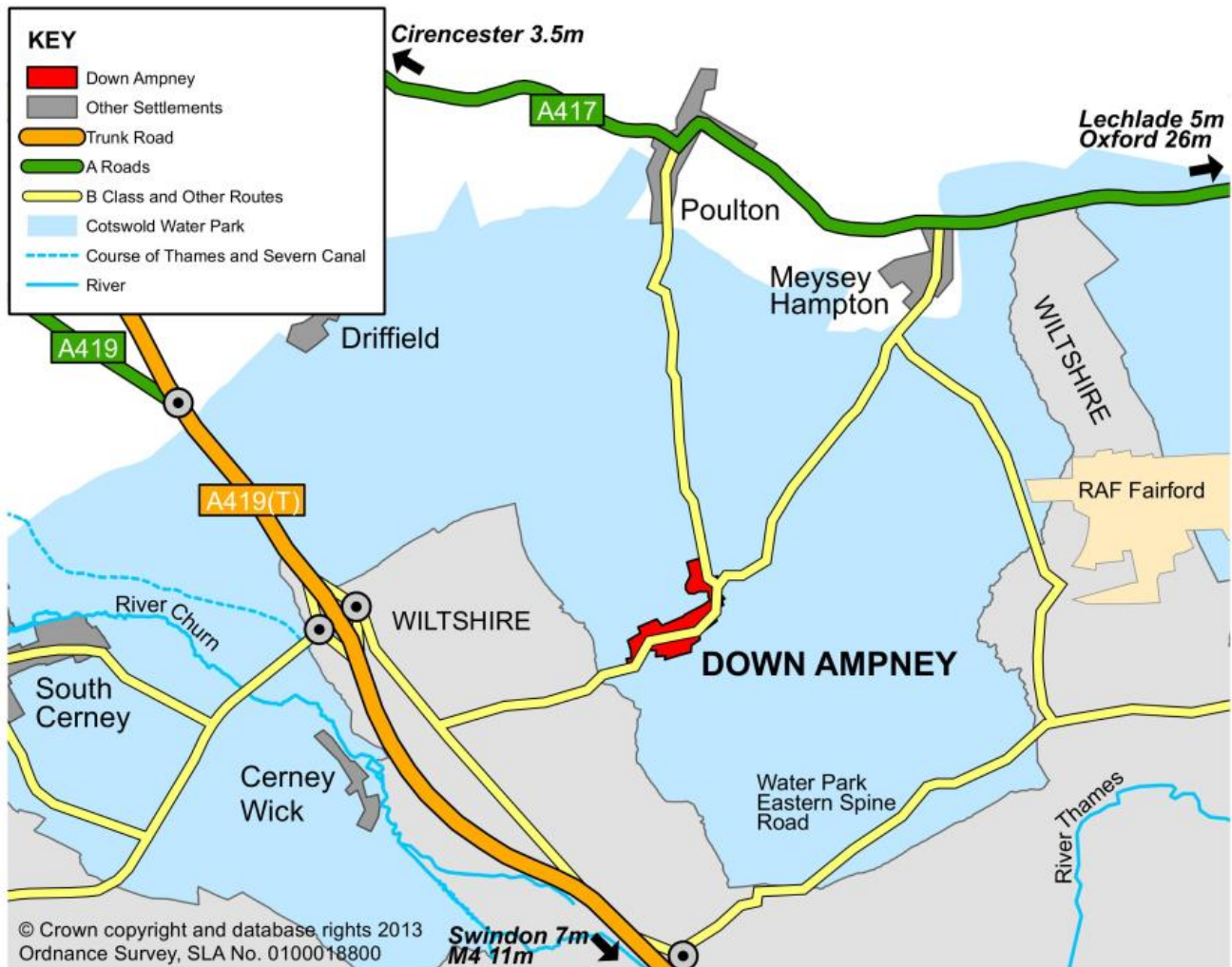


Map 1 Cirencester Town Centre Strategy Area

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7.1.2 Down Ampney (POLICY S4)

7.1.2.1 Down Ampney is a modest sized village with a population of less than 700. Although it has a relatively limited range of services and facilities, the village is capable of servicing certain day-to-day needs, including top-up shopping, post office services and primary education.



Down Ampney Location

7.1.2.2 For all three housing sites developers will be required to demonstrate that there is adequate water supply capacity and waste water capacity both on and off the site to serve the development and that it would not lead to problems for existing or new users. In some circumstances it may be necessary for developers to fund studies to ascertain whether the proposed development will lead to overloading of existing water and waste water infrastructure.

7 Delivering the Strategy

7.1.2.3 All the proposed housing allocations are located within the inner Source Protection Zone (SPZ1) for Meysey Hampton Public Water Abstraction. Development proposals within SPZ1 need to be designed to allow for deep penetrative foundation methods, if contamination is encountered.

7.1.2.4 Concerns have been raised regarding infrastructure provision in the village, especially in relation to, sewage and associated flood risk; the need for footpaths/ pedestrian crossing to improve safety and access; the need to protect open spaces; and the lack of public transport provision to Cirencester and Swindon. The policy therefore identifies items of desirable infrastructure which may be sought during negotiations with developers.

Policy S4

DOWN AMPNEY

Housing

Allocated housing development sites:

- DA_2 Dukes Field (10 dwellings)
- DA_5A Buildings at Rooktree Farm (8 dwellings)
- DA_8 Land at Broadleaze (10 dwellings)

Infrastructure

Once contributions to delivery of infrastructure required in the South Cotswolds Sub Area (Policy SA1) have been made, development proposals will, subject to viability, be expected to help deliver or make appropriate contributions towards:

- Provision of allotments;
- Improvements to footpaths in and around the village, including a pedestrian crossing in the village centre;
- Improvements to public transport provision, particularly to Cirencester and Swindon;
- Provision of new facilities for young people;
- Improvements in links to The Folley and Down Ampney Pits, and existing pocket parks; and
- Provision of, or contributions to, a new natural open space or pocket park.

Delivering the Strategy 7

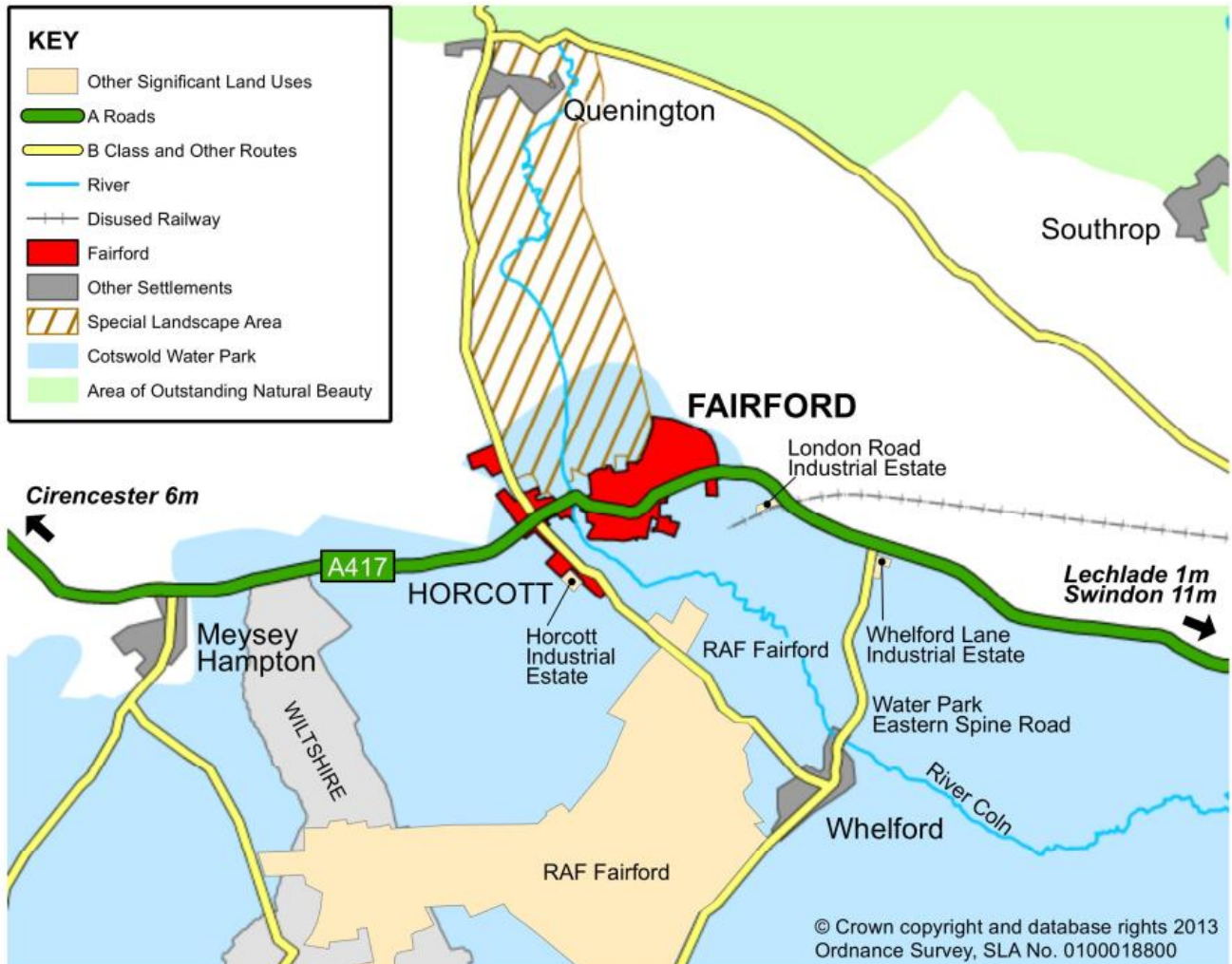
7.1.3 Fairford (POLICY S5)

7.1.3.1 Fairford is one of the largest settlements in the district. Horcott lies a very short distance to the south-west of Fairford's built up area. Although separated by the River Coln flood plain, the two areas all but join at the northern end of Horcott Road and their physical separation is fairly imperceptible on the ground. Given this, and the fact that Horcott Industrial Estate is the town's main employment area, Horcott is considered to be an integral part of Fairford.

7.1.3.2 RAF Fairford, located to the south of Horcott, is an important strategic 'stand by' airfield, which continues to host the world famous annual Air Tattoo.

7.1.3.3 Although Fairford is not located within the AONB, it has a pleasant riverside setting, with a Special Landscape Area (SLA) covering Fairford Park and the Coln valley to the north of the town. Wherever development is located, it should be carefully conceived to ensure that it helps the built environment, as far as possible, to blend into the town's subtle landscape setting.

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Fairford Location

7.1.3.4 The town has a good range of community facilities and services and has a reasonable employment base with a higher than average proportion of those jobs in growth sectors. Fairford's employment role, however, is in danger of decreasing as there is a poor balance of jobs to workers.

7.1.3.5 Perhaps unsurprisingly, given the close proximity of Swindon (12 miles), Fairford's self-containment (the percentage of travel to work journeys that start and finish in the ward) is lower than some of the District's other larger settlements.

7.1.3.6 Tourism is important to Fairford's economy, and the wider Cotswold Water Park. The benefits of tourism to the town should be maximised, for example, through the improvement of cycle/footpath links with the Cotswold Water Park, Lechlade, and the canal route.

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7.1.3.7 Community-led planning documents and surveys have identified infrastructure projects including the provision of land for allotments and the development of sporting facilities. Proposals for new development will take account of parking facilities and congestion issues.

7.1.3.8 There are no housing allocations in Fairford given the high number of planning permissions that have come forward since April 2011.

Policy S5

FAIRFORD

Employment

Protected existing employment sites:

- Horcott Industrial Estate;
- London Road;
- Whelford Lane Industrial Estate; and
- New Chapel Electronics.

Infrastructure

The route for the multi-use path from Fairford to Lechlade along the line of the former railway will be safeguarded and, as part of any development proposal, contributions will be sought for the improvement of this link.

Once contributions to delivery of infrastructure required in the South Cotswolds Sub Area (Policy SA1) have been made, development proposals will, subject to viability, be expected to help deliver or make appropriate contributions towards:

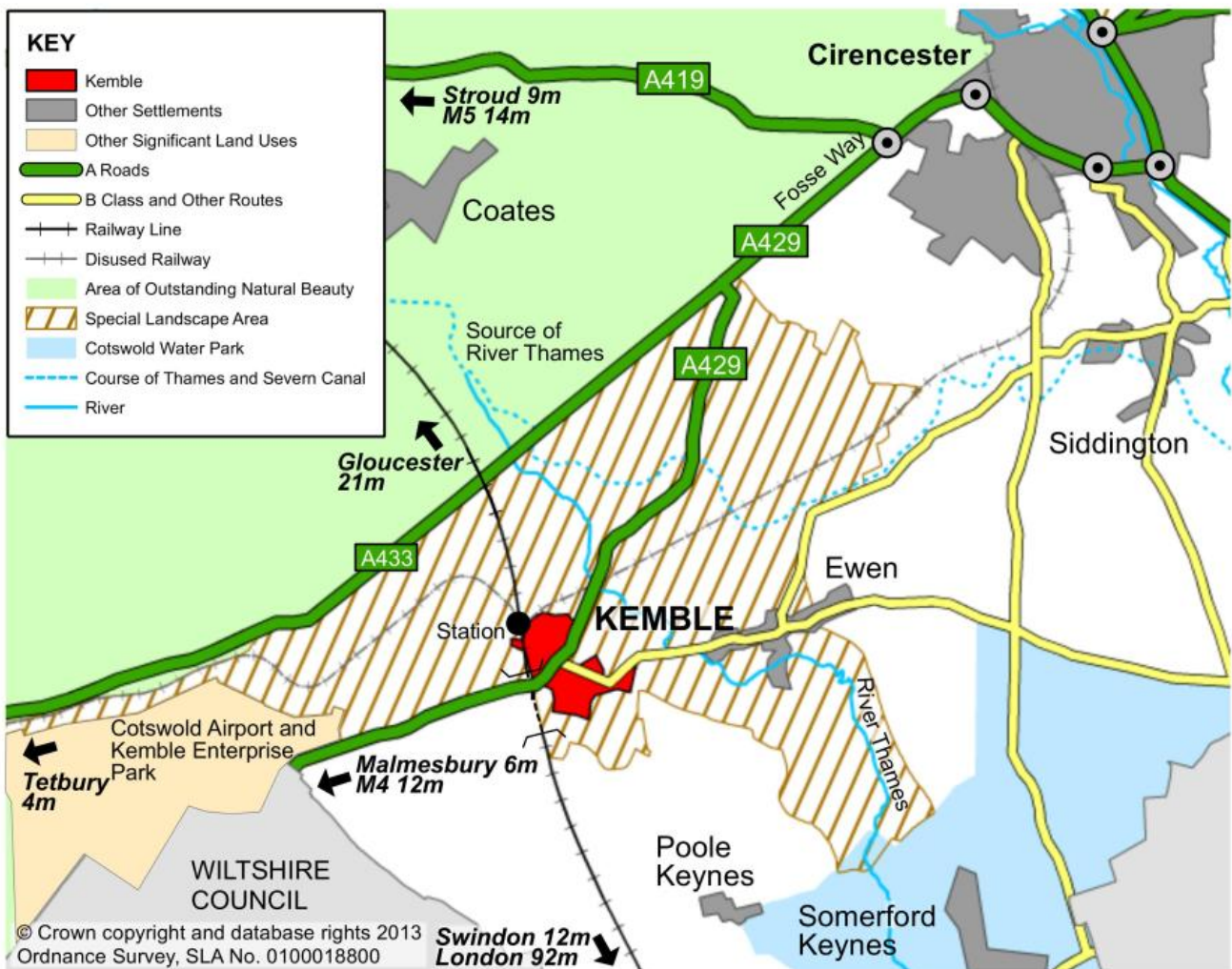
- Improvements to the provision of footpath and cycle links between Fairford and the riverside, the Cotswold Water Park and canal route are all supported in principle;
- The provision of suitable land for allotments; and
- The provision of suitable land for a burial ground.

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7.1.4 Kemble (POLICY S6)

7.1.4.1 Kemble is one of only two settlements in the District with a railway station. The station has regular services to London, Swindon, Gloucester and Cheltenham and is effectively a ‘parkway’ for Cirencester and Tetbury, together with many surrounding villages.

7.1.4.2 Despite Kemble’s modest size (population under 1,000) and relatively limited range of community services and facilities, the village is capable of servicing certain day-to-day needs including top-up shopping, post office services, primary education, GP services, and social activities.



Kemble Location

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7.1.4.3 The village is relatively close to Cirencester (five miles), to which it is accessible by bus and car, as well as within practical cycling distance. There are opportunities to improve cycling links, by investigating the re-use of the former railway trackbed of the closed branch line to Cirencester. Similarly, a suggested Sustrans scheme to provide a cycle link to Tetbury along the former railway trackbed could be revisited. This would help to optimise the use of the railway station for sustainable travel.

7.1.4.4 The need to address the car parking issue at the station is recognised in the IDP and LTP3.

7.1.4.5 Although there is minimal employment within the village, job opportunities exist at the nearby Kemble Enterprise Park, two miles to the west along the A429. Bus and cycle links between Kemble and the Enterprise Park are currently poor and improvements would facilitate more sustainable travel options. Surveys carried out for the Kemble and Ewen Parish Plan identified several priorities, which include the provision of a safe walking route between Kemble and Ewen, and the restoration of the Thames - Severn Canal having regard to policy SP3 Thames and Severn Canal.

7.1.4.6 In accordance with INF1 new development should have regard to the need for hydraulic modelling to understand the extent of the sewerage upgrades necessary for further housing development and its phasing. Developers will also be required to demonstrate that there is adequate water supply capacity both on and off the site to serve the development and that it would not lead to problems for existing or new users. In some circumstances it may be necessary for developers to fund studies to ascertain whether the proposed development will lead to overloading of existing water and waste water infrastructure.

7.1.4.7 Significant archaeological deposits found in southern half of K_2. Further assessment and evaluation will be required before any planning proposal can be approved.

Policy S6

KEMBLE

Housing

Allocated housing development site:

- K_2 Land at Station Road (12 dwellings), subject to securing the long term protection of the Community Gardens (Refer to Policy EN11, Local Green Space LGS7).

Employment

Protected existing employment sites

- Kemble Enterprise Park.

7 Delivering the Strategy

Infrastructure

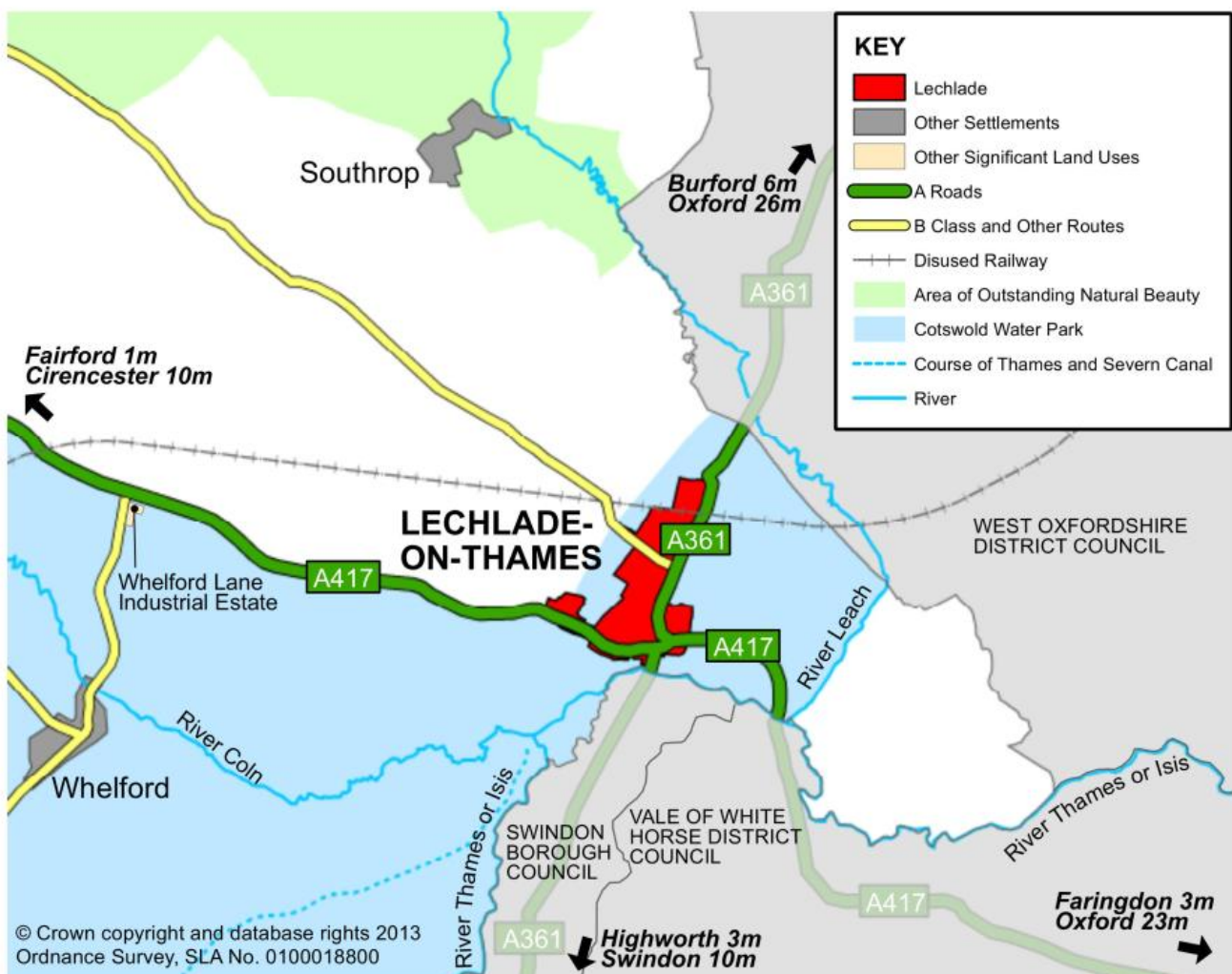
Once contributions to delivery of infrastructure required in the South Cotswolds Sub Area (Policy SA1) have been made, development proposals will, subject to viability, be expected to help deliver or make appropriate contributions towards:

- Improvements will be sought to improve bus and cycle links between the village and Kemble Enterprise Park; and
- Provision of a safe footpath between Ewen and Kemble.

Delivering the Strategy 7

7.1.5 Lechlade (POLICY S7)

7.1.5.1 Lechlade is historically an inland port adjacent to the River Thames, the Thames-Severn Canal, and the Cotswold Water Park. The town is one of the District's larger settlements, but it has limited employment opportunities and its range of community facilities and services is limited and lacks higher order facilities, such as a secondary school, leisure centre and hospital.



Lechlade Location

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7.1.5.2 Lechlade's self-containment (the percentage of travel to work journeys that start and finish in the town) is low compared with similar settlements in the District, and the town does not currently have an established employment site. The need for an employment site to improve sustainability, reduce out-commuting and offer employment opportunities for local people is widely recognised. Site LEC_E1 presents the most suitable opportunity for achieving employment development.

7.1.5.3 Lechlade has a well-advanced Neighbourhood Plan which has been through the examination process. The Neighbourhood Plan identifies sites L_19 and L_18B as suitable for housing development.

7.1.5.4 Lechlade Town Council has drawn attention to HGV traffic which, unimpeded, currently use Halfpenny Bridge and St John's Bridge for North/South and East/West routes, to avoid designated priority routes.

7.1.5.5 The tourism industry is an important sector in the local economy and increasing the benefits it brings to Lechlade is seen as essential to the town's long term economic future. Opportunities to develop its tourism related facilities will be supported.

7.1.5.6 Developers are advised that sites L_18B and L_19 are located in Source Protection Zone 1. Development in these locations have the potential to cause pollution and require precautions to be taken in consultation with the Environment Agency.

7.1.5.7 An archaeological assessment and evaluation of the allocated sites will be required prior to development.

Policy S7

LECHLADE-ON-THAMES

Housing

Allocated housing development sites:

- L_18B Land west of Orchard Close, Downington (9 dwellings); and
- L_19 Land south of Butler's Court (9 dwellings).

Employment

Allocated employment site (for B1 class use):

- LEC_E1 Land north of Butler's Court (1.25 ha)

Tourism

Delivering the Strategy 7

Proposals for hotel or similar tourist accommodation will be permitted.

Infrastructure

- A site is allocated for a cemetery at site LEC.4
- A site allocated for a small car park at site LEC.3

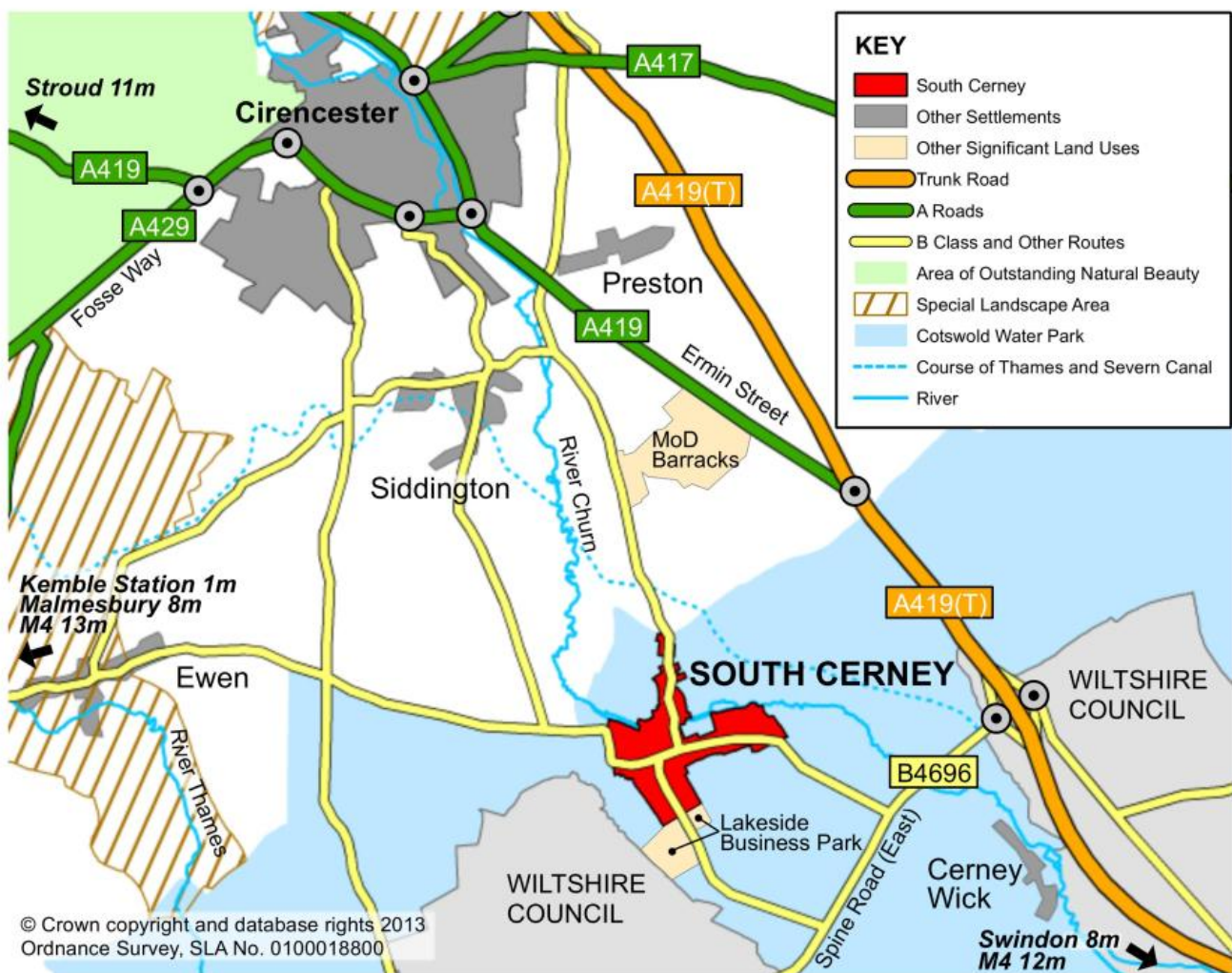
Once contributions to delivery of infrastructure required in the South Cotswolds Sub Area (Policy SA1) have been made, development proposals will, subject to viability, be expected to help deliver or make appropriate contributions towards:

- provision of safe footpath and cycle links to the Cotswold Water Park, canal route and Fairford;
- installation of a new footbridge over the River Thames;
- improvements to the public realm at the entrances to Lechlade and the town centre;
- the regeneration of the riverside area as a prominent gateway to the town for tourist, leisure and retail-related uses, taking into account the potential flood risk

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7.1.6 South Cerney (POLICY S8)

7.1.6.1 South Cerney currently provides for the basic needs of the village's sizable population. The village's service centre role does not currently need to be enhanced beyond its existing level due to its proximity to Cirencester.



South Cerney Location

7.1.6.2 South Cerney is classed as a 'Local Centre' in the District's retail hierarchy, and opportunities to help maintain this position will be promoted through the Local Plan. The village also has a large, well established, successful business park.

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7.1.6.3 The village lies within the Cotswold Water Park (policy SP5) and close to the route of the Thames - Severn Canal. The canal route will be safeguarded (policy SP3 and SP4) through the Local Plan, and the restoration of the canal could bring several benefits.

7.1.6.4 New development proposals will be required to contribute to the provision of a new and improved cycle path from South Cerney to Cirencester, the Cotswold Water Park and Duke of Gloucester Barracks. This would give the opportunity to use more sustainable modes of transport between home and work and enhance tourism opportunities.

7.1.6.5 There are no housing allocations in South Cerney given the high number of planning permissions that have come forward since April 2011.

Policy S8

SOUTH CERNEY

Employment

Protected existing employment sites

- The Lakeside Business Park.

Infrastructure

Once contributions to delivery of infrastructure required in the South Cotswolds Sub Area (Policy SA1) have been made, development proposals will, subject to viability, be expected to help deliver or make appropriate contributions towards:

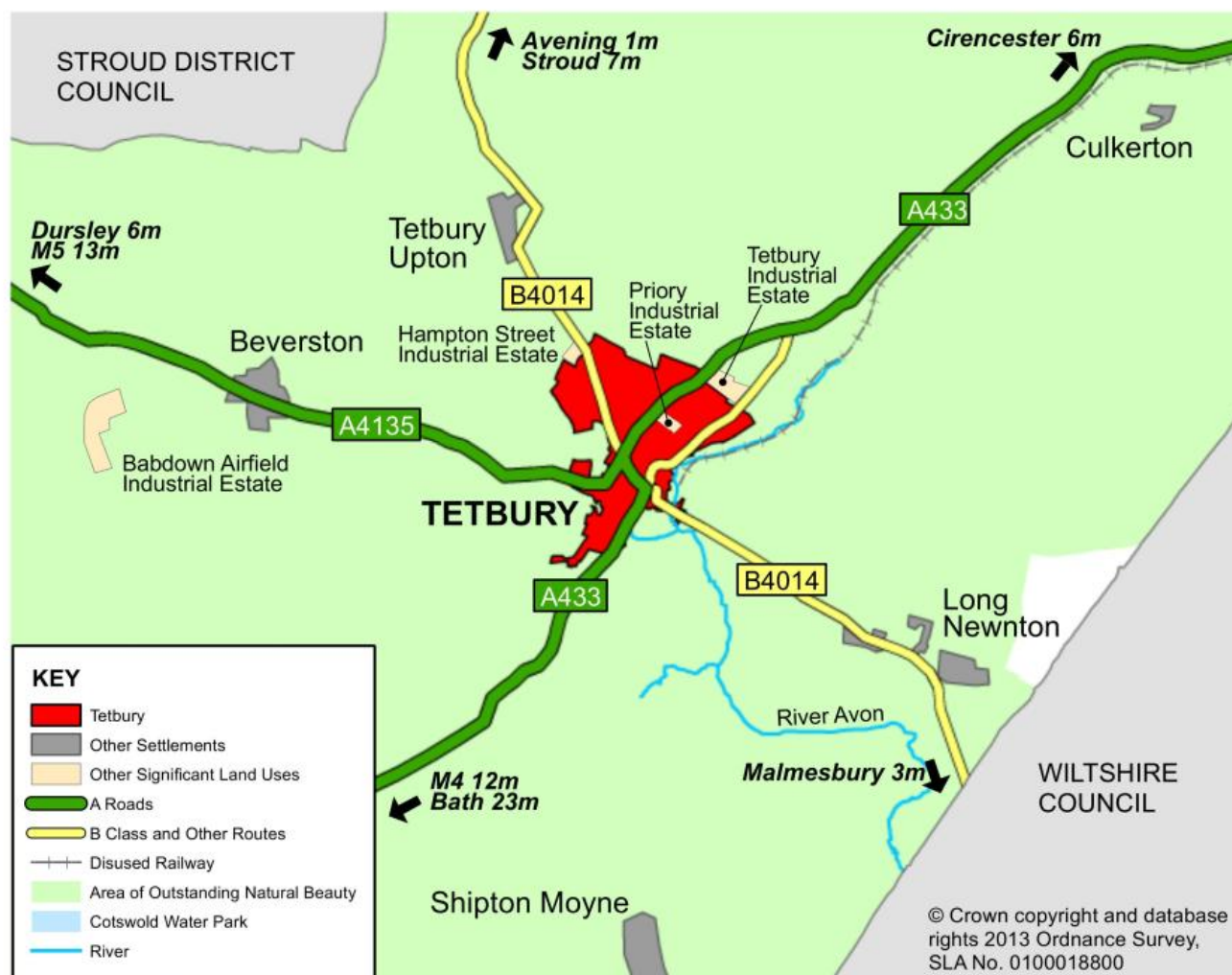
- A new and improved cycle path from South Cerney to Cirencester, the Cotswold Water Park and Duke of Gloucester Barracks.

7.1.7 Tetbury (POLICY S9)

7.1.7.1 With a population of around 5,500, Tetbury is the second largest settlement in the District after Cirencester. It is also the main service centre for the south-western corner of the District, benefiting from a wide range of services, including retailing, banking, education, leisure, health and employment opportunities, combined with a good public transport service.

7.1.7.2 Tetbury is a principal settlement and is considered to include the developed parts of adjacent parishes that abut, and are effectively part of, the built-up area of the town.

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Tetbury Location

7.1.7.3 The Gloucestershire Local Enterprise Partnership has informally indicated that Tetbury represents a good opportunity for inward investment. The town has a thriving retail centre and a good employment base with potential for its employment role to increase. Compared with other parts of the District, it has an above-average proportion of people who are economically active. Evidence and public consultation has shown that there is both need and support for the development of new local employment opportunities, particularly for small-scale workspace suited to business start-up and incubation.

7.1.7.4 The Council will work with the community, the development industry and partners (including the Gloucestershire Local Enterprise Partnership) to help achieve a successful scheme, which includes a hi-tech enterprise hub consisting of low cost small-scale workspace units, to help business start-up

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and incubation. Site TET_E2A is allocated to meet the requirements of Tetbury and contribute towards meeting the District-wide requirement for business, general industrial and storage/distribution employment land.

7.1.7.5 Tetbury is classed as a 'Town Centre' in the retail hierarchy for the District. In accordance with the Town Centre and Retailing policies of this Plan, proposals for 'Town Centre' uses that maintain the position of Tetbury as a 'Key Centre' in the District's retail hierarchy will be permitted. A need was identified for 200m² of comparison floorspace and 40m² net convenience retail growth in the Retail Study 2012. A review of this study is underway.

7.1.7.6 All housing and employment allocations are located within the inner Source Protection Zone (SPZ1). Development proposals within SPZ1 need to be designed to allow for deep penetrative foundation methods, if contamination is encountered.

7.1.7.7 Developers will be required to demonstrate that there is adequate water supply capacity and waste water capacity both on and off the site to serve the development and that it would not lead to problems for existing or new users. In some circumstances it may be necessary for developers to fund studies to ascertain whether the proposed development will lead to overloading of existing water and waste water infrastructure.

7.1.7.8 Engagement with the local community indicates that local service infrastructure is in need of investment to cater for increased and changing demands that are placed upon it - notably leisure, health and education facilities. The Dolphins Hall, for example, requires investment as a community hub.

7.1.7.9 An archaeological assessment and evaluation will be required prior to development of site TET_E2A.

Policy S9

TETBURY

Housing

Allocated housing development sites:

- T_24B Former Matbro Site (9 dwellings); and
- T_51 Northfield Garage (18 dwellings).

Employment

Protected existing employment sites:

- Tetbury Industrial Estate;

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- Hampton Street Industrial Estate; and
- Priory Industrial Estate.

Allocated employment sites (for B1, B2 and/or B8 class uses):

- TET_E2A Extension to Tetbury Industrial Estate (2.08ha)

Infrastructure

Once contributions to delivery of infrastructure required in the South Cotswolds Sub Area (Policy SA1) have been made, development proposals will, subject to viability, be expected to help deliver or make appropriate contributions towards:

- Renovation of the Goods Shed for community space / workshops;
- Improve community hub at the Dolphins Hall;
- Improve leisure provision; and
- Improvements to local education facilities.

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7.2 Mid Cotswold - Principal Settlements (POLICY SA2)

7.2.1 The Mid- Cotswolds sub-area comprises:

- Andoversford
- Bourton-on-the-Water
- Northleach
- Stow-on-the-Wold
- Upper Rissington

7.2.2 Together these settlements provide day-to-day infrastructure, services and facilities for local residents and those living in the wider rural areas.

Policy SA2

Strategy Delivery - Mid-Cotswolds Sub-Area

Development proposals on allocated sites within each settlement will be permitted where they contribute, as appropriate, to listed infrastructure projects together with relevant requirements set out in the Infrastructure Delivery Plan.

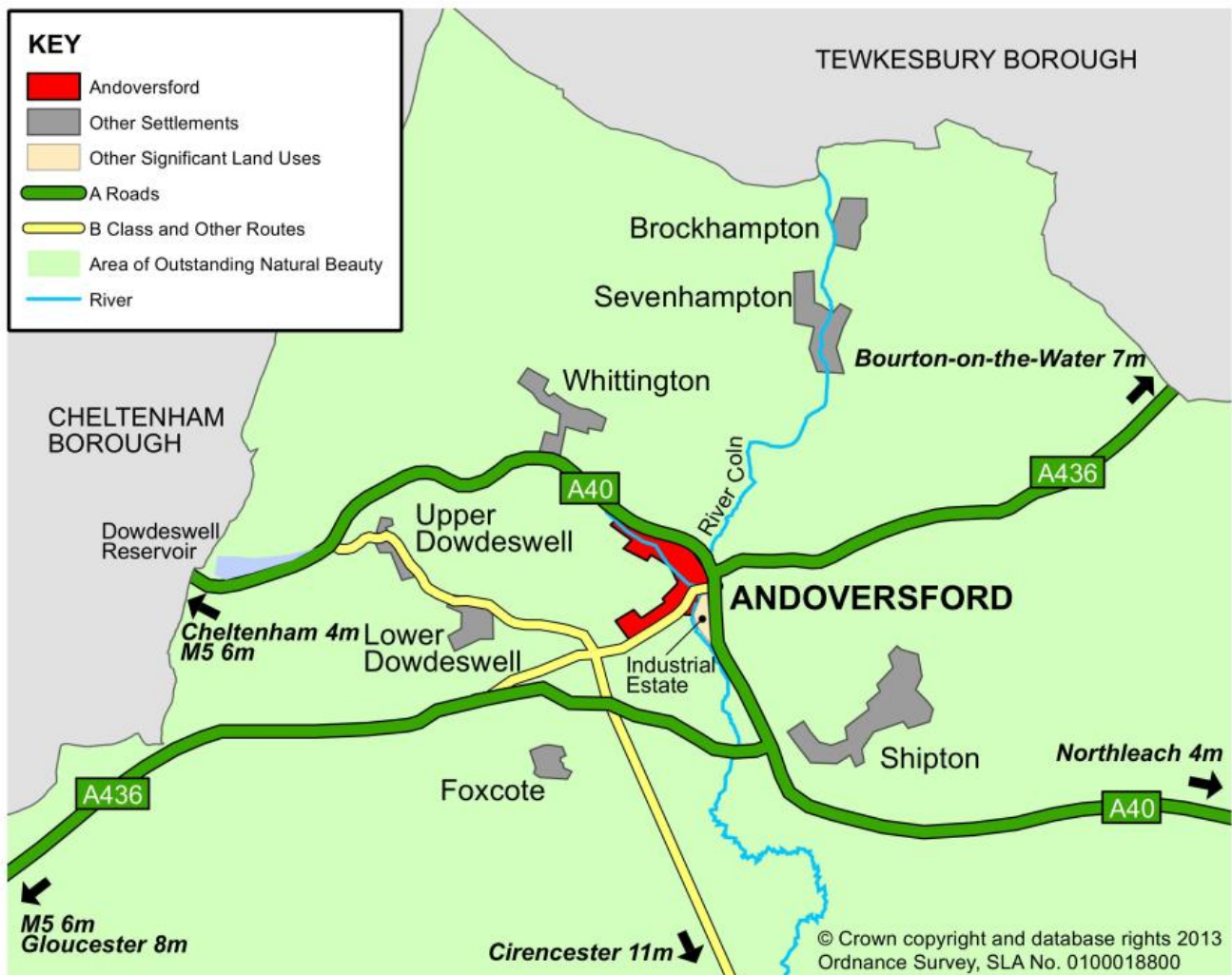
Settlement	Housing Allocations (Dwellings)	Employment allocations (Hectares)	Retail (Floorspace m ²)	Identified Infrastructure projects
Andoversford	25	0	0	Improvement for Unicorn junction (A436 / B4068) (Stow-on-the-Wold)
Bourton-on-the Water	0	3.38	310	
Northleach	22	0	0	
Stow-on-the-Wold	10	0	0	
Upper Rissington	0	0	0	

Table 8

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7.2.1 Andoversford (POLICY S10)

7.2.1.1 Although Andoversford is a modest sized settlement, it has an above-average level of services and facilities for a village of its size. Importantly, it also has a well established industrial estate and good employment base.



Andoversford Location

7.2.1.2 Self-containment (the percentage of travel to work journeys that start and finish in the Ward) is low. This could be explained by the relatively close proximity of the village to Cheltenham. Also, bus services to neighbouring Cheltenham have improved and are convenient for commuting to work during normal hours.

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7.2.1.3 Andoversford's role as a local service and employment centre should be enhanced to help enable it to service a number of villages within a few miles' radius, and reduce reliance on car travel to Cheltenham/ Charlton Kings to the west. Development will also help to enhance Andoversford's potential role as a local service centre in an otherwise poorly-served part of the District. Additional house building will also address the relatively modest need for affordable housing in the Andoversford area.

7.2.1.4 Although located within the Cotswolds AONB, the village itself has few heritage constraints. Being comparatively 'modern', Andoversford is one of only a handful of recognised settlements in the District that has few listed buildings and no designated conservation area.

7.2.1.5 A substantial 'corridor' through the main part of village lies within the floodplain of the River Coln's upper reaches. All areas within the floodplain have been excluded from the SHELAA, irrespective of their potential for housing development. An area of higher ground further to the south has, however, been identified in the SHELAA as having potential. Although the valley side in this area is sensitive to longer-distance views from the north, well designed development would help to mitigate the visual impact of modern development in this part of the village.

7.2.1.6 Within the context of INF1, developers will be required to demonstrate that there is adequate waste water and sewerage capacity both on and off the site to serve the development and that it would not lead to problems for existing or new users. Developers may be required to fund studies to ascertain whether the proposed development will lead to overloading of existing waste water infrastructure.

7.2.1.7 Allotment provision will be sought as part of any development proposals in Andoversford to meet a deficiency identified in evidence (2011 Open Space, Sport and Rec Study).

Policy S10

ANDOVERSFORD

Housing

Allocated housing development site:

- A_2 Land to rear of Templefields and Crossfields (25 dwellings).

Employment and Retail

Protected existing employment site:

- Andoversford Industrial Estate.

Infrastructure

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Once contributions to delivery of critical and essential infrastructure required in the Mid Cotswolds Sub Area (Policy SA2) have been made, development proposals will, subject to viability, be expected to help deliver or make appropriate contributions towards:

- bus routes connecting the village with other key settlements;
- new natural open space or pocket park in Andoversford; and
- allotment provision.

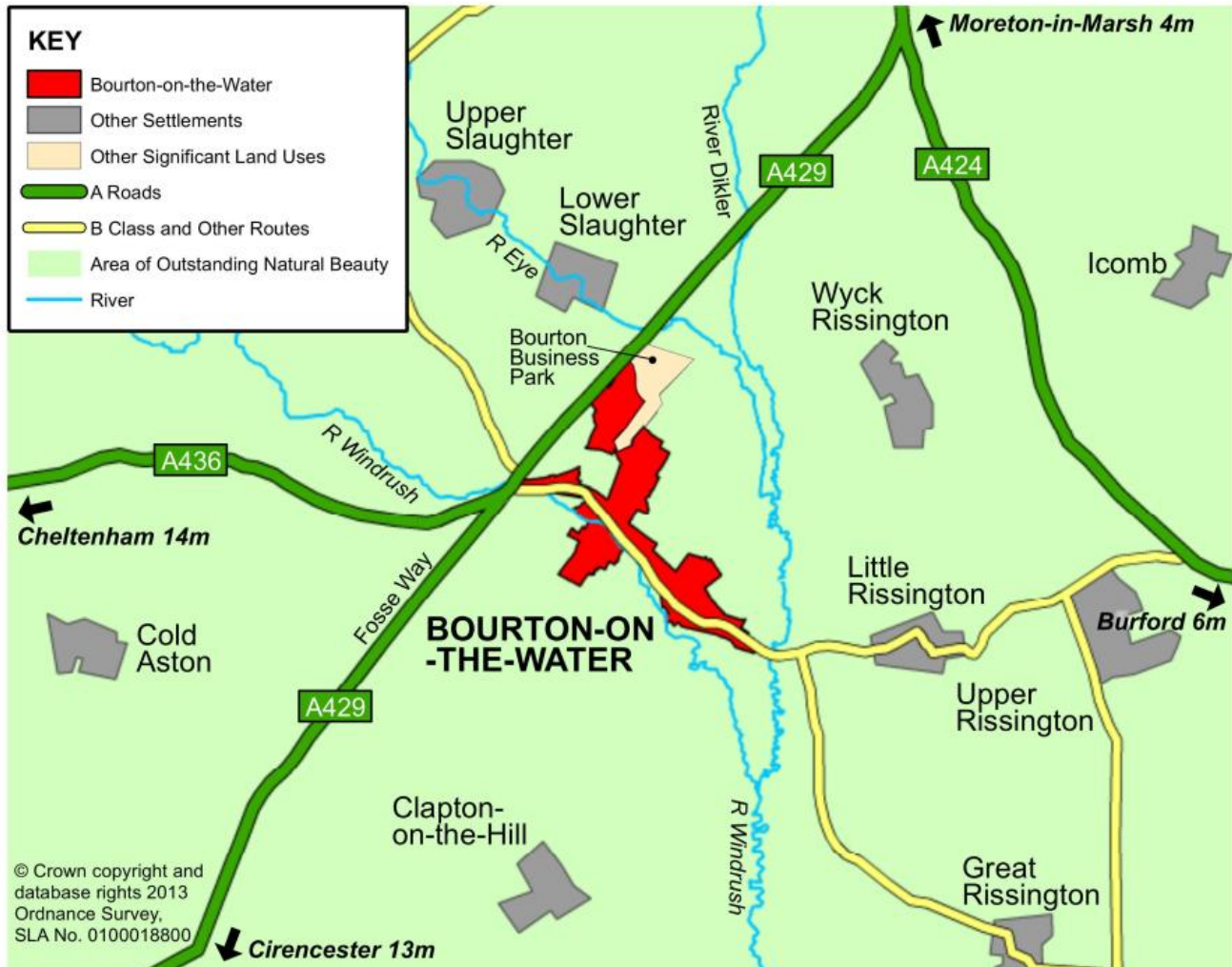
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7.2.2 Bourton-on-the-Water (POLICY S11)

7.2.2.1 Bourton-on-the-Water is one of the best known Cotswold villages, famous for its unique riverside setting, and renowned visitor attractions. Although regarded as a village rather than a town, Bourton-on-the-Water is the fifth most populous settlement in the District and has a healthy range of services and facilities, sound employment base, and good access to other centres.

7.2.2.2 Bourton's location within the broad vale carved by the Windrush, Eye and Dikler rivers makes the village setting sensitive to development in certain places. Development will, however, be needed to help ensure that Bourton remains vibrant and viable as a local service centre. While it is inevitable that development at Bourton will have some visual impact, it is imperative that the most sensitive views of the village are protected. Wherever development is located, it should be carefully conceived to ensure that it blends into the landscape as well as possible. Moreover, the traditional village character of Bourton-on-the-Water, upon which the local tourism industry is dependent, should be protected as an economic priority.

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Bourton-on-the-Water Location

7.2.2.3 Although Bourton-on-the-Water is heavily reliant on tourism, the village does have other significant employment opportunities, notably at the substantial industrial estate, which is well used and helps diversify the local economy. Site BOW_E1 is proposed for B class employment development. The site would make a significant contribution to meeting the District-wide requirement for B class employment land.

7.2.2.4 The village has a good range of shops, supported by the tourist industry. The retail centre ranks third in the District, above Moreton-in-Marsh and Tetbury. The number of comparison shops is above-average while the convenience offer is consistent with the national average. The range of services and facilities within the 'town centre' provides an important role and contributes to the local economy. In accordance with the Town Centre and Retailing policies of this Plan, proposals for 'Town Centre'

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uses that maintain the position of Bourton-on-the-Water as a 'Key Centre' in the District's retail hierarchy will be permitted.⁽³¹⁾ A need was identified for 250m² of comparison floorspace and 60m² net convenience retail growth in the Retail Study 2012. A review of this study is underway.

7.2.2.5 Proposals for new development will take account of the provision of parking facilities and congestion issues in the centre of the village.

7.2.2.6 The Parish Council is seeking to provide a multi-purpose community facility in Bourton and this is supported in the Local Plan.

7.2.2.7 The allocated employment site is subject to a high standard of design and layout sensitive to the AONB, the mitigation of any impact on the local and strategic road network, and mitigation of potential flood risk.

7.2.2.8 There are no housing allocations in Bourton given the high number of planning permissions that have come forward since April 2011.

Policy S11

BOURTON-ON-THE-WATER

Employment

Protected existing employment site:

- Bourton Industrial Estate

Allocated employment site (for B1, B2 and/or B8 class uses):

- BOW_E1 Land north of Bourton Industrial Estate / Business Park (3.38 ha)

Infrastructure

Once contributions to delivery of infrastructure required in the Mid Cotswolds Sub Area (Policy SA2) have been made, development proposals will, subject to viability, be expected to help deliver or make appropriate contributions towards:

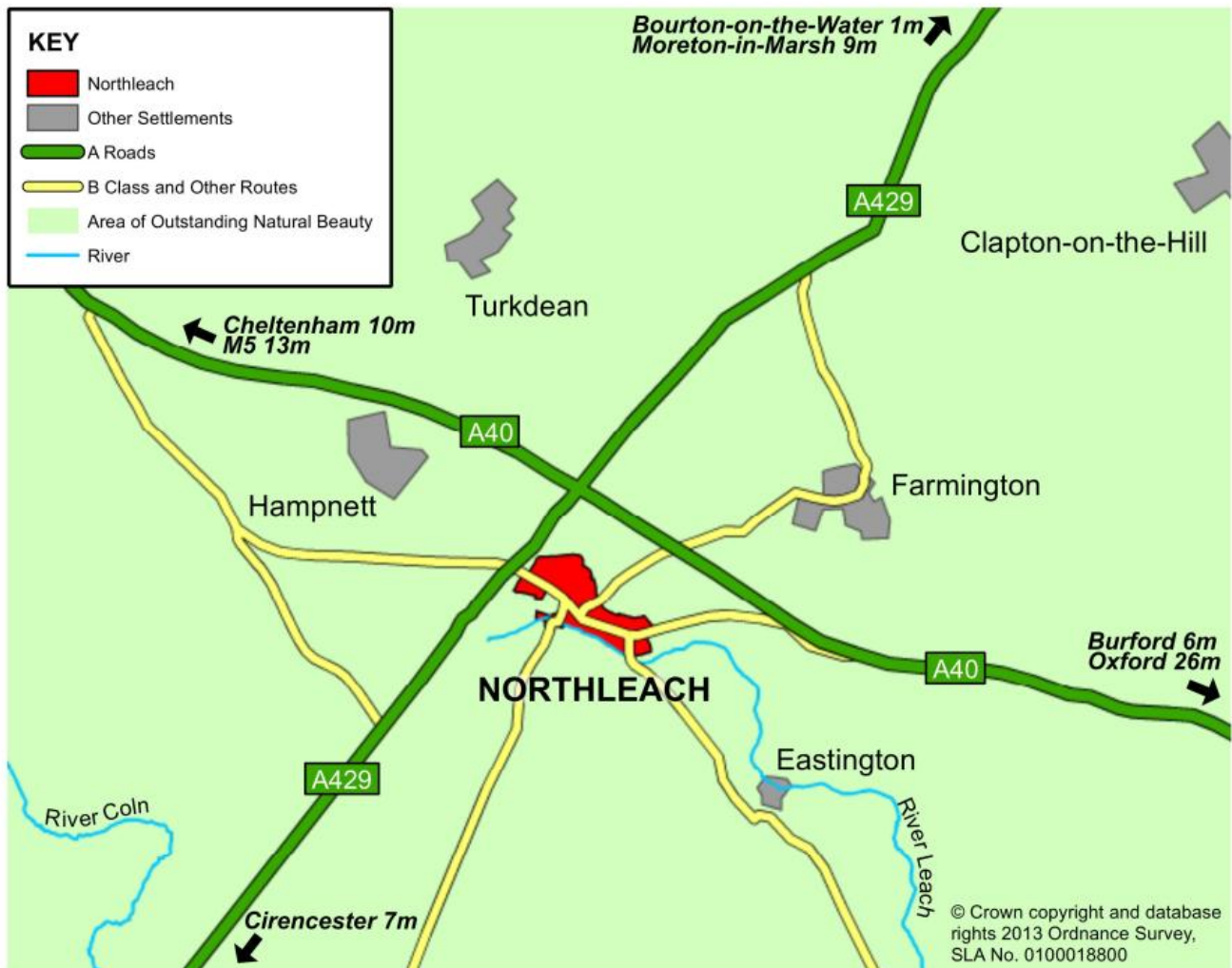
- A multi-purpose community centre.

31 'Town centre' is a general term that has been applied to settlements having a certain level of retailing provision; it does not imply any change to Bourton-on-the-Water's status as a 'village'.

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7.2.3 Northleach (POLICY S12)

7.2.3.1 Due to its relatively remote location from other service centres, Northleach has always been an important hub for the many villages within its sparsely-populated rural catchment area.



Northleach Location

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7.2.3.2 Northleach with Eastington Town Council has produced several community planning documents which set out objectives for the town and development and infrastructure needs and priorities. Several projects are identified which would support the vitality and viability of the town and the local economy. Projects include reconfiguring and improving the Market Place, facilitating increased car parking and enabling greater local employment opportunities.

7.2.3.3 Tourism is a key employment growth sector in Northleach. Given the importance of tourism to the long term economic prosperity of the town, several initiatives have been identified by Northleach with Eastington Town Council in their emerging NDP, including the establishment of a small visitors' car park and improvements to the Market Place. These would support the vitality and viability of the town centre. The development of the tourism facility at the Old Prison is also an economic opportunity.

7.2.3.4 For Site N_14B developers will be required to demonstrate that there is adequate waste water and water supply capacity both on and off the site to serve the development and that it would not lead to problems for existing or new users. In some circumstances it may be necessary for developers to fund studies to ascertain whether the proposed development will lead to overloading of existing water infrastructure.

7.2.3.5 An archaeological assessment and evaluation will be required prior to development of site N_14B.

Policy S12

NORTHLEACH

Housing

Allocated housing development sites:

- N_13B Land north west of Hammond Drive and Midwinter Road (5 dwellings);
- N_14B Land adjoining East End and Nostle Road (17 dwellings).

Employment

Protected existing employment sites:

- Old Coalyard Farm Industrial Estate; and
- the Old Brewery.

The following tourism initiatives are supported in principle:

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- the development of the new discovery centre at the Old Prison;
- improvements to the Market Place; and
- the establishment of a small visitors' car park.

Infrastructure

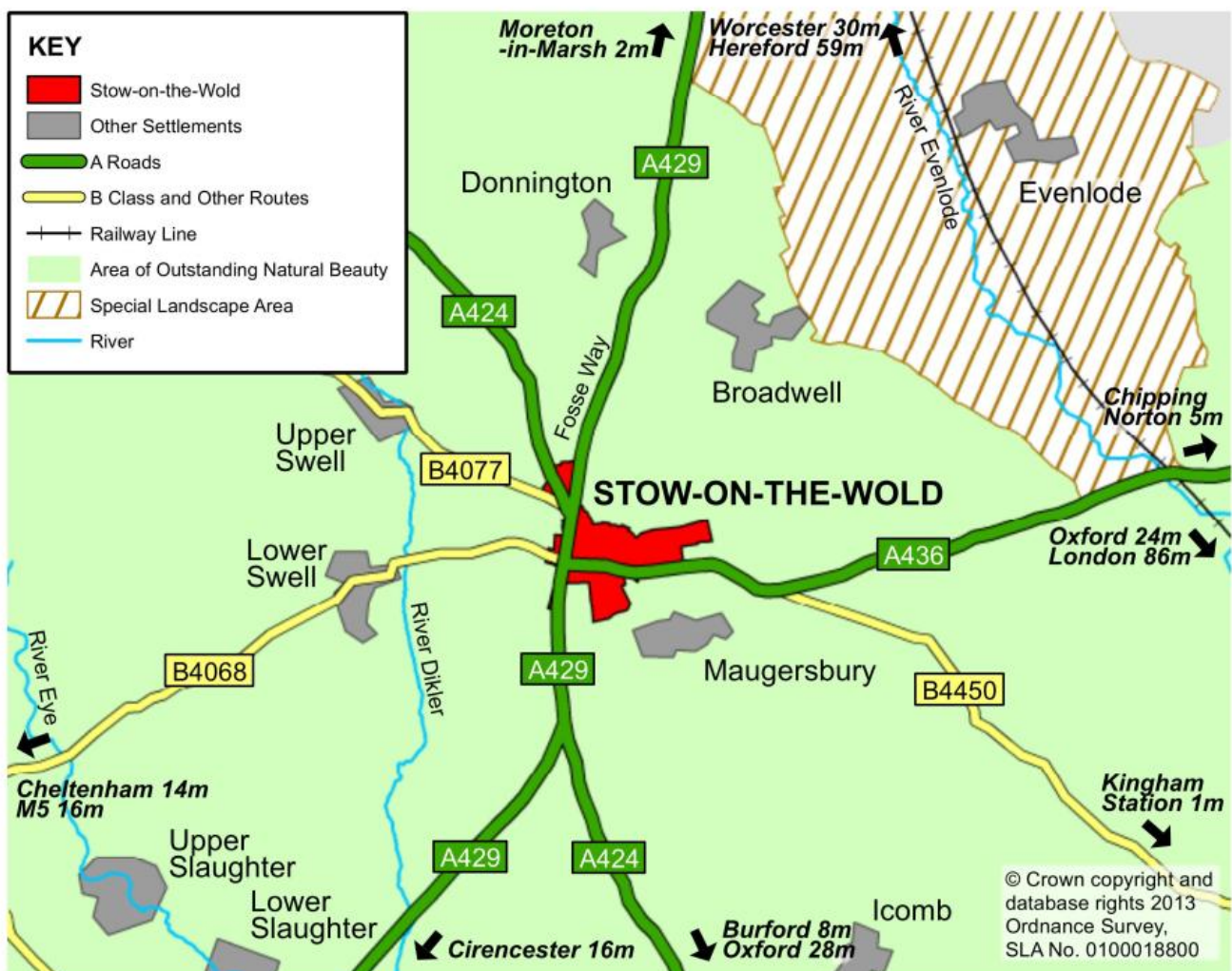
Once contributions to delivery of infrastructure required in the Mid Cotswolds Sub Area (Policy SA2) have been made, development proposals will, subject to viability, be expected to help deliver or make appropriate contributions towards:

- suitable land for allotments

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7.2.4 Stow-on-the-Wold (POLICY S13)

7.2.4.1 Stow-on-the-Wold is a compact market town, known both nationally and internationally as a tourist attraction, and locally as a service centre for nearby villages. With its striking and unusually prominent hilltop setting, Stow sits high on the Wold wholly within the Cotswolds Area of Outstanding Natural Beauty. The town, along with neighbouring Mangersbury has many listed buildings.



Stow-on-the-Wold Location

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7.2.4.2 Tourism is crucial to the long term economic prosperity of Stow, and the high quality of the town's environment has been a key factor in the town's economic success. The town is an important contributor to the district's economy, with a good range of shops and services. The centre is healthy and vibrant with lower than average vacancies. Hotels, pubs, restaurants and tea/coffee shops are abundant, and the town has a high proportion of holiday accommodation with short term and long term stay sustaining the economy all year round. A significant number of working age residents are employed within the town.

7.2.4.3 Enhancing the town centre further (e.g. by reinstating the Market Square as the focal point of the town) is an important economic priority. Addressing car parking and congestion problems in the town would help achieve this. The development of a Town Museum has been identified as a key project that would enhance the attraction of Stow to visitors. Proposals for new development will take account of parking facilities and congestion issues in the centre of the town and the need for improvements to the pedestrian environment to enhance the centre.

7.2.4.4 Options should be explored for improving the physical environment of the town centre, including moving car parking provision from the Market Square to a suitable location within easy reach of the town centre. A suitable site could also be identified for additional off-street car parking provision to alleviate the impact of tourism and maintain the contribution that visitors make to the town's economy.

7.2.4.5 The council would support a new community facility, incorporating sports and leisure provision, and new library facilities and health services, being provided on a suitable site.

Policy S13

STOW-ON-THE-WOLD

Housing

Allocated housing development site:

- S_8A Stow Agricultural Services, Lower Swell Road (10 dwellings);

Employment

The following initiatives are supported in principle:

- the development of a town museum to support the tourism economy.

Infrastructure

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Once contributions to delivery of infrastructure required in the Mid Cotswolds Sub Area (Policy SA2) have been made, development proposals will, subject to viability, be expected to help deliver or make appropriate contributions towards:

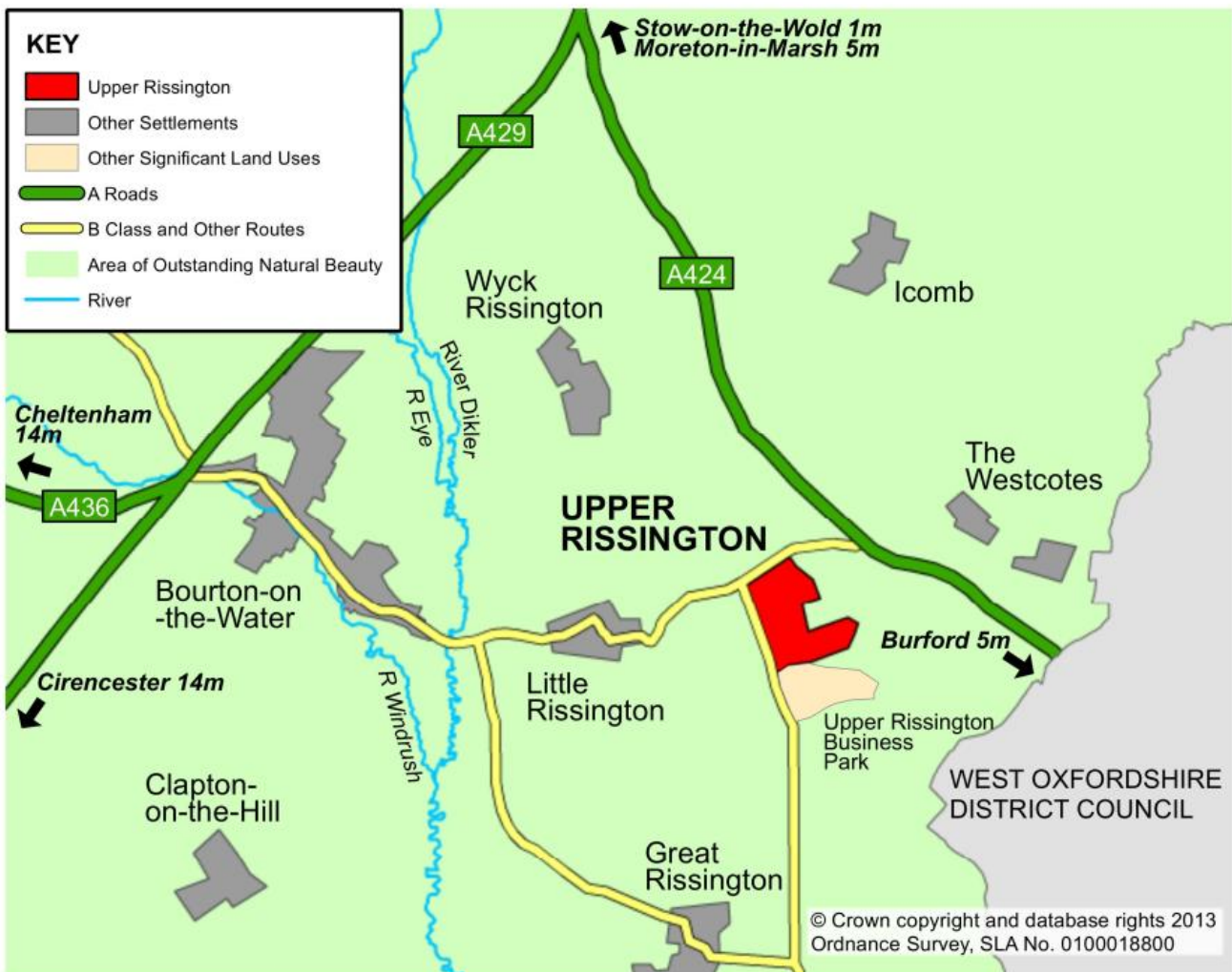
- the provision of a new community facility.

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Updated map to follow

7.2.5 Upper Rissington (POLICY S14)

7.2.5.1 Upper Rissington is part of a former air base (RAF Little Rissington).



Upper Rissington Location

7.2.5.2 Despite its current poor level of facilities, Upper Rissington is identified as a principal settlement in the Development Strategy. This is because of the large number of outstanding housing commitments which will effectively double the size of the settlement.

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7.2.5.3 The Victory Fields development will help to meet the housing needs in the district, particularly for affordable housing. No other sites are therefore allocated for development at Upper Rissington during the plan period.

7.2.5.4 The existing employment area of Upper Rissington Business Park will be protected. The redevelopment of derelict buildings on the Business Park for employment uses is supported.

Policy S14

UPPER RISSINGTON

Employment

Protected existing employment site

- Upper Rissington Business Park

7.3 North Cotswold - Principal Settlements (POLICY SA3)

7.3.1 The North Cotswold sub-area comprises:

- Blockley
- Chipping Campden
- Mickleton
- Moreton in Marsh
- Willersey

7.3.2 Together these settlements provide day-to-day infrastructure, services and facilities for local residents and those living in the wider rural areas.

Policy SA3

Strategy Delivery - North Cotswolds

Development proposals on allocated sites within each settlement will be permitted where they contribute, as appropriate, to listed infrastructure projects together with relevant requirements set out in the Infrastructure Delivery Plan.

7 Delivering the Strategy

Settlement	Housing allocations (Dwellings)	Employment allocations (Hectares)	Retail (Floorspace m ²)	Identified Infrastructure Projects
Blockley	29	0	0	As yet undefined improvements to Chipping Campden secondary school. Replacement doctor's surgery (Chipping Campden). New 3G football turf pitch in the Chipping Campden or Moreton area. Moreton-in-Marsh railway station and railway bridge access improvements Improvement for Fosse Way, Moreton-in-Marsh Widening of roads at junctions, modifications of mini-roundabouts to signal-controlled junctions, realignment of road markings and improvements to pedestrian facilities at A429 (Roman Road) / A44 (Oxford Street), Moreton-in-Marsh and A429 (Roman Road) / A44 (Bourton Road); Moreton-in-Marsh Flood alleviation bund in the northwest of Moreton and a new flood alleviation channel to the south.
Chipping Campden	120	0.67	0	
Mickleton	0	0	0	
Moreton in Marsh	21	7.13	750	
Willersey	54	1.97	0	

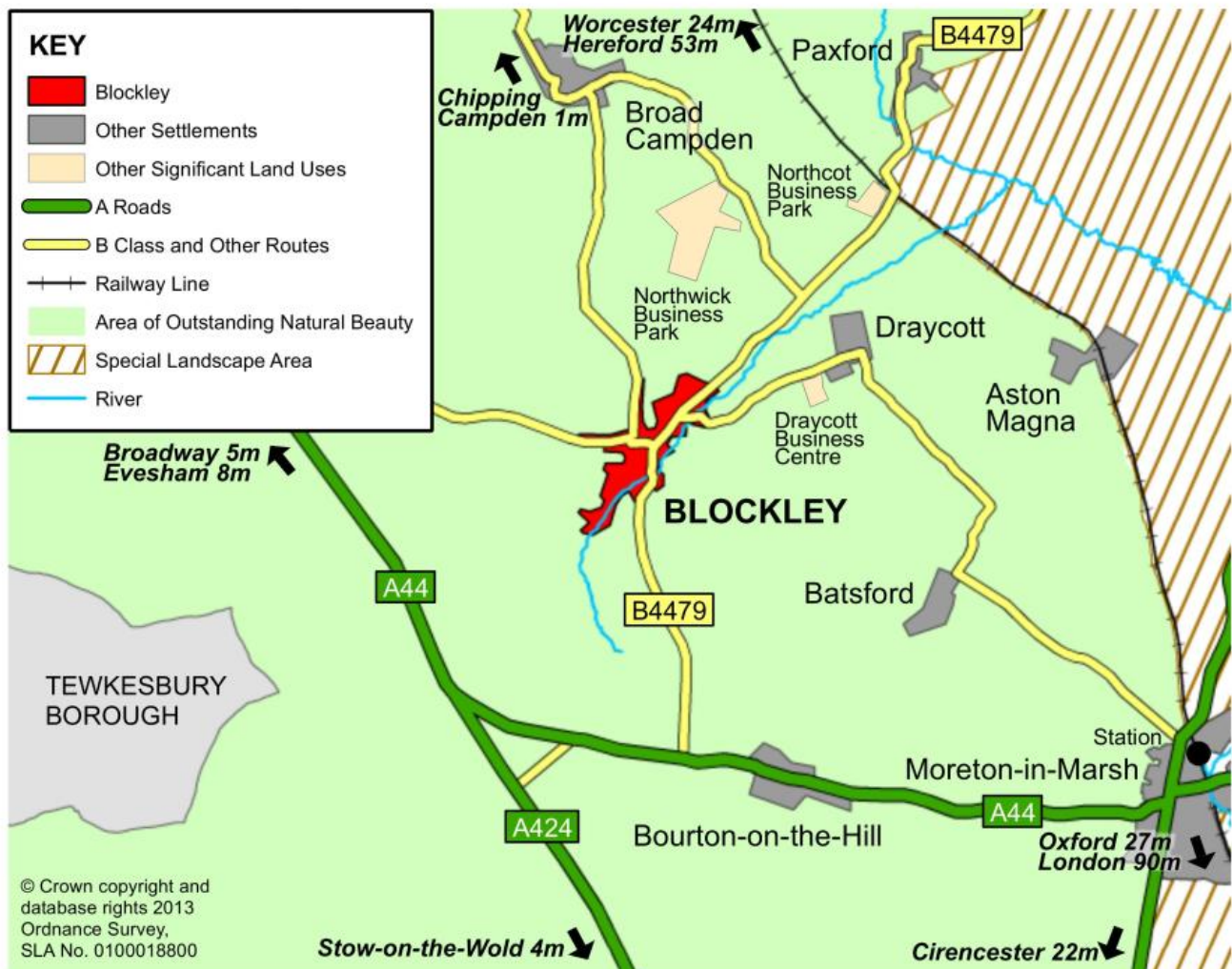
Table 9

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7.3.1 Blockley (POLICY S15)

7.3.1.1 Blockley is a sizeable village, which is able to cater for certain day-to-day community needs. These include convenience shopping, post office services, primary education, GP services, and social activities. It's close proximity to the larger service centre of Moreton-in-Marsh, moreover, means that residents do not have to travel very far to access higher level services that are not available in the village, including secondary education, banking and leisure facilities.

7.3.1.2 There are limited job opportunities within Blockley, but there are several employment sites nearby within Blockley parish, including Draycott Works, Northcot Business Park (Paxford Brickworks) and Northwick Business Centre, as well as at Moreton-in-Marsh.



Blockley Location

7 Delivering the Strategy

7.3.1.3 Sites BK_8 and BK_14A are allocated for housing development in Blockley. These sites combined with existing commitments and previously built dwellings will help to address local affordable housing needs, sustain existing facilities and maintain the village's role as a local service centre, taking account of environmental constraints and the size of the village.

Policy S15

BLOCKLEY

Housing

Allocated housing development sites:

- BK_8 Land at Sheafhouse Farm (13 dwellings); and
- BK_14A The Limes, Station Road (16 dwellings)

Employment

Protected existing employment sites:

- Draycott Works;
- Northcot Business Park (Paxford Brickworks); and
- Northwick Business Centre.

Infrastructure

Once contributions to delivery of critical and essential infrastructure required in the North Cotswolds Sub Area (Policy SA3) have been made, development proposals will, subject to viability, be expected to help deliver or make appropriate contributions towards:

- Provision of allotments;
- Improvement of footpath and cycle links ; and/or
- Provision of a youth shelter or other appropriate facility.
-

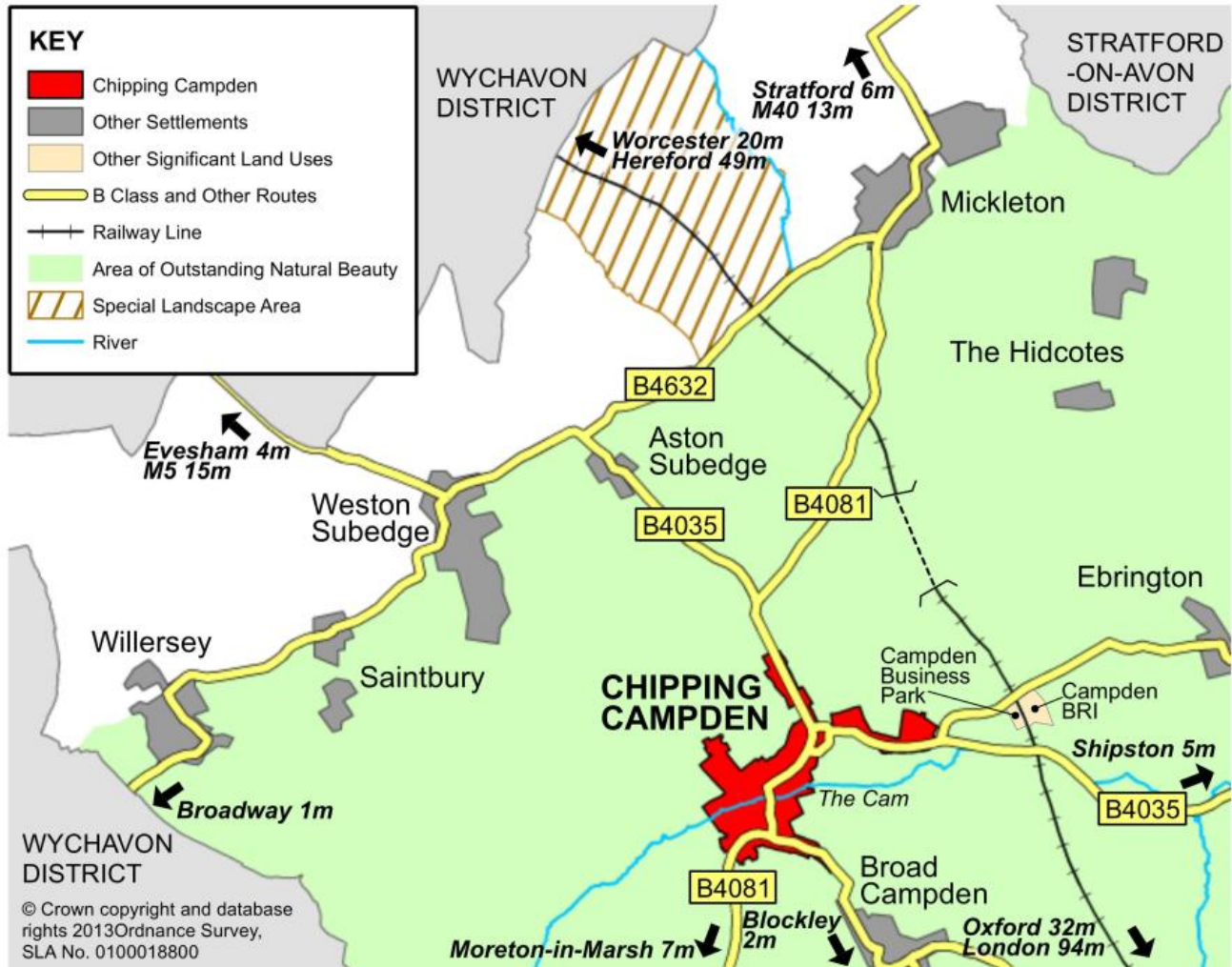
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7.3.2 Chipping Campden (POLICY S16)

7.3.2.1 Although only supporting a population of around 2,000, Chipping Campden is the main service centre in the far north of the District. The town possesses a good range of services and facilities, and the area has a good employment base, with a higher than average proportion of jobs in growth employment sectors. Along with Campden BRI, one of the District's largest employers, there are employment sites at Campden Business Park and at neighbouring Weston-sub-Edge.

7.3.2.2 Chipping Campden faces some significant issues, for example, the trend towards an ageing population is more extreme in the Campden Vale ward than elsewhere, as indicated by the lowest proportion of economically active people in the District. This will undermine the town's economy in the future. Furthermore, the proportion of people in senior management positions is high, which is perhaps a reflection of the high average house prices in Chipping Campden.

7 Delivering the Strategy



Chipping Campden Location

7.3.2.3 Chipping Campden has a high quality townscape together with a fine landscape setting within the AONB. New land allocations need to be sensitive to the environmental constraints and the need to ensure that the town's historic character is maintained. This will enable young people to take up local employment opportunities and help provide sufficient accommodation for an economically active population to support the local economy. The additional housing will also help to sustain existing services and facilities.

7.3.2.4 Sites CC_23B, CC_23C and CC_40A are identified as being suitable for residential development within the plan period. These sites have a potential combined capacity of 120 dwellings. However, the capacity of CC_23B may reduce at the detailed design stage due to its landscape sensitivity. A lower impact development that includes a single storey community facility such as a

Delivering the Strategy 7

doctors surgery would be more acceptable in landscape terms. For Sites CC_23B and C developers will be required to demonstrate that there is adequate water supply capacity both on and off the site to serve the development and that it would not lead to problems for existing or new users. In some circumstances it may be necessary for developers to fund studies to ascertain whether the proposed development will lead to overloading of existing water infrastructure.

7.3.2.5 Chipping Campden has an established and successful Business Park, providing important local employment opportunities. Site CCN_E1 forms a logical extension to the existing business park, and is located where there is existing infrastructure. Evidence demonstrates that this type of site is the most suitable and viable for delivering employment development. The site would make an appropriate contribution to meeting the District-wide requirement for B class employment land, which is commensurate with one of the District's more sustainable settlements.

7.3.2.6 It is recognised that the wider Campden BRI site (CCN_E3A and CCN_E3B) needs to be conceptualised and planned as a comprehensive redevelopment to secure the future of the organisation in Chipping Campden. The overriding constraint for the wider site area is its location within Flood Zone 3b, and Campden BRI is working with the Environment Agency to resolve the issue. Further significant constraints, in particular those relating to access and also the location within the AONB, must also be addressed through the master planning process. Policy EC4 provides detailed guidance for the BRI site.

7.3.2.7 Visitors clearly make an important contribution to Chipping Campden's economy, though the resulting additional car parking in the historic town centre is a long-standing issue. Off-street parking has been seen as a potential solution to the visual impact that parked vehicles have on the High Street. The allocation of land in the 2001-2011 Local Plan (Policy CHI.3) for the development of a car park at Wolds End is therefore retained as this remains the most realistic option for delivering off-street parking in Chipping Campden. Representations have been received from the site owners confirming the availability of the site for car parking and that the planning permission on the site has started to be implemented. It is anticipated that HGV routes and traffic management issues will be reviewed in and around Chipping Campden as part of the latest review of the Local Transport Plan by Gloucestershire County Council. **CHECK WITH LTP**

7.3.2.8 A new railway station at Chipping Campden is included in a provisional list of major schemes in the current Local Transport Plan for the period 2019 – 2026; hence the station site should be protected. Given the location of part of the old station within the Campden BRI site, it should be considered as part of the potential redevelopment of the wider site, referred to above. Proposals for the Stratford - Honeybourne railway line re-opening are supported, as this will make a new station at Chipping Campden more viable.

7.3.2.9 The existing cemetery at Chipping Campden is nearing capacity, and the Town Council, and other local groups, have indicated that there is an urgent need to identify a new site.

7 Delivering the Strategy

7.3.2.10 Community-led planning documents and surveys have identified a number of projects to address issues raised, these include the provision of an indoor-based tourist attraction; improving leisure and play provision; the re-opening of the railway station; provision of a car park; and provision of affordable housing.

Policy S16

CHIPPING CAMPDEN

Housing

Allocated housing development sites:

- CC 23B Land at Aston Road (34 dwellings)
- CC_23C Land at Aston Road (80 dwellings)
- CC_40A Barrells Pitch and Land north of Cherry Trees, Aston Road (6 dwellings)

Employment and Retail

Protected existing employment sites:

- Campden Business Park

Allocated employment sites (for B1, B2 and/or B8 class uses):

- CCN_E1 Battle Brook / Extension to Campden Business Park (0.67 ha)

Infrastructure

Land at Station Road, Chipping Campden is allocated for use as a burial ground to meet local needs;

The allocation of land at Wold's End Orchard for a public car and coach park;

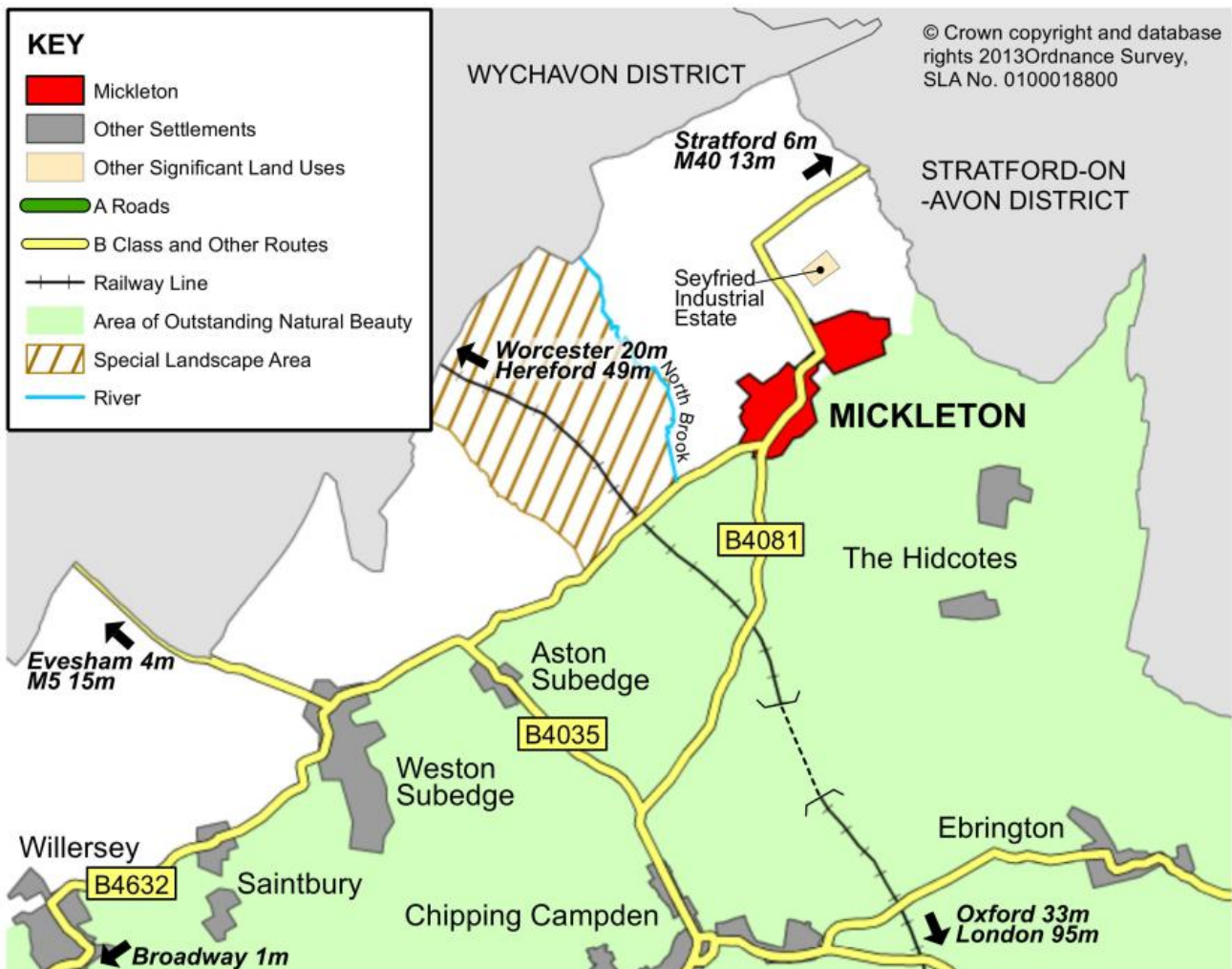
Once contributions to delivery of infrastructure required in the North Cotswolds Sub Area (Policy SA3) have been made, development proposals will, subject to viability, be expected to help deliver or make appropriate contributions towards:

- A new open space or pocket park in the north and the east of the village.

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7.3.3 Mickleton (POLICY S17)

7.3.3.1 Mickleton is a sizeable village, which caters for most day-to-day community needs including top-up shopping, routine post office services, primary education and social activities. Its close proximity to Chipping Campden, moreover, means that residents do not have to travel very far to access higher level services that are unavailable in the village, such as secondary education, doctor's surgery, banking and leisure facilities.



Mickleton Location

7 Delivering the Strategy

7.3.3.2 Whilst there is limited employment within Mickleton, employment opportunities are available at Weston-sub-Edge, Willersey and Chipping Campden, all within five miles. Tourism also plays an important role locally.

7.3.3.3 Along with Chipping Campden and Willersey, Mickleton is part of a cluster of settlements that serve the northernmost part of the District. Collectively, these settlements have the necessary services and facilities to provide for the local population. The opportunity to improve bus services between Mickleton and Chipping Campden should be encouraged.

7.3.3.4 Taking account of environmental constraints and the size of the village, recent growth and the lack of developable and deliverable land no housing allocations are made.

7.3.3.5 Planning permission has been granted for a substantial development of houses, self catering lodges and holiday homes the Long Marston Estate (also known as now called Meon Vale) in Stratford-on-Avon District, north of Mickleton. It is understood that affordable housing will be based on 35% of the total residential floor area and that residents of Campden-Vale ward would qualify. No additional employment is proposed as part of the development over and above the existing storage and distribution uses. This development accords with the Stratford-on-Avon Local Plan, and it is not considered to have any bearing on proposals for Mickleton.

7.3.3.6 There are no housing allocations in Mickleton given the high number of planning permissions that have come forward since April 2011.

Policy S17

MICKLETON

Employment

1. Protected existing employment sites

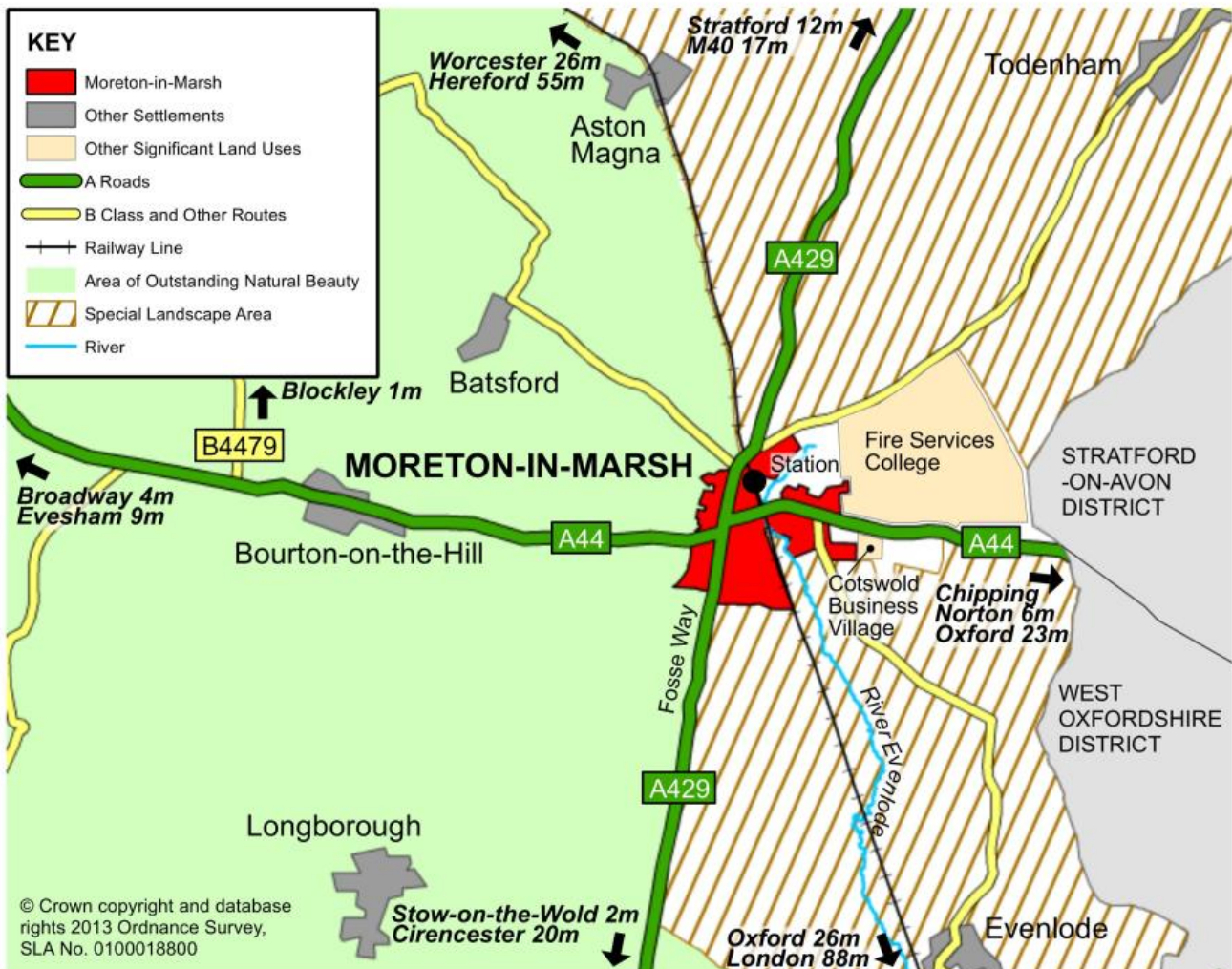
- Seyfried Industrial Estate

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Map to be added

7.3.4 Moreton-in-Marsh (POLICY S18)

7.3.4.1 Moreton-in-Marsh is widely regarded as the main service centre for the north Cotswolds. Benefiting from a wide range of services, retailing, a popular weekly market, banking, and employment opportunities, it is also has one of only two railway stations in the District. This, together with good bus services, makes Moreton-in-Marsh one of the most accessible settlements. The town is also home to the North Cotswold Hospital and the northern area branch office of the District Council.



Moreton-in-Marsh Location

7 Delivering the Strategy

7.3.4.2 Moreton has a good employment base (about 2,000 jobs), with a higher than average proportion of those jobs in growth employment sectors and a good balance of jobs to workers. The town's high sustainability ranking is despite the lack of both a secondary school and publicly-available leisure facilities. Its self-containment (the percentage of travel to work journeys that start and finish in the Ward) is relatively high, ranking only behind Cirencester and Bourton-on-the-Water.

7.3.4.3 The town is home to the internationally-renowned Fire Services College (FSC) while Cotswold Business Village, also on the eastern side of the town, is one of the main employment areas in the District. The Fire Services College has indicated a willingness to work with the wider community with the aim of making the College's facilities more widely available than has been the case to date.

7.3.4.4 Given all these factors, the town has the potential for its employment role to increase and this is reflected in the policy supported by a modest amount of new housing development.

7.3.4.5 The town's retail centre ranks 4th in the District. Moreton fulfils a 'town centre' role in the District's retail hierarchy, functioning as an important service centre and providing for an extensive rural catchment area. Parking issues and congestion hinder the retail and tourism function of the town, adversely affects local residents, and hampers the town's ability to strengthen / maintain its position as the main service centre for the north Cotswolds. In addition, the car parking at the train station is considered to be inadequate. Proposals for new development will take account of the provision of parking facilities and congestion issues in the centre of the town.

7.3.4.6 Site MOR_E6 has potential to provide a high quality business park to meet the requirements of Moreton and support the Fire Services College. The site is opposite the well established and successful Cotswold Business Village, and evidence demonstrates that locating employment next to an existing, successful business park is the most suitable and viable for delivering employment development. Therefore, site MOR_E6 is proposed for B1 use class employment development. The site would also make a significant contribution to meeting the District-wide requirement for B class employment land.

7.3.4.7 In addition to allocating land for employment development, it is recognised that a more targeted approach is needed to support the continued prosperity of the District's larger institutions and employers, such as the Fire Services College. Policy to guide development on the main Fire Services College site is set out in policy EC4, to support the modernisation and upgrading of facilities directly related to the fire and emergency services training sector.

7.3.4.8 Developers will be required to demonstrate that there is adequate water supply capacity both on and off the site to serve the development and that it would not lead to problems for existing or new users. In some circumstances it may be necessary for developers to fund studies to ascertain whether the proposed development will lead to overloading of existing water infrastructure.

7.3.4.9 An archaeological assessment and evaluation will be required prior to development of site M_60.

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7.3.4.10 In accordance with the Town Centre and Retailing policies of this Plan, proposals for 'Town Centre' uses that maintain the position of Moreton-in-Marsh as a 'Key Centre' in the District's retail hierarchy will be permitted. A need was identified for 600m² of comparison floorspace and 150m² net convenience retail growth in the Retail Study 2012. A review of this study is underway.

Policy S18

MORETON-IN-MARSH

Housing

Allocated housing development site:

- M_60 Former Hospital site (21 dwellings)

Employment

Protected existing employment sites:

- Cotswold Business Park/Village; and
- Fosseyway Industrial Estate.

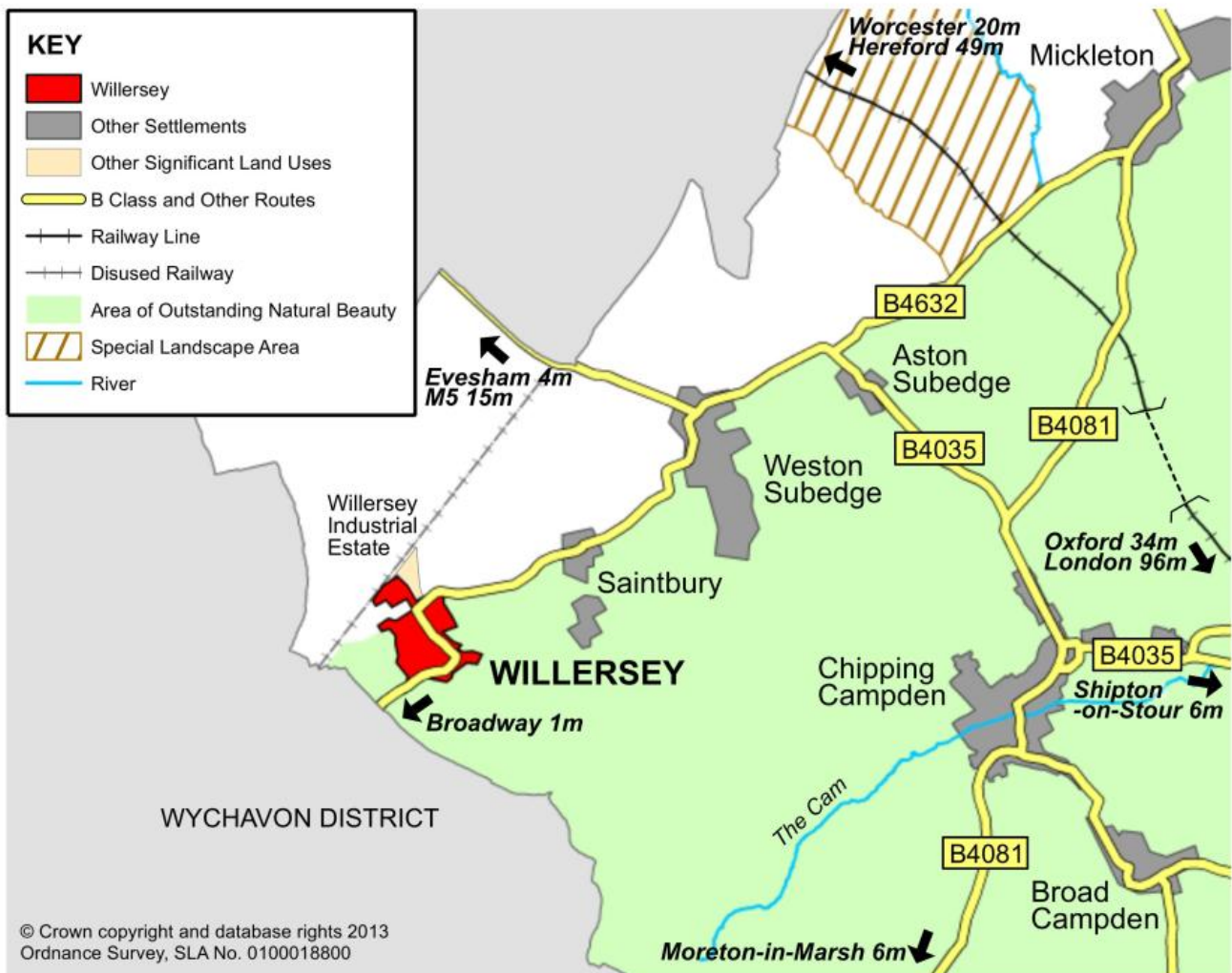
Allocated employment sites (for B1, B2 and/or B8 class uses):

- MOR_E6 Fire Service College B (7.13 ha)

7 Delivering the Strategy

7.3.5 Willersey (POLICY S19)

7.3.5.1 Willersey is a relatively small village with a number of everyday facilities. The village has its own industrial estate, and is also located near other job opportunities at neighbouring Weston-sub-Edge and in Worcestershire. Willersey has good bus links to larger service centres, including Broadway, Evesham and Cheltenham.



Willersey Location

Delivering the Strategy 7

7.3.5.2 Although facilities are fewer than they once were, Willersey's close proximity to Broadway means that residents are less than two miles from most services that are unavailable in the village. Moreover, Chipping Campden, which has secondary education and leisure facilities, is within three miles.

7.3.5.3 Along with Chipping Campden and Mickleton, Willersey is part of a cluster of settlements that serve the northernmost part of the District. Collectively, these settlements have the necessary services, facilities and employment opportunities to provide for the local population.

7.3.5.4 Development will help to support the community's expressed desire for smaller starter homes; sustain existing facilities; and maintain Willersey's role as a local service centre. In accordance with INF1 new development should have regard to the need for hydraulic modelling to understand the extent of the sewerage upgrades necessary for further housing development and its phasing. Developers will also be required to demonstrate that there is adequate water supply capacity both on and off the site to serve the development and that it would not lead to problems for existing or new users. In some circumstances it may be necessary for developers to fund studies to ascertain whether the proposed development will lead to overloading of existing water infrastructure.

7.3.5.5 An archaeological assessment and evaluation will be required prior to development of site W_7A/WIL_E1C.

Policy S19

WILLERSEY

Housing

Allocated housing development site:

- W_1A and W_1B Garage Workshop and Garden behind the Nook, Main Street (5 dwellings)

Employment

Protected existing employment sites

- Willersey Industrial Estate

Mixed Use

- W_7A/WIL_E1C - Land north of B4632 and east of employment estate (49 dwellings, 1.97 ha for B1, B2 and/or B8 use class employment land)

7 Delivering the Strategy

Housing to Meet Local Needs 8

8 Housing to Meet Local Needs

8.0.1 The purpose of this section is to guide the delivery of the identified needs for housing in the District. Development will be required to provide the appropriate mix of dwelling sizes, tenures and types reflecting the overall requirements of the Local Plan and the requirements of the locality at the time of the development.

8.0.2 The Strategic Housing Market Assessment, Further Update March 2016, provides the detail of housing requirements in the District to 2031 across the whole of the District and across all tenure types, as set out in the latest government guidance and legislation. These policies are intended to direct housing development within these national guidelines as appropriate to Cotswold District.

8.0.3 Recent changes to legislation have altered what has traditionally been the definition of affordable housing. For example, some tenures can no longer be tied to those with a local connection and some cannot be kept as affordable in perpetuity. The Council will strive to provide housing to meet those in need, but are limited by these legal constraints. For clarity, the definition of what is 'affordable housing' is explained in the Glossary. Further changes and legislation are anticipated in the Housing and Planning Act, expected Autumn 2016. Updates to the policies in this chapter may be required to reflect this and any other new legislation as the Local Plan proceeds through the examination stages.

8.1 Housing Mix and Tenure to Meet Local Needs (POLICY H1)

8.1.1 The delivery of future housing should meet the needs and aspirations of people requiring market and affordable housing in the District. Providing an appropriate mix of housing types and tenures is a vital part of creating sustainable communities and meeting the diverse needs of all people within the District.

8.1.2 The issue of housing affordability in Cotswold District is now affecting a larger proportion of the workforce. Those who traditionally would have been able to buy their own home, such as key workers groups and young professionals, are increasingly being priced out of the market. Whilst focus is often given to first time buyers, those who need to buy their next home, often to accommodate a growing family, are finding this harder to achieve as house prices go beyond their reach. Therefore, a suitable range of affordable tenure types, not just those that fall within the 'Affordable Housing' definition, should be provided within new housing developments. For example, the provision of smaller open market homes will reduce the need for affordable sector homes, by providing market solutions for households with lower earnings.

8.1.3 It should be remembered that the existing housing stock will always be the main source of supply. The requirements for new homes are based upon the identified requirements to address existing deficits between this supply and identified local need and demand, provided in the Cotswold Strategic Housing Market Assessment. The Local Plan will also work alongside other Council strategies to encourage a better supply from the existing stock through meeting the requirements of those who are currently inadequately housed.

8 Housing to Meet Local Needs

Policy H1

HOUSING MIX AND TENURE TO MEET LOCAL NEEDS

1. **All housing developments will be expected to provide a suitable mix and range of housing in terms of size, type and tenure to reflect local housing need and demand in both the market and affordable housing sectors, particularly the requirements of an ageing population and smaller more affordable open market homes to reflect local earnings.**
2. **In particular, developers will be expected to provide a range of types and sizes of market homes and demonstrate how the proposed mix of market housing provision will meet local demand with regard to household size and income, thereby reducing the need for affordable housing in the District.**
3. **Any affordable accommodation with 2 or more bedrooms will be expected to be houses or bungalows unless there is a need for flats or specialist accommodation.**
4. **On sites of more than 20 dwellings developers will be required to provide at least 5% of dwellings for sale as serviced self or custom build plots, having regard to the need identified on the Local Planning Authority's Self Build and Custom Build Register.**
5. **Exception sites for Starter Homes on land that has been in commercial or industrial use, and which has not currently been identified for residential development will be considered.**

8.1.4 New housing should reflect the need and demand of the District's existing and future communities and should improve the quality and mix of new market and affordable housing in the District. For the purposes of this Policy, affordable housing is as defined in the NPPF and latest legislation. Current definitions are included in the Glossary.

8.1.5 An appropriate mix of housing in new developments will help to enable a better flow of the existing housing stock (both market and affordable). New development should incorporate a range of different housing types which contribute towards meeting the identified housing needs and demands for different demographic groups in the District. **The rest of this paragraph will contain information from the SHMA Update - to be added.**

8.1.6 Development proposals which seek to meet the housing needs of older people and address the need for self-build and custom build housing across all tenures will be encouraged.

Housing to Meet Local Needs 8

8.1.7 Self build and custom build encompasses a range of different project types, indeed, the Self Build Portal identifies seven different types, ranging from a self build individual plot through to a developer led group project. On sites of twenty or more dwellings where the developer is required to provide self-build or custom build plots it will be expected that:

- the developer will have regard to the Local Planning Authority's Self Build and Custom Build Register in the design and type of plots they provide. It is acknowledged that a flexible approach is necessary as to the type of self and custom build plots provided to assist the developer in ensuring the delivery and viability of the overall scheme;
- plots which have been made available and marketed appropriately for at least 12 months and have not sold, may either remain on the open market as self-build or custom build or be offered to the Council or a Registered Provider before being built out by the developer; and
- planning permissions specific to the self-build plot will include conditions requiring self-build developments to be completed within 3 years of a self-builder purchasing a plot.

8.1.8 The Local Planning Authority will work in a positive and proactive way with landowners and developers to secure a supply of land suitable for Starter Homes exception sites to deliver housing for young first time buyers in the area. Suitable sites are likely to be under-used or no longer viable for commercial or industrial purposes, but with remediation and infrastructure costs that are not too great so as to render Starter Homes financially unviable. Land in both public and private ownership can be considered. The classification of what constitutes a Starter Home and who is eligible for Starter Homes is as defined by the latest Government Guidance contained in NPPG of March 2015. It is acknowledged that the Housing and Planning Bill proposes that Starter Homes are classified as Affordable Housing. However, at the time of writing the Bill is still proceeding through Parliament and has not become statute, therefore current NPPG has to be used as the basis for this policy.

8.1.9 The Cotswold SHMA Update 2016 will provide more detailed information of the housing mix required for each individual scheme. This will be supported by the update of the Cotswold District Council's Affordable Housing Supplementary Planning Document.

8.2 Affordable Housing in the Principal Settlements (POLICY H2)

8.2.1 Affordability in the Cotswold District housing market has worsened considerably since 2000. According to information from the Department for Communities and Local Government, the ratio of lower quartile income to lower quartile earnings has risen from 7.05 in 2000 to 11.15 in 2013. The rest of this paragraph will contain information from the SHMA Update - to be added.

Current and Projected Need for Affordable Housing

8.2.2 Affordable housing is required for eligible households whose needs are unable to be met within the open market. Affordable housing includes: social rent, affordable rent, and intermediate low cost home ownership (including shared ownership, discounted and equity model) as defined by the NPPF. Please note that further changes are expected in the Housing and Planning Bill in the Autumn and updates to this Policy may be required as the Local Plan proceeds through the examination stages.

8 Housing to Meet Local Needs

8.2.3 Increasing the supply of affordable housing is a challenge within Cotswold District. The inclusion of an up to date policy within the Local Plan to set out the local requirement for affordable housing will help to boost the supply of affordable homes in the District over the plan period and help to rebalance the local housing supply ensuring that local people can access the housing that is urgently required.

8.2.4 The proposed 8400 housing requirement for Cotswold District over the plan period 2011 to 2031 would deliver around 420 homes per year. The Council will continue to maximise the delivery of affordable homes to meet the District's housing need, subject to development viability.

Policy H2

AFFORDABLE HOUSING IN PRINCIPAL SETTLEMENTS

1. In Principal Settlements:

- a. **All housing developments that provide a gross of five or more new dwellings or comprise an area of 0.3 hectares or larger, will be expected to contribute towards affordable housing provision to meet the identified need in the District and address the Council's strategic objectives on affordable housing.**
- b. **Schemes providing less than a gross of 5 new dwellings or on sites of less than 0.3 hectares will make a financial contribution by way of a commuted sum towards the District's affordable housing need subject to viability.**
- c. **The affordable housing requirement on all sites requiring a contribution, subject to viability is:**
 - i. **Up to 30% of gross new dwellings on brownfield sites; and**
 - ii. **Up to 40% of gross new dwellings on all other sites.**

This is subject to the final SHMA Update - to be added.

- d. **In exceptional circumstances consideration may be given to accepting a financial contribution from the developer where it is justified that affordable housing cannot be delivered on-site, or that the District's need for affordable housing can be better satisfied through this route. A financial contribution will also be required for each partial number of affordable units calculated to be provided on site.**
- e. **The type, size and mix, including the tenure split, of affordable housing will be expected to address the identified and prioritised housing needs of the District. This should be proportionate to the scale and mix of the market housing comprised in the development, resulting in a balanced community of housing that is designed to be tenure blind and distributed in clusters. It will be expected that affordable**

Housing to Meet Local Needs 8

housing will be provided on site as completed dwellings by the developer, unless an alternative contribution is agreed, such as serviced plots. Developers will be expected to agree the affordable housing provision and design at planning application stage.

- f. Where viability is questioned or a commuted sum is considered, an “open book” assessment will be required. The local planning authority will arrange for an external assessment which will be paid for by the developer.**

8.2.5 It is assumed there will be no public subsidy towards affordable housing provision. Any relaxation of the policy requirements will only be considered where the Local Planning Authority is satisfied, on a site by site basis, that such a requirement will render any development proposals unviable having first varied the mix and type of housing to improve viability in agreement with the local planning authority

8.2.6 On site affordable dwellings will be transferred to a Registered Provider (RP) in line with the number, size, type and tenure of affordable homes required by the local planning authority's policies in accordance with the SHMA, the Cotswold District Council Housing Supplementary Planning Document 2007 and consequent update, and relevant housing plans of the Council. Occasionally, it may be appropriate to provide free serviced land for the provision of the required units to a RP or the local planning authority by agreement. A s106 agreement will be used to ensure transfer to a RP and that the affordable housing remains available as such in perpetuity for eligible households.

8.2.7 The development of any affordable housing and the calculation of any financial contributions should be in conformity with the details set out in the Cotswold District Housing Supplementary Housing Document 2007 or subsequent updates.

8.2.8 For the purposes of the Local Plan, the definition of a dwelling is that as defined by DCLG, which is currently as a self-contained unit of accommodation. Self-containment is where all the rooms (including kitchen, bathroom and toilet) in a household's accommodation are behind a single door which only that household can use.

8.3 Affordable Housing Outside Principal Settlements (POLICY H3)

8.3.1 Whilst the Development Strategy concentrates on directing development towards the 17 most sustainable settlements, this does not mean that rural housing needs beyond those towns and villages will not be met. In addition to that residential development allowed for under Policy DS3, Rural Exception Schemes will be encouraged where a proven need for Affordable Housing can be identified, where no agreed means of achieving required affordable housing can be found within the local area, and where no sites are allocated within the Local Plan or relevant Neighbourhood Plans.

8 Housing to Meet Local Needs

Policy H3

AFFORDABLE HOUSING OUTSIDE PRINCIPAL SETTLEMENTS

Outside Principal Settlements

1. Land which may not be considered appropriate for residential development may be released for a rural exception scheme for affordable housing development where there is an identified need within that parish or community for affordable housing. Where a need for affordable homes has been identified, development of an appropriate scale will be permitted within, adjoining, or closely related to, the built up areas of villages, taking into account Parish Housing Surveys and Parish Plans, and provided that:

- a. **the developers enter into a legal agreement with the Local Planning Authority to ensure that the affordable housing provided through the rural exception scheme will be managed to meet the District's need for affordable housing in perpetuity; and**
- b. **whilst rural exception schemes will normally be expected to provide 100% affordable housing for local needs, other types of tenure will be considered where it can be demonstrated , through a viability assessment, that this is essential to facilitate the affordable housing scheme to meet the identified local need.**

2. Single self-build plots may be brought forward as rural exception sites , within, adjoining, or closely related to, the built up areas of villages, where the applicant meets all of the following criteria:

- a. **is in housing need**
- b. **is unable to access a suitable home currently available on the open market in the parish (or within 5km of the site)**
- c. **has a need to live locally**
- d. **has strong local connections to the Parish.**

8.3.2 When considering proposals for a rural exception scheme, proposals will be encouraged to be adjacent to the settlement boundary of the village, generally supported by the local community, supported by evidence of local housing need, appropriate in scale of development, and include long term mechanisms to limit occupancy to local people.

8.3.3 It is assumed there will be no public subsidy towards affordable housing provision. Any relaxation of the policy requirements will only be considered where the local planning authority is satisfied, on a site by site basis, that such a requirement will render any development proposals unviable having first varied the mix and type of housing to improve viability in agreement with the local planning authority.

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8.3.4 On site affordable dwellings will be transferred to a Registered Provider (RP) of the number, size, type and tenure of affordable homes required by the Local Planning Authority's policies in accordance with the Strategic Housing Market Assessment, the Council's Housing Supplementary Planning Document 2007 and consequent update, and relevant housing plans of the Council. Occasionally, it may be appropriate to provide free serviced land for the provision of the required units to a RP or the District Council with the agreement of the local planning authority. A s106 agreement will be used to ensure transfer to a RP and that the affordable housing remains available as such in perpetuity for eligible households.

8.3.5 The development of any affordable housing and the calculation of any financial contributions should be in conformity with the details set out in the Cotswold District Housing Supplementary Housing Document 2007 or its successor document.

8.3.6 To engender additional community resilience and sustainability, and increase the affordable rural housing stock, a 'self-help' scheme is proposed enabling qualifying people to find and build their own affordable home on single plot exception sites. These plots are intended for those people who have a strong local connection to a specific area (eg a parish or group of parishes) who are unable to afford or secure open market housing in that area. The future resale value of the affordable home is fixed in perpetuity below open market value (normally 60% of market value) to ensure that it remains affordable for subsequent occupiers, who must also meet the qualifying criteria. This will be secured by means of a s106 agreement .

8.4 Specialist Accommodation for Older People (POLICY H4)

8.4.1 The SHMA has identified that, given the dramatic growth in the older population and the higher levels of disability and health problems amongst older people, there is likely to be an increased requirement for specialist housing in the District over the plan period. However, this provision should be one of a range of tenures and should not contribute to unbalanced communities.

Policy H4

SPECIALIST ACCOMMODATION FOR OLDER PEOPLE

Proposals for specialist accommodation for older people, including sheltered housing, care homes and other appropriate models of accommodation for the elderly and those with particular needs, will be supported provided that the development:

- meets a proven need for that type of accommodation; and**
- is well designed to meet the particular requirements of residents with social, physical, mental and/or health care needs; and**

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- **is easily accessible to public transport, shops, local services, community facilities and social networks for residents, carers and their visitors; and**
- **where accommodation is provided on a freehold or leasehold basis, the development will be expected to include an appropriate percentage of affordable housing in accordance with Policy H2. In the case of sheltered accommodation and extra care accommodation a mix of tenures will be encouraged.**

8.4.2 This policy sets out the criteria for assessing proposals for specialist accommodation for older people including sheltered housing, extra care accommodation and care homes, including its appropriate location consistent with NPPF paragraph 50.

8.4.3 Applicants will be expected to provide evidence that the accommodation meets the strategic aims and objectives of Gloucestershire County Council and NHS Gloucestershire, including demonstrating a local need for the service and written support from Gloucestershire County Council and NHS Gloucestershire

8.4.4 Residential care accommodation should normally be located within settlements where there is easy access to a range of services e.g. shops, healthcare and social facilities. This should enable non-car access to local facilities for residents and staff, and ensure the facility is accessible for staff and visitors. However, as an exception, approval may be granted for care or nursing homes adjoining or close to a settlement – recognising that developers have to compete on the open market for land, and that there may be a lack of suitable sites within settlement boundaries. In these circumstances it will be particularly important for applicants to demonstrate local need for such provision, having regard to Gloucestershire County Council strategies. Indeed, it is the position of Gloucestershire County Council to significantly reduce the numbers of people in residential and nursing care and significantly increase community care and support services.

8.4.5 Care developments containing units with their own front door will be regarded as dwellings in accordance with the DCLG definition and classified as C3 land use. Therefore, they will trigger an obligation to provide affordable accommodation on site. If the site is considered unsuitable the local planning authority may wish to accept a commuted sum instead to meet the need off site.

8.5 Dwellings for Rural Workers Outside Settlements (POLICY H5)

8.5.1 The Cotswold countryside is not only very beautiful, it is also a place of work. Besides agriculture and forestry there are other rural businesses. For the most part, people employed on the land or in businesses can live in nearby towns and villages and travel to work. However, from time to time, an essential need for a dwelling at the place of work can be clearly established.

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Policy H5

DWELLINGS FOR RURAL WORKERS OUTSIDE SETTLEMENTS

Outside settlements, new dwellings for rural workers will be permitted where:

- a. it is demonstrated that there is an essential need for a worker to live permanently at or near their place of occupation in the countryside; and
- b. a financial test is submitted to demonstrate the viability of the business proposed or as proposed to be expanded; and
- c. a new dwelling cannot be provided by adapting an existing building on the holding; and
- d. a suitable alternative dwelling to meet the essential need is not available on a defined development site within the 17 Principal Settlements or within a village or hamlet;
- e. the proposed dwelling is located within or adjacent to the existing enterprise or other buildings on the holding; and
- f. the size of the proposed dwelling is proportionate to its essential need; and
- g. occupancy is limited by way of a planning condition or obligation.

8.5.2 In order to promote sustainability, development should be located where it will enhance or maintain the vitality of rural communities and avoid the building of new isolated homes in the countryside. However, it is recognised that, from time to time, there may be special circumstances that justify this taking place; for example, it may be essential for a rural worker to live permanently at or very near their place of work. Whether this is essential will depend on the needs of the enterprise concerned and not on the personal preferences or circumstances of any of the individuals concerned.

8.5.3 When considering such applications, the history of the holding, the recent pattern of land use and building and recent disposals of land and property will be taken into account. The recent sale of land and property could constitute evidence of lack of need.

8.5.4 Where an essential need for a dwelling is proven, a condition will be imposed on the planning permission limiting the occupancy of the new dwelling to those employed in the type of business in question.

8.5.5 Proposals for isolated dwellings in the countryside should be avoided, however, it is recognised that occasionally there is a need for such a proposal. In such instances, where criteria a,b, and d above are met, consideration will be given to the siting of a mobile home for a three year temporary permission, where renewal would only be considered to provide continued occupation whilst a permanent dwelling is constructed in a site permitted for such a purpose.

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8.6 Removal of Occupancy Conditions (POLICY H6)

8.6.1 Over time, the situation that made it essential to provide a new dwelling for someone employed on the land can change. When this happens, a planning application may be made to remove the occupancy condition so that the property can be sold on the open market.

Policy H6

REMOVAL OF OCCUPANCY CONDITIONS

Outside development boundaries, removal of an occupancy condition will be permitted where all of the following criteria are demonstrated:

- a. **that there is no longer an essential need for the dwelling on the holding or premises, or is not likely to be within the foreseeable future;**
- b. **that a reasonable and sustained attempt has been made to market and sell the property with its occupancy condition at a realistically reduced value, and no prospective buyer has come forward; and**
- c. **where there is a need for affordable housing in the locality, the dwelling could not be used for affordable housing on either a temporary or permanent basis to help meet this need.**

8.6.2 The criteria for assessing proposals for new dwellings in the countryside are rigorous, thus, similar care will be taken in dealing with applications for the removal of occupancy conditions.

8.6.3 Farmers and landowners, as part of their business planning, may be looking at their assets to see if they can be realised. However, it is important to ensure that the removal of occupancy conditions is not undertaken lightly as this would undermine the sustainability principles that underpin the Plan's development strategy. Applicants will need to demonstrate that there is no other agricultural, or similar, need for the dwelling in the locality, including affordable housing, before releasing the property on the open market.

8.7 Gypsy, Traveller and Travelling Showpeople Accommodation (POLICY H7)

8.7.1 Gypsies and travellers pursue an active, itinerant lifestyle and are generally self-employed people. However, increasingly, gypsy and traveller communities are becoming more settled. Travelling showpeople are business people who have traditionally been involved in holding fairs and circuses for many hundreds of years.

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8.7.2 National Planning Policy for Traveller Sites (PPTS), which was updated in August 2015,⁽³²⁾ requires Local Authorities to use evidence to plan positively and manage development for the travelling community, using ‘a robust evidence base to establish accommodation needs to inform the preparation of Local Plan and make planning decisions’.

Policy H7

GYPSEY, TRAVELLER AND TRAVELLING SHOW PEOPLE SITES

- 1. Existing authorised sites for Gypsy, Traveller and Travelling Showpeople uses will be safeguarded provided there remains a need for these uses within the District.**
- 2. The following locations, indicated on the Proposals maps is Appendix C, are identified as preferred sites for accommodating the future needs of gypsies and travellers:**
 - **Shorcote, South Cerney – 2 pitches**
 - **Seven Springs, Coberley – 1 pitch**
 - **Meadowland, Fosseway, Bourton-on-the-Water – 4 pitches**
 - **Green’s Close, Great Rissington – 2 pitches**
- 3. If any shortfall is identified in the supply of gypsies and travellers accommodation, the following reserve site, will be brought forward:**
 - **Seven Springs, Coberley (second site) – 2 pitches**
- 4. The following sequential approach will be used to determine the acceptability, in principle, of planning applications for gypsy and traveller development:**
 - a. First preference will be sites specifically allocated in this Plan for gypsies and travellers.**
 - b. Second preference will be to designate additional pitches /plots within the boundaries of existing suitable gypsies and travellers sites, including sites that have already been identified for this use.**
 - c. Third preference will be to extend existing suitable gypsies and travellers sites adjacent to existing boundaries.**
 - d. Only where a sufficient supply of pitches or plots cannot be achieved at the above locations will new sites be considered.**

32 Planning Policy for Traveller Sites (DCLG, August 2015)

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/457420/Final_planning_and_travellers_policy.pdf

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8.7.3 The most recent assessment of pitches required by the travelling community across the Gloucestershire housing market area was commissioned jointly in 2013 (GTTSAA)⁽³³⁾ The GTTSAA, which was prepared in the context of the first PPTS (March 2012), concluded that there was a need to provide an additional 26 pitches for travellers over the period 2013-2031 in Cotswold District, essentially broken down into five year periods as follows:

Period	Pitches required
2013-17	5
2018-22	6
2023-27	8
2028-31	7

Figure 2 Table showing identified future pitch requirements

8.7.4 The GTTSAA indicated broad geographical locations where the need for sites tends to occur and where the search for future sites would ideally be concentrated. It suggested, secondly, that consideration could be given to other locations, including around sustainable settlements, where there is good access to the highway network. The GTTSAA concluded that there was no requirement to provide pitches for travelling showpeople within Cotswold District. A review of the GTTSAA is being produced in the light of the updated PPTS and other material considerations. Further updating of this policy may therefore be required when this evidence is available.

8.7.5 A report examining potential travellers' sites⁽³⁴⁾ concluded that sufficient land had been identified to meet the need for 26 pitches in accordance with the GTTSSA. The report found there to be a potential over-supply of specific sites for years 1-5 (2013-2017) and years 6-10 (2018-2022). Since then, in March 2016, permission was granted for 2 pitches on a new site in South Cerney parish.⁽³⁵⁾

8.7.6 An advisory panel assessed all potential sites to determine their suitability for allocation in the Local Plan⁽³⁶⁾. The outcome of that exercise resulted in sufficient, suitable sites being identified to meet the accommodation needs of gypsies and travellers to 2022. After that date, some of the 'broad locations' identified in the November 2014 sites report, together with any others that may come forward in the meantime, would need to be assessed to help establish a sufficient supply of sites for the remainder of the plan period. A review of potential gypsies and travellers sites will be undertaken as soon as the latest GTTSAA has been completed.

33 The Gloucestershire County Gypsy, Traveller and Travelling Showpeople Accommodation Assessment (Peter Brett Associates, October 2013)

34 Gypsy and Traveller – Identification of Potential Sites for Cotswold District (WS Planning & Architecture, November 2014)

35 15/05501/FUL

36 Evidence Paper: Advisory Panel on Gypsy and Travellers Site Allocations Assessment (CDC, November 2014)

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8.7.7 On the grounds that sufficient and suitable land has been allocated to meet future identified needs within the District, any proposals for pitches will be directed to those allocations in the first instance. A large proportion of future need arises from the growth of existing families that are resident within the District. Therefore, the proposed approach is to seek to meet needs where they arise. A sequential approach towards future provision is proposed, which provides for the intensification, and then extension, of existing suitable gypsies and travellers sites before any new sites are sought. Should any of the allocated sites be considered unsuitable, compelling reasons must be produced to convince the Local Planning Authority why it is necessary to consider an alternative location.

8.7.8 The position will be monitored carefully over the course of the Plan period and, while the Council is confident there is a sufficient supply of sites to 2022, an early review will be undertaken should a shortfall become evident at any point.

8.8 Monitoring of Housing Policies

8.8.1 All policies will be monitored by taking account of relevant considerations, including the outcome of planning and appeal decisions. Specific indicators to policies in this section include:

Policy	Objective	Indicator	Target
H1 Housing Mix and Tenure to Meet Local Needs	2a	<p>Completions of large sites by house type and size.</p> <p>Affordable housing completions by tenure mix and type, and uptake by those of local housing need.</p> <p>Monitor of Self Build.</p> <p>Monitor of Starter Homes.</p>	<p>To meet the needs of the SHMA for housing mix and type.</p> <p>To meet the need identified on the Self Build Register.</p>

Table 10

Policy	Objective	Indicator	Target
H2 Affordable Housing in Principal Settlements	2a, 5b	<p>Percentage of affordable housing agreed in Section 106's within the 17 Principal Settlements.</p> <p>Affordable housing completions (net).</p>	To provide up to XX affordable housing on sites of five or more dwellings or sites of 0.3 ha or larger

Table 11

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Policy	Objective	Indicator	Target
H3 Affordable Housing Outside Principal Settlements	2a, 5b	Percentage of affordable housing agreed in Section 106's outside the 17 Principal Settlements. Affordable housing completions (net). Monitor of single plot self build rural exceptions sites	To provide up to XX affordable housing on sites of five or more dwellings or sites of 0.3 ha or larger To meet the need identified on the Self Build register.

Table 12

Policy	Objective	Indicator
H4 Specialist Accommodation for Older People	2a	Planning applications for sheltered housing, care homes and other types of residential care accommodation.

Table 13

Policy	Objective	Indicator
H5 Dwellings for Rural Workers Outside Settlements	1c	Planning applications for rural workers dwellings.

Table 14

Policy	Objective	Indicator
H6 Removal of occupancy conditions	1c, 2a	Planning applications for removal of occupancy conditions.

Table 15

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Policy	Objective	Indicator	Target
H7 Gypsy, Traveller and Travelling Show People Sites	2b, 5a	Planning applications for net additional pitches to meet identified GGTTSA requirement.	<p>To provide 26 additional Gypsy and Traveller pitches</p> <p>To maintain a 5 year supply of deliverable sites to meet identified need throughout Local Plan's timeframe.</p>

Table 16

8 Housing to Meet Local Needs

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9 Economy, including Retailing and Tourism

9.1 Economic Development (POLICY EC1)

9.1.1 The District's economy is healthy, with generally affluent communities, low unemployment rates and high activity rates. It has the highest rates of employed residents in senior professional and technical roles in the County; the 7th highest level of home working in England; and 21% of the resident employed population are self-employed.⁽³⁷⁾

9.1.2 However, there are pockets of deprivation and the District's workplace earnings are below the regional and national average. The cost of living in the area is high and the affordability of housing is a key issue for the District. As a result, businesses face skill and labour shortages. The 2011 census shows that the District is relatively self-contained although it is a net importer of labour (a net difference of around 2,000 people), predominantly from adjoining districts.

9.1.3 Cotswold District Council recognises that GFirst's Strategic Economic Plan (SEP) does not consider the District to be the key focus for economic growth in the County. The competitive advantage of larger surrounding towns, such as Swindon, Cheltenham and Gloucester is recognised in the relevant Strategic Economic Plans, which identify them as key locations for growth. However, with a highly skilled population and key business assets, Cotswold offers a unique business location that offers a high quality of life in an outstanding natural and historic environment. The Local Plan seeks to support strong and sustainable economic growth while recognising that the District:

- is in a rural location within an Area of Outstanding Natural Beauty;
- is relatively removed from the motorway network and has poor transport links with the rest of Gloucestershire and the M5; and
- is an area where the residual value of commercial development does not support broader private sector or institutional investment.

Policy EC1

ECONOMIC DEVELOPMENT

Proposed economic development should:

- a) support the creation of high quality jobs in professional, technical and knowledge-based sectors and seek to support economic opportunities which capitalise on the strength of existing academic and training institutions and research organisations;**
- b) address local needs and ensure the vitality of the rural economy;**
- c) enable opportunities for more sustainable working practices, including home-working;**

37 ONS and Annual Population Survey, September 2015.

9 Economy, including Retailing and Tourism

d) support and improve the vitality and viability of Primary, Key, District and Local Centres; or

e) support sustainable tourism in ways that enable the District to attract higher numbers of longer-stay visitors.

9.1.4 Policy EC1, the other economic and site specific policies, together with the Development Strategy, form the economic strategy of the Local Plan. The Local Plan economic strategy seeks to build upon existing strengths by exploiting the competitive advantage of the District's key businesses and seeking sustainable economic growth to maintain and support its current place in the market. To this end, the Strategy focuses growth on Cirencester, the District's largest settlement, service and employment centre, whilst supporting key employment opportunities for growth at Bourton-on-the-Water, Moreton-in-Marsh, Tetbury, Chipping Campden and Lechlade. It also makes provision for specific users such as Campden BRI, Fire Services College, and the Royal Agricultural University.

9.1.5 The Strategy seeks to safeguard existing employment sites where they are still attractive to the market, and secure high quality employment sites where there is an identified need for further development opportunities. The Strategy also supports small scale employment development appropriate to the rural area.

9.1.6 The Local Plan will deliver this by:

- allocating land to meet the employment requirement for B-class uses and which has the capacity to provide a range of unit sizes and premises, including for start-ups and small and medium sized enterprises (SMEs);
- wherever possible encouraging the growth and/or expansion of existing businesses in the District;
- safeguarding employment sites for employment use and maximising the potential of existing sites balanced against the environmental and heritage constraints of the District; and
- implementing planning policies that positively guide development proposals for all types of employment-generating development, e.g. retail, tourism, etc.

9.1.7 Cotswold market towns and villages provide the day-to-day shopping and services for residents of the District. However, the District is not self-contained. Larger cities and towns outside of the District, especially Cheltenham, Gloucester and Swindon, draw expenditure out of the District and function as service and employment hubs for many Cotswold residents.

9.1.8 The Local Plan will aim to:

- strengthen the vitality and viability of Primary, Key, District and Local Centres set out in a retail hierarchy;
- maintain key local service provision;
- reduce car journeys; and
- retain market share and prevent further expenditure leaving the District.

Economy, including Retailing and Tourism 9

9.1.9 Tourism is a major and growing part of the local economy with the ‘Cotswolds’ as an internationally recognised brand. The Local Plan supports the appropriate development of new or extended tourist facilities and visitor attractions whilst protecting the heritage and environmental assets that make the Cotswolds attractive to tourists in the first place. Development that has a low environmental impact, which also addresses an identified weakness or gap in the tourism economy, will be encouraged.

9.1.10 The Local Plan economic strategy has been developed through consultation with local business organisations; delivery partners, including GFirst; businesses; and residents. It is consistent with the strategies of other authorities in the Gloucestershire economic market area, and authorities in neighbouring counties.

9.2 Employment

9.2.1 Safeguarding Employment Sites (POLICY EC2)

9.2.1.1 The Employment Land Review (Cotswold Economy Study, PBA 2012) has highlighted that established employment sites, both within and beyond settlements, play a critical role in meeting the economic and business needs of the District. Protection of such sites and support for their potential intensification, where appropriate, is critical in ensuring that existing businesses are retained and have the opportunity to grow. This is particularly important as there are few vacant employment sites and premises available to the market.

9.2.1.2 Viability reports (Hewdons and POS Reports 2014) also demonstrate that the construction costs for new employment development are not redeemed through land values or the rental yields. Therefore it is critical that the best use is made of existing employment sites and premises and that they are retained to offer immediate opportunities for businesses to expand and for new business to establish themselves.

Policy EC2

SAFEGUARDING EMPLOYMENT SITES

- 1. Within established employment sites, proposals for B Class employment development, including intensification of the site, will be permitted.**
- 2. Existing established employment sites will be retained for B Class employment uses. Proposals for the conversion, change of use or development of established employment sites to non–employment uses will not be permitted.**

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9.2.1.3 Established employment sites include those sites reviewed in the Cotswold Economy Study 2012, and any subsequent update. Other sites that are not identified in the evidence base but are considered to have an established employment use would also be covered by Policy EC2. Sites allocated in the Settlement Policies of the Local Plan for B Class employment uses are also safeguarded for that purpose as they are required to enable the delivery of forecast B class job growth over the plan period.

9.2.1.4 Cotswold District has many established and successful employment sites both within and outside towns and villages. A review has identified existing employment sites which should be safeguarded and those that could be used for alternative uses. ⁽³⁸⁾The established employment sites make an important contribution to the employment stock of the District and Policy EC2 provides a strong steer on how planning applications will be considered to support their continued role and function. In an area with scattered settlements and sensitive environmental considerations, it is important that, wherever possible, existing employment sites and premises, in towns and villages especially, should be retained. Maximising the use of these sites reduces the need for the development of new sites particularly on the edge of villages or within the countryside and seeks to maintain and enhance a strong economic community. Therefore Policy EC2 seeks to make better use of existing, established employment areas in the District, and safeguards existing sites for employment uses.

9.2.1.5 There are several well-established employment sites in the wider rural area beyond the Development Boundaries. These are also a key element of the District's economy. Therefore Policy EC2 seeks to support these sites by permitting proposals for employment development. However, new proposals should be located within the existing built up area of an established employment site. Proposals in open areas, such as airfield runways, would not normally be considered appropriate.

9.2.1.6 Policy EC2 also seeks to retain sites for local employment. The economic analysis demonstrates that whilst there are a few declining employment sectors, there is an increased land requirement to enable the economic potential of the area to be achieved. The issue, however, is more complex than simple numbers. A number of the larger, well established, industrial estates within the District provide opportunities for a range of employment developments, including those that may not be acceptable within residential areas. They provide the main opportunities for uses such as manufacturing. If lost to other uses, the relocation of such estates elsewhere could be extremely difficult.

9.2.1.7 The aim, therefore, is to maintain and enhance the role of existing employment sites, where they are well located, through the development of further employment uses and the prevention of changes to other uses. The consideration of development proposals that would result in the loss of a site currently used for employment must be made in accordance with policies that support the overall economic strategy of the Local Plan.

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9.2.2 Proposals for Employment-Generating Uses (POLICY EC3)

9.2.2.1 Policy DS1, Policies EC1 and EC2 and settlement specific policies address B Class employment needs through land allocations and specific policies. This provides for a range of employment sites and premises for new B-Class employment development, thus enabling market choice and improvement/retention of existing residents' opportunities to work locally.

9.2.2.2 However, B class employment represents less than half of job growth in the District. A greater proportion of jobs growth will occur in other sectors, including construction, retail, hotels, restaurants, transport, education and health. Therefore, provision for job growth in non B Class use sectors of the economy is made through the following set of policies of the Local Plan, which cover:

- All types of employment generating uses
- Agricultural Diversification
- Town centre uses, including retail
- Tourism facilities, attractions and accommodation.

Policy EC3

PROPOSALS FOR ALL TYPES OF EMPLOYMENT-GENERATING USES

1. **Within Development Boundaries, proposals for employment-generating uses on sites that are not currently in employment use will be permitted in principle.**
2. **Outside Development Boundaries, and outside established employment sites, proposals for small-scale employment development appropriate to the rural area will be permitted where they:**
 - a. **are justified by a business case, demonstrating that the business is viable;**
 - b. **do not entail residential use as a principal element of the business; and**
 - c. **facilitate the retention or growth of a local employment opportunity.**
3. **In cases where an ancillary residential use is acceptable, the proposal may be classed as a 'live/work' unit. Restrictions will be applied to such units, including:**
 - **the residential floorspace of the live/work unit can only be occupied by the person solely, mainly or last employed in the business occupying that unit;**
 - **the business floorspace of the live/work unit must be finished and ready for occupation before the residential element, and the residential use must not commence before the business use; and**
 - **the business floorspace must not be used for any other purpose other than Use Class B1.**

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9.2.2.3 Due to the environmental constraints within the District and the need to locate employment development in the most sustainable locations, it is important that best use is made of sites at the Principal Settlements.

9.2.2.4 However, the Council also recognises the importance of the rural economy to Cotswold District, therefore Policy EC3 enables small-scale employment development appropriate to rural areas. Rural business units represent an important element of the employment portfolio of Cotswold District. The policy encourages the positive development of small rural employment premises in appropriate locations. Sensitive, small-scale employment development helps to sustain the rural economy and create local employment opportunities. Proposals, however, must be in keeping in terms of scale, size and function with the location.

9.2.2.5 Continued demand for rural workspace driven by lifestyle choices, a strong tourism sector, and the footloose nature of small enterprises (brought about by improvements in telecommunications and broadband access) is expected. Self-employment in the Cotswolds is significantly higher than the national average and opportunities for home working need to be strengthened. In addition, superfast broadband and telecommunications are key factors contributing to the success of rural businesses.

9.2.2.6 Facilitating flexible working practices, such as the integration of residential and commercial uses within the same unit, is therefore an important planning tool to support the local economy. Policy EC3 makes it clear that proposals outside Development Boundaries that have residential use as the principal element of the business will not be acceptable. However, a residential use that is ancillary to the business may be acceptable if the other criteria set out in the Policy are met. The restrictions that will be applied to live/work units are set out in Policy EC3.

9.2.2.7 Generally, Policy EC3 encourages employment proposals which support or restructure the local economy through the provision of incubation space for small-scale rural economic activity.

9.2.3 Special Policy Areas (POLICY EC4)

9.2.3.1 The Strategic Economic Plan produced by GFirst sets out ambitious plans to accelerate economic growth by focusing on key drivers of productivity and supporting growth in high value sectors.

9.2.3.2 Through consultation on the emerging Local Plan, the Council recognised that a nuanced approach was needed to support some of the District's larger institutions and employers. Over the course of preparing this Local Plan, three substantial organisations approached the Council with their future growth plans and aspirations. These are Royal Agricultural University, Cirencester; Campden BRI, Chipping Gampden and Fire Services College, Moreton-in-Marsh. The extent of these areas are mapped on the relevant Settlement Inset Maps. The Council recognise their need for certainty in a fluctuating economic climate, and considered it appropriate to provide support and clarity through the local plan process to ensure that a holistic, long term, approach is taken.

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9.2.3.3 A distinctive Master Plan framework for each of these sites will provide the necessary certainty, while helping to deliver both the Local Plan's strategic objectives and the Strategic Economic Plan. The Master Plans would need to be produced with an appropriate level of community participation, as described in the Local Planning Authority's Statement of Community Involvement.

9.2.3.4 Each Master Plan will need to ensure that the proposed development is closely and reasonably related to the operation of the organisation. It will be a requirement for them to satisfactorily address all relevant planning considerations relevant to the site, in particular the design and layout of the new buildings, including lighting, and any associated new access, parking and service facilities.

9.2.3.5 Ecological surveys and monitoring to be undertaken as part of a biodiversity strategy to establish which areas will be protected and enhanced, and appropriate mitigation measures where necessary. A landscape and visual impact assessment will also be required prior to the preparation of the Master Plan.

Policy EC4

SPECIAL POLICY AREAS

1. **Development that is directly associated with the business operations of existing users will be master-planned and implemented on a comprehensive basis at the following locations (defined on the Proposals Map):**
 - **Royal Agricultural University, Cirencester**
 - **Campden BRI, Chipping Campden**
 - **Fire Services College, Moreton-in-Marsh**
2. **Master Plans for the respective sites will be produced in consultation with the local community and, subject to the approval of the Local Planning Authority, will provide the framework for determining any full or outline planning application(s).**
3. **With regard to the Royal Agricultural University, Cirencester, the Master Plan will:**
 1. **ensure that the character of the parkland setting is not compromised on this important gateway to Cirencester;**
 2. **include the submission of a satisfactory scheme that addresses transport and access issues and maximises opportunities for future development to be designed and phased to ensure maximum practicable integration between the different uses within and near the site, including Deer Park School, Cirencester College and the strategic site south of Chesterton (Policy S2);**
 3. **demonstrate that the development supports the vitality and viability of Cirencester Town Centre; and**
 4. **take account of the gas pipeline buffer zone.**

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- 4. With regard to the Campden BRI, Chipping Campden, the Master Plan will:**
 - 1. include a plan demonstrating the comprehensive phasing programme for the construction, reuse or demolition of existing redundant buildings and infrastructure within the site;**
 - 2. demonstrate, in association with the Environment Agency, that all flood constraints are identified and overcome including the implementation of appropriate mitigation measures which can be secured through conditions or separate contractual agreements; and**
 - 3. incorporate any appropriate safeguarding measures alongside the adjoining railway line to potentially facilitate a new station in accordance with the Local Transport Plan.**

- 5. With regard to the Fire Services College, Moreton-in-Marsh, the Master Plan will:**
 - 1. aim to enhance the setting afforded by this important gateway site to Moreton-in-Marsh;**
 - 2. demonstrate that a thorough investigation of noise, fumes and smells has been carried out in relation to the use of the operational area, and identify any appropriate safeguarding measures required to satisfactorily address potential impacts on residential areas;**
 - 3. complete an investigation into land contamination on the site, with any necessary remediation measures required to a standard agreed with the Local Planning Authority;**
 - 4. set out proposals for the retention, protection and proactive management of the County-designated Key Wildlife site;**
 - 5. explain how the proposals will safeguard and ensure maximum accessibility and integration between the community leisure uses and playing fields on the site, and their available use for the local residents;**
 - 6. demonstrate how existing trees and other vegetation around the boundary and stretching into the site will be retained and strengthened; and**
 - 7. include proposals for height limits and location of new buildings to ensure effective screening from view from outside the site, particularly along the approach roads to Moreton-in-Marsh.**

Royal Agricultural University

9.2.3.6 The Royal Agricultural University (RAU) is a key economic asset both for Cirencester and the wider District. Its future success and continued growth aspirations, identified in the RAU's Corporate Plan 2014 to 2019, are supported. The expansion of the existing campus, including redevelopment for

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educational, training, business and research development, student accommodation and other operational floorspace, will support the RAU's vision to become an international contributor to the global strategy for sustainable food supply, land management and the built environment.

9.2.3.7 Facilitating new, improved facilities and associated development will help the RAU's long-term growth strategy and this would be supported by the production of a comprehensive Master Plan to guide development to 2026 and beyond. The Master Plan will need to clearly identify these needs and aspirations balanced against the site's sensitive parkland setting, AONB landscape, and heritage constraints.

9.2.3.8 The Local Plan allocates mixed use development of a strategic scale on a neighbouring site to the south of Chesterton. The Master Plan should aim to develop a strategy to maximise opportunities for shared infrastructure and the potential for a complementary relationship between the research at the University and related spin-off business development at the strategic site. The commercialisation of research opportunities would support the productivity and growth aspirations set out in the Strategic Economic Plan.

Campden BRI, Chipping Campden

9.2.3.9 Campden BRI is a food research and development institution near Chipping Campden where national and international food testing and research is completed. It has seen significant growth in business, with food security being a key issue for both private and public sector members. Campden BRI currently has 2,100 members from 70 countries across the world, including Pepsi, Kelloggs, and Warburtons. It holds conferences and training events for 17,000 visitors per year. The company employs 300 staff at Chipping Campden.

9.2.3.10 The existing site comprises a series of ad hoc buildings and facilities which no longer meet modern standards of design or efficiency for a research and development institution. Campden BRI requires a positive framework which supports investments in new laboratories, business space, and supporting infrastructure to fulfil its growth aspirations whilst recognising the environmental and landscape constraints.

9.2.3.11 The Council recognises that the wider Campden BRI site needs to be conceptualised and planned as a comprehensive redevelopment to secure the future of the organisation within the District. The overriding constraint is the site's location within Flood Zone 3b, and Campden BRI is working with the Environment Agency to resolve this issue. Further significant constraints, in particular those relating to access and the location within the AONB, must be addressed through the master planning process.

Fire Services College, Moreton-in-Marsh

9.2.3.12 The Fire Services College is a leader in fire and emergency response training and one of the world's largest operational fire and rescue training facilities. It specialises in providing dedicated training for fire and rescue services, emergency responders and a wide spectrum of commercial and public sector clients globally.

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9.2.3.13 In March 2013, the College moved from government to private ownership in order to help secure future investment to maintain the College as a pioneering facility for the fire and rescue services, both UK and overseas. Significant infrastructure and supporting facilities are required to ensure that the College remains at the forefront of training provision.

9.2.3.14 The site is over 100 Hectares on the edge of Moreton in Marsh. It is hugely significant to the town's future. Consequently, the development of the site needs to be planned in a holistic manner to secure the long term future of the College and achieve benefits to the local community. For example, the College has recreational facilities that are not available in Moreton-in-Marsh. The Master Plan should aim to secure public access to these facilities on a permanent basis.

9.2.4 Rural Diversification (POLICY EC5)

9.2.4.1 Agriculture and other land-based sectors, including energy, tourism and recreation, underpin the rural economy of the Cotswolds and support a considerable number of ancillary businesses. Changes in agriculture have made diversification increasingly important to the economic viability of farm units. The range of diversification proposals, however, is so varied that it is difficult to establish specific policies for every potential use. Instead, the Local Plan sets out policy criteria against which individual proposals will be judged.

Policy EC5

RURAL DIVERSIFICATION

Development that relates to the diversification of an existing farm, agricultural estate, or other land-based rural business will be permitted provided that:

- a. **the proposal would not prejudice the continued viable operation of the existing use;**
- b. **existing buildings are reused wherever possible; and**
- c. **a whole farm business plan is provided, where considered appropriate, to demonstrate how the proposal, either individually or cumulatively, would support the continued operation of the agricultural and/or other land-based rural business.**

9.2.4.2 If suitable buildings become available on a holding, it is important that these are used in preference to new-build development. New buildings, where justified and acceptable, should be well integrated with the existing holding to help them harmonise with the surrounding environment.

9.2.4.3 There is a potential policy conflict between rural diversification and the need to reduce reliance on the private car. Proposals would be more acceptable where they would only give rise to modest additional daily traffic movements, or where the impact on minor roads would not be significant.

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9.2.4.4 Diversification proposals should contribute effectively to the business and more generally to the rural economy while integrating new activities into the environment and the rural scene. Planning applications for development related to diversification should be seen within the context of the future business plan for the holding as a whole. Change that has not been properly thought through will be of little long-term benefit to the holding or to the rural economy. Whole farm business plans should, therefore, be submitted with applications for significant agricultural diversification proposals to help ensure that a coherent approach is undertaken, and to build-in some certainty about the future activities of holdings. Such plans would not be a requirement in every case, but may be requested before considering an application.

9.2.4.5 When required, the whole farm business plan should include details of existing agricultural activities, the need for diversification, details of the proposal and implications of the proposal on the rural economy and the environment.

9.2.5 Conversion of Rural Buildings (POLICY EC6)

9.2.5.1 In an area of high quality built and natural environment, it is important to keep new building in rural areas to a minimum. The large, but diminishing, stock of rural buildings in the Cotswolds should be used in the most positive way possible to assist in sustaining the rural economy. For the most part, these buildings were originally built as workplaces, or to support the business or community needs of the area. This function should, wherever possible, continue so that rural buildings are given a new lease of life.

9.2.5.2 The re-use of existing rural buildings, which have become surplus to requirements, or are no longer suitable for their original use, can help to reduce demands for new building in the countryside.

Policy EC6

CONVERSION OF RURAL BUILDINGS

Subject to Policy EN6 (Conversion of Designated and Non Designated Heritage Assets), the conversion of rural buildings to alternative uses will be permitted provided:

- a. **the building is structurally sound, suitable for and capable of conversion to the proposed use without substantial alteration, extension or re-building, which would be tantamount to the erection of a new building;**
- b. **it would not cause conflict with existing farming operations, including severance or disruption to the holding that would prejudice its continued viable operation; and**
- c. **the development proposals are compatible with extant uses on the site and existing and planned uses in close proximity to the site.**

9.2.5.3 This policy applies to the conversion of all rural buildings, whether of modern or traditional construction.

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9.2.5.4 It is important to ensure that new uses are sympathetic to the rural character of the area, respecting local building styles and materials, in keeping with their surroundings, without creating adverse environmental effects due to, for example, nuisance or traffic generation.

9.2.5.5 For proposals which do not meet the specifications for permitted development buildings should be physically capable of being converted in terms of their size, soundness and structural stability, without recourse to extensive rebuilding, alteration or extension. The conversion should be just that, and not a pretext for what would be tantamount to the erection of a new building in the countryside.

9.2.5.6 Where an extension or significant alteration is proposed, then it will need to be demonstrated that the building is capable of conversion on its own merit. Subject to this, extensions or alterations will be permitted where they do not significantly harm the character of the building, its setting, and/or the character and appearance of the landscape.

9.3 Town Centres and Retailing

9.3.1 Town Centres and Retail Hierarchy (POLICY EC7)

9.3.1.1 Retail is an inherent part of the economy of the local area. Cotswold market towns and villages provide the day to day shopping and services for residents of the District, and in doing so create employment for people living around them. However, larger towns and cities, especially Cheltenham, Gloucester and Swindon, can provide competition functioning as service and employment hubs for many Cotswold residents drawing expenditure out of the District.

9.3.1.2 Retail development will take place in accordance with the Retail Hierarchy. The hierarchy reflects the scale, nature and role of the centres and their importance within the retail offer in the District.

Policy EC7

TOWN CENTRES AND RETAIL HIERARCHY

1. **Town centre uses will be located in the following Centres according to the following retail hierarchy:**
 - a. **Primary Town Centre: Cirencester**
 - b. **Key Centres: Bourton-on-the-Water, Chipping Campden, Moreton-in-Marsh, Stow-on-the-Wold and Tetbury**
 - c. **District Centres: Fairford, Lechlade**
 - d. **Local Centres: Northleach, South Cerney**

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- 2. Cirencester will be the preferred location in the District for the development of main 'town centre' uses, followed by the Key, District, and Local Centres.**
- 3. In settlements that are not listed in Policy EC7, clause 1, proposals for small local shops and services will be permitted if they would enhance a settlement's viability and help to meet the needs of, and are conveniently accessible to, the local community.**

9.3.1.3 Main town centres uses are defined in the NPPF (Appendix 2: Glossary). The uses include: retail development, leisure, entertainment facilities, intensive sport and recreation uses, offices and arts, culture and tourism development.

9.3.1.4 The concentration of a variety of shopping and other services within a town centre is a major component of maintaining its vitality and viability. Growth and enhancement in these locations is considered to be the most effective strategy for improving the overall economic performance and competitiveness of the District.

9.3.1.5 Cirencester will continue to be the District's dominant centre for retailing though the strategy allows the opportunity for a focused approach in the other selected settlements.

9.3.1.6 Cirencester will be promoted and enhanced as needed to attract increased expenditure from within and outside the District. There are a number of opportunities for new retail development within the Primary Town Centre at Cirencester. Development of these sites could potentially provide modern A1 retail space that is currently lacking in the town centre as well as a range of evening and leisure uses. The policy approach strengthens Cirencester as the first preference in the District for main town centre uses. The Cirencester Town Centre Strategy (see Policy S3) provides further detail and guidance.

9.3.1.7 Beyond Cirencester, the five Key Centres have the widest variety of shops, facilities and services. The vitality and viability of the Key Centres will be promoted and enhanced as locations in the District for main 'town centre' uses.

9.3.1.8 The vitality and viability of the District Centres of Fairford and Lechlade will be maintained and enhanced by providing a complementary focus for main town centre uses in the District, functioning as important service centres for the majority of needs of their respective localised catchment areas, and is particularly important for those, such as the elderly, where travelling further afield is less likely. This complementary focus should enable these centres to meet the majority of the needs of people in their local catchments, while relying on Cirencester or other Key Centres to provide those services which cannot reasonably be catered for locally because of issues of scale. The District Centres, whilst also providing shops, facilities and services, are more limited in both number and range.

9.3.1.9 Although the two smaller Local Centres provide a more limited range of services and facilities within their centres, they play an important role in providing for the daily needs of the settlement and surrounding rural area.

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9.3.1.10 Small local shops and services (including public houses, post offices and surgeries) in rural settlements are recognised as important economic assets but also as a focus for wider social and community activities. Proposals which would result in the loss of services and facilities will not be permitted where this would damage the viability of a settlement or increase car travel by local residents unless it can be independently proven to be un-viable for re-use for local service provision.

9.3.2 Town Centre Uses (POLICY EC8)

Policy EC8

TOWN CENTRE USES

1. **Proposals for ‘Town Centre’ uses that support the vitality and viability of the Centres identified in Policy EC6) will be permitted, firstly, within the Primary / Key / District / Local Centre⁽³⁹⁾ boundaries identified on the proposals maps and secondly, at edge of Centre locations. If there are no suitable sites available within the Centre boundaries, or at edge of Centre locations, then out of centre sites may be considered.**
2. **All proposals for ‘town centre’ uses (on sites within the Centre boundaries, and at edge of centre or out of centre locations) should:**
 - a. **be of a size, scale, function and intensity appropriate to the position of the Centre in the Retail Hierarchy (Policy EC6);**
 - b. **be consistent with the strategy for the settlement;**
 - c. **help maintain an appropriate mix of uses in the Centre;**
 - d. **contribute to the quality, attractiveness and character of the settlement, including the Centre, and the street frontage within which the site is located; and**
 - e. **be consistent with floor space provision requirements for the Centre identified in the latest evidence.**
3. **When considering proposals for ‘town centre’ uses beyond the identified Centre boundaries, (in edge of Centre or Out of Centre locations), proposals will be permitted that are:**
 - a. **accessible and well connected to the Centre by public transport, walking and cycling and**
 - b. **contribute to the quality, attractiveness and character of the settlement and the street frontage within which the site is located; and**
 - c. **maintain or improve, where possible, the health and wellbeing of the District's residents through increased choice and quality of shopping, leisure, recreation, arts, cultural and community facilities.**

39 The word ‘Centre’ should be taken to mean ‘Town Centre’ in terms of the NPPF.

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4. **The loss of town centre uses on the ground floor within the Centre boundaries identified on the proposals maps will be permitted provided the development does not harm the vitality and viability of the Centre and evidence has been submitted to demonstrate that the property has been continually, actively and effectively marketed for at least 12 months and that the use is no longer of commercial interest.**
5. **Proposals for residential development will be permitted on the upper floors of premises in the Centre.**
6. **Other than A1 uses, concentrations of single uses will not be permitted where this would be likely to cause issues of amenity or affect the vitality and viability of the centre.**

9.3.2.1 Evidence presented in the Local Plan Reg 18 Consultation: Development Strategy and Site Allocations (January 2015) provided indicative floor space requirements for Cirencester, Moreton-in-Marsh, Tetbury and Bourton-on-the-Water. These requirements are set out under the policy for each settlement in section 7. For Cirencester, the proposed strategy is long term and there is no emphasis placed on ‘front loading’ the floor space requirements. For Moreton-in-Marsh, Tetbury and Bourton-on-the-Water, the indicative floor space requirement is small, with no real need to develop new floor space within the first five years. It is not necessary to identify further retail floorspace requirements in the other settlements identified in the retail hierarchy (Policy EC7). However, this does not mean that these places will be static. It is also acknowledged that there is minimal need to expand the quantitative retail offer, though qualitative improvements should be encouraged. To ensure the retail evidence base is robust and as up-to-date as possible, a re-run of the retail data modelling, in alignment with the employment and housing figures update, has been commissioned.

9.3.2.2 The Local Planning Authority will support proposals that improve the retail offer within any of the centres as set out in Policy EC7. Firstly seeking to focus development within the centre itself, or on suitable sites located at the edge of centre, followed by out of centre sites which may be appropriate in a considered sequential approach. By supporting a concentrated variety of shops and services, the vitality and viability of the Centres can be protected and enhanced, so that ‘town centre’ uses (Policy EC7) can contribute to healthy and lively centres and communities.

9.3.2.3 The importance of parking as a key issue in town centres is recognised in Policy INF5: Parking Provision. Furthermore, the Local Planning Authority will, as part of the approach to retail and town centre development, put measures in place to:

- Review town centre parking;
- Continue to improve and enhance public realm and streetscape;
- Deliver traffic management improvements; and
- Support and promote markets.

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9.3.2.4 The loss of an active retail use cannot be prevented and changes of use to other uses can make the centre less attractive and convenient. The Council considers that a robust marketing exercise is the most transparent way of demonstrating that retail facilities are no longer viable. To demonstrate that the marketing activity is proportionate and effective it should be undertaken continually for at least a 12 month period. All details of marketing activity and enquiries should be provided to the Council together with full reasons why any offers have not progressed.

9.3.2.5 It is important to define the boundaries of the Centres identified in the Retail Hierarchy (Policy EC7) as the primary location of retail development, maintaining a concentration of Class A1 uses which are important to the attractiveness of the centres. These are designated as Primary / Key / District and Local Centres on the Proposals Map. Within these boundaries, proposals for ground floor non-retail uses will only be permitted if the development does not harm the retail focus on these frontages. On upper floors, there will be support for a diverse range of uses such as residential and office space, as the use of upper floors adds vitality to town centres without fragmenting the retail and services available on the ground floor. The Local Planning Authority will seek to ensure that local residents have access to a range and choice of A1 shops.

9.3.2.6 With the exception of Cirencester, it is considered that the settlements identified in the Town Centres and Retail Hierarchy (Policy EC7) centres are too small to define secondary and primary frontages within the Centre boundaries. The Cirencester Town Centre Strategy (Section 8.1) sets out policies relating to Cirencester's primary and secondary frontages.

9.3.2.7 Proposals maps showing the extent of the Primary / Key / District / Local centres are included in the relevant Settlement Inset Maps.

9.3.3 Retail Impact Assessments (POLICY EC9)

Policy EC9

RETAIL IMPACT ASSESSMENTS

- 1. Proposals for net sales floorspace exceeding 500sqm, which lie outside an identified Primary / Key / District or Local Centre, shall be accompanied by a Retail Impact Assessment.**
- 2. Development that has significant adverse impacts on the existing vitality and viability of an identified Primary / Key / District or Local Centre will not be permitted.**

9.3.3.1 The NPPF requires that when assessing applications for retail, leisure and office development outside of town centres, which are not in accordance with an up-to-date Local Plan, local planning authorities should require an impact assessment if the development is over a proportionate, locally-set floorspace threshold, (if there is no locally set threshold, the default threshold is 2,500sqm).

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9.3.3.2 The impact test applies to retail, office and leisure proposals. The scope and level of detail required will vary according to local circumstance. Impact assessments will not be limited to new development; they may also be required for extensions, redevelopment or the variation of conditions where this would alter the effects of a development.

9.3.3.3 Through the Local Plan, the Council may identify a new threshold to require Retail Impact Assessments. This is often as little as 350sqm reflecting the type and scale of the existing retail offer and ensuring that when considering a planning application the Local Authority has a full understanding of the impact of new proposals on their retail offer.

9.3.3.4 The majority of retail applications submitted to Cotswold District Council are less than 100sqm, reflecting the type and characteristics of the District's market towns and rural settlements, and very few applications have historically exceeded this total. Accordingly, the default retail impact assessment threshold set out in the NPPF is lowered to 500sqm to reflect the type and scale of the existing retail offer and ensure that, when considering a planning application, the Local Planning Authority has a full understanding of the impact of new proposals on the existing retail offer.

9.3.3.5 Proposals for retail developments up to 500sqm will generally be regarded as being of a scale that would not result in significant adverse impacts. Where impact assessments indicate significant adverse impacts on an existing vitality and viability of the centre, development will be refused. What constitutes a significant adverse impact will be based on the circumstances of each case. The cumulative impact of recent/committed proposals may also be relevant. Where the evidence shows there is no significant adverse impact the positive and negative effects of the proposal will be balanced, together with locational and other considerations, to reach an overall judgement.

9.4 Tourism

9.4.1 Tourism is a key employment sector in the District, with an estimated total spend of £83 million in 2010⁽⁴⁰⁾. In 2013, there were 6,000 jobs in tourism-related sectors in Cotswold. This represented 21.3 per cent of all tourism jobs in Gloucestershire and 15.2 per cent of all jobs in the district. The main categories of visitor spend are: accommodation; shopping; food and drink; attractions and entertainment; and travel⁽⁴¹⁾. Cultural activity also has high economic value and brings in tourist trade.

9.4.2 The Destination Management Plan for Tourism Across the Cotswolds, April 2014 vision is '*To ensure that the Cotswolds is a vibrant year round destination where visitors enjoy high quality, authentic experiences and tourism makes an increasing contribution to the economic, social and environmental sustainability of the local economy.*'

9.4.3 A SWOT analysis in the Destination Management Plan highlights a significant range of challenges and opportunities that the Local Plan could help to address. Opportunities include: converting day visits to staying visits by product development; Cotswold Canal expansion; increasing the range of outdoor activities; supporting local and independent shops; and doubling the railway track of the 'Cotswold line'.

40 South West Tourism Alliance - Value of Tourism 2010

41 Employment Study 2012 (Paragraph 3.2.19)

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Weaknesses include: lack of low cost accommodation; poor road signage; limited conference facilities; concentration of tourism in honeypot destinations with little to offer younger people and families; and limited parking.

9.4.1 Development of Tourist Facilities and Visitor Attractions (POLICY EC10)

Policy EC10

DEVELOPMENT OF TOURIST FACILITIES AND VISITOR ATTRACTIONS

New or extended tourist facilities and visitor attractions (excluding accommodation) will be permitted provided the proposal:

- a. **has a functional relationship and special affinity with the historic and natural heritage of the area;**
- b. **is well related to the main tourist routes;**
- c. **is an identified opportunity that is not met by existing facilities; and**
- d. **as far as possible, use is made of existing buildings, particularly agricultural buildings in the countryside, with the number and scale of new buildings kept to a minimum.**

9.4.1.1 The Local Plan ensures that new tourism development is effectively and appropriately controlled to protect the high quality natural and built environment of the District, especially in the AONB. The term 'special affinity' has been used in order to protect the character of Cotswold towns and the countryside. Attractions for which there is no special justification for their location in that particular area, will not normally be permitted. The nature of the attraction should rely on its location within the Cotswolds. The A-roads of the District tend to form the main tourist routes.

9.4.1.2 Development which helps to address current weaknesses in the tourist economy should be encouraged where appropriate. For example, low cost accommodation and low impact family attractions, such as farm activity visits.

9.4.1.3 The area's popularity with visitors is not sufficient justification, in itself, for the location of new tourist attractions. Any large-scale visitor development will generally be considered to be unacceptable if it would harm the landscape or features of historic interest, or have a harmful impact on the transport network.

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9.4.2 Tourist Accommodation (POLICY EC11)

Policy EC11

TOURIST ACCOMMODATION

Hotels and Serviced Accommodation:

1. **New hotels and other serviced accommodation will be permitted where the proposal:**
 - a. **is provided through the change of use of existing buildings, especially where this would involve the conservation of a listed or other historic building; or**
 - b. **is appropriately located within Development Boundaries.**
2. **Exceptionally, proposals for a new hotel that is directly associated on-site with a tourist attraction, and required to ensure the viability of the tourist attraction, will be acceptable.**

Self-Catering Accommodation:

3. **Proposals for self-catering accommodation, will be permitted where it:**
 - a. **is provided through the conservation and conversion of existing buildings, including agricultural buildings; or**
 - b. **is appropriately located within Development Boundaries.**
4. **Exceptionally, proposals for a new-build, short stay, self catering units that are directly associated on-site with a tourist attraction, and required to ensure the viability of the tourist attraction, will be acceptable.**

Removal of occupancy conditions – holiday lets

5. **Applications for the removal of occupancy conditions on holiday accommodation that has been built or converted for that purpose outside Development Boundaries will not be permitted.**
6. **Applications will be permitted where the original building was used as a dwelling or the building is located within Development Boundaries.**

Touring Caravan and Camping Sites:

7. **Proposals for the development of new, or the expansion of existing touring caravan and camping sites, will be permitted provided that the proposal:**

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- a. **is well related to the main tourist routes; and**
- b. **makes use of any converted or potentially convertible agricultural buildings with the number and size of any associated new buildings kept to the minimum necessary.**

8. Proposals for the expansion, upgrading or redevelopment of existing accommodation at static caravan and holiday parks will be permitted provided that it addresses an identified weakness in the local tourist economy.

9.4.2.1 Generally, hotel accommodation in the District is considered to be adequate, but with scope for the upgrading of existing facilities and further development of conference facilities. Hotels and other serviced accommodation will normally be acceptable within settlements as well as extensions to existing facilities. Other serviced accommodation includes residential conference centres, guest houses and bed and breakfast accommodation where these require planning permission. New-build hotel development outside settlements would only be acceptable where it was directly associated with a tourist attraction and it was required to help ensure the viability of that attraction. Hotels in rural areas can be provided successfully by the conversion and improved use of existing buildings.

9.4.2.2 Self-catering is particularly popular in rural areas, with high season and short-break holidays offering attractions for a significant number of holiday-makers. It can make a valuable contribution to the rural economy.

9.4.2.3 As part of rural diversification schemes, the provision of self-catering units can often be a valuable alternative use for traditional agricultural buildings. Although quality standards still need to be high, self-catering holiday units will often not need to be designed to the same requirements as permanent homes. Many of the trappings of residential use, such as garages, fenced garden areas, sheds and greenhouses, are not necessarily needed and the internal layout can be simpler. The result can be a more sympathetic and architecturally successful conversion.

9.4.2.4 In countryside locations of high environmental quality, the conversion of existing property may well be the only acceptable way of providing self-catering accommodation. Elsewhere, the creation of new-build units that are directly linked on site with a tourist attraction and are required to help ensure the viability of the attraction will be acceptable in principle.

9.4.2.5 For the avoidance of doubt "self-catering accommodation" is taken to include holiday lodges where permanent residential occupation has been excluded.

9.4.2.6 As identified above, a weakness in the tourist economy is the lack of lower cost accommodation. There are relatively few permanent sites for touring caravans and camping in the District, although there are some, for example, near Moreton-in-Marsh; at the former Notgrove railway station; and in Cirencester Park. Larger sites exist in the Cotswold Water Park, notably at the Hoburne Cotswold site near South Cerney. The Local Plan offers the opportunity to encourage the development of lower cost accommodation, such as caravan and camping sites, in order to improve the tourist offer

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and encourage day visitors to stay longer, thus increasing the benefits to the local economy. Consideration should be given to proposals that incorporate more innovative and a variety of camping opportunities.

9.4.3 Monitoring of Economy Policies

9.4.3.1 All policies will be monitored by taking account of relevant considerations, including the outcome of planning and appeal decisions. Specific indicators relevant to policies in this section include:

Policy	Objective	Indicator	Target
EC1 Economic Development	3a	Planning applications and completions for gain / loss of employment floor space and employment land together with gain /loss of business and employment activity on employment sites.	Provision of 33.3 hectares of B class employment, including completions and commitments achieved during the plan period.
EC2 Safeguarding Employment Sites			
EC3 Proposals for all types of Employment - generating uses	3a, 5a		
EC4 Special Policy Areas	3a	Loss of employment land to exception sites for Starter Homes.	

Table 17

Policy	Objective	Indicator
EC5 Rural diversification	3a	Planning applications for agricultural diversification.

Table 18

Policy	Objective	Indicator
EC6 Conversion of Rural Buildings	1b, 2a, 3a	Planning applications for conversion of rural buildings.

Table 19

Policy	Objective	Indicator
EC7 Town centres and retail hierarchy	1c, 3b, 5a	Monitor planning applications and completions for gains/loss of retail floor space in retail centres by location. Number of non-retail uses and vacancies in defined Retail Centres and Cirencester's Secondary frontages

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Policy	Objective	Indicator
EC8 Town centre uses	3b, 4, 5a	Frequency of use of retail impact assessments.
EC9 Retail impact assessments	3b, 5a	

Table 20

Policy	Objective	Indicator
EC10 Development of tourist facilities and visitor attractions	1a, 3c	Planning applications and completions for tourism facilities and visitor attractions.

Table 21

Policy	Objective	Indicator
EC11 Tourist accommodation	1b, 1c, 3c,4, 5a	Planning applications and completions for tourist accommodation.

Table 22

9.4.3.2 The outcomes of the indicators will be analysed to determine whether the policies are performing as intended. The delivery of the specific target identified will be assessed, with reference to the overall Development Strategy of the Local Plan (See Chapter 6) and the Strategic Objectives of the Local Plan. Depending on the assessment, the information will be fed into the Review of the Local Plan, which will address any risks to delivery that are highlighted.

10 Design

10.1 Design (POLICY D1)

10.1.1 The Cotswolds is widely recognised as an outstandingly beautiful area, rich in the architecture of every period and style. Many towns and villages contain impressive set pieces, ranging from a scatter of cottages around a green to gently curving town streets and market places.

10.1.2 The design quality achieved in the past was generally very high. Local standards of traditional craftsmanship have been exceptional for hundreds of years.

10.1.3 The Government attaches great importance to the design of the built and natural environment. It expects local authorities to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes. Good design is a key aspect of sustainable development and addressing climate change, is indivisible from good planning and should contribute positively to making places better for people.

Policy D1

DESIGN

Development will be permitted which accords with the Cotswold Design Code (Appendix C). Proposals should be of design quality that respects the character and distinctive appearance of the locality.

10.1.4 This policy will be applied to all aspects of design – including architectural, landscape, ecological, urban and sustainable design - within developments of every scale, from conversions and small extensions to major residential sites and large employment facilities.

10.1.5 Whilst Planning Practice Guidance⁽⁴²⁾ provides comprehensive direction on many general design considerations - such as sustainable design, connectivity and crime prevention - it is important to ensure that the local context is also fully considered. This is particularly so in an area renowned for the quality of its built and natural environment and which features very sensitive locations such as the Cotswolds Area of Outstanding Natural Beauty together with numerous Conservation Areas.

10.1.6 There are a number of developments, particularly post-war housing schemes around some of the key settlements, where the character of the area has not been reflected in scheme design. These developments often have been built using standard house types and layouts that are not locally distinctive. The result is insensitive development that is not integrated with its surroundings either in

42 <http://planningguidance.planningportal.gov.uk/blog/guidance/design>

10 Design

character or in scale. The design of new developments must ensure that poor design quality is not replicated and that there is a sense of transition between the open countryside and an existing settlement's historic core and character.

10.1.7 As well as ensuring that local character and distinctiveness are retained and enhanced, there are other key local issues that the design of development should address. These include meeting the challenge of climate change mitigation and accommodating the district's ageing population. The latter signals the need to improve the health and well-being of residents through appropriate design of homes and open spaces. One of the ways this can be achieved is by adopting the principles of lifetime homes. In addition, an inclusive approach to design, which ensures that new developments are integrated both physically and socially with current communities and places, should be followed.

10.1.8 To address local development and design issues the Council has up-dated and broadened the scope of the Cotswold Design Code (originally produced in March 2000 as supplementary planning guidance). It now includes landscape and green infrastructure design, and addresses some shortfalls in the 2000 version. Implementation of the new design code is key to the success of this design policy and other policies in the local plan.

10.1.9 The revised Cotswold Design Code (see Appendix C) emphasises the requirement to design development so that it either follows an authentic vernacular and traditional approach, in line with the local architectural character, or that it is designed in a high quality contemporary and innovative manner, which reflects and respects local character. The decision whether to adopt a traditional or contemporary approach will depend on the type of development proposed, the site and its setting.

10.2 Monitoring of Design

10.2.1 All policies will be monitored by taking account of relevant considerations, including the outcome of planning and appeal decisions. Specific indicators relevant to policies in this section include:

Policy	Objective	Indicator
D1 Design	1a, 1b, 1c	Citation of policy (use of Design Code) in planning decisions.

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11 Natural and Historic Environment

11.1 Natural and Historic Environment (POLICY EN1)

11.1.1 Cotswold District is renowned for the exceptional quality of its natural, built and historic environment which is supported by a wide range of policy guidance and initiatives. Much of the district is designated as an Area of Outstanding Natural Beauty (AONB). There are numerous important wildlife habitats, sites and species, and many buildings, structures and settlements of architectural or historic interest⁽⁴³⁾. The “Cotswold character” is key to the area’s sense of place, its local distinctiveness and the quality of life of residents and visitors. The value of these assets to the area is evident in providing a strong local identity, enhancing the overall quality of life and contributing to the area's economy.

11.1.2 Well-designed development can contribute positively to the conservation, enhancement and creation of natural and historic environmental assets, including at the strategic level through, for example the enhancement of Nature Improvement Areas and long distance footpaths.

11.1.3 The level of importance of an asset and its setting together with the significance of any feature that may be affected by proposed development should be carefully considered, and appropriate weight attributed to it having regard to the policies of this Local Plan together with national planning policy and guidance.

11.1.4 The NPPF requires local planning authorities to "set out in their Local Plan a positive strategy for the conservation and enjoyment of the historic environment" (para 126) and include "a clear strategy for enhancing the natural, built and historic environment" (para 157). This strategy is expressed through the objectives set out in the following table, is accorded weight through its reference in Strategic Policy SP4 and is incorporated within the Local Plan - for instance within the Portrait of the District, the key issues the Plan seeks to address, the Plan's Vision and Objectives, and through the choice of site allocations. The table also indicates how the objectives are integrated in policies and site allocations, ensuring that delivery of the strategy is integral to the Local Plan as a whole and not restricted to the natural and historic environment or design policies. Moreover, the strategy will be delivered not just through implementation of the Local Plan, but also through other aspects of the the council's work such as support for the Local Records Centre and engagement with owners of buildings at risk.

POLICY EN1: Natural and Historic Environment

New development should promote the protection, conservation and enhancement of the historic and natural environment by:

- **assisting, where appropriate, in implementation of the council's natural and historic environment strategy objectives;**
- **ensuring the protection and enhancement of existing environmental assets and their settings in proportion with the significance of the asset;**

43 The District has over 5000 listed buildings

11 Natural and Historic Environment

- contributing to the provision and enhancement of green infrastructure;
- addressing climate change, habitat loss and fragmentation through creating new habitats and the better management of existing habitats;
- seeking to improve air, soil and water quality where feasible; and
- ensuring design standards that complement the character of the area and the sustainable use of the development.

Natural & Historic Environment Strategy Objectives	Policy - TO BE UPDATED
Ensure that the natural and historic environment continues to contribute to the special character, identity and quality of life of the District.	All policies
Ensure the conservation and enhancement of the natural and historic environment of the District for future generations	All policies
Ensure that the interplay of the built and natural environment, which is key to the special character of the District is fully understood and considered	SP 1; 4
Increase public understanding, awareness and enjoyment of and access to our natural and historic environment for both residents and visitors	SP 1; 2; 4 EN 1. EC 9; 10. D 1. INF 8. SP 3; 4; 5.
Support the vital tourist economy of the District, for which the environment is a key element	SP 1; 2; 4 EN 1; 2; 3; 4; 5; 6. D 1. EC 6; 9; 10. INF 8. SP 3; 4; 5.
Ensure that the historic environment is used as a key driver and focus for inward investment, regeneration and re-development, particularly within our historic market towns	SP 1; 2; 3; 4 EN 5; 6. D 1. EC 3A; 6; 7; 9; 10. INF 8. SP 3,
Explore ways in which new developments can be successfully integrated with the existing historic environment	SP 1; 2; 4 EN 1; 5. EC 3A. SP3. DS1. EC 4; 9; 10. D1.
Encourage wider community involvement in the natural and historic environment, for example through neighbourhood planning	SP 1; 4

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Natural & Historic Environment Strategy Objectives	Policy - TO BE UPDATED
Create and support strong partnerships between public, private and voluntary sectors	SP 1; 4 INF 8
Support organisations applying for funding and maximise the opportunities for external funding to benefit the natural and historic environment	SP 1; 4
Address earlier degradation of the biodiversity resource of the area, including habitat fragmentation	SP 1 ;4 EN 2; 3; 4; 7. D 1. INF 1; 8; 9. SP 3; 5.
Address the threats to the natural and historic environment caused by climate change and to encourage the mitigation of these impacts	SP 1; 3; 4 EN 1; 2; 3; 4. D 1. INF 8; 9.
Ensure that natural environment assets, (including sites, habitats, species, features, biodiversity networks and landscapes) and historic environment assets (including both designated and non-designated heritage assets, their settings and the wider historic landscape) are appropriately managed and maintained, whether in public or private ownership	SP 1; 2; 3; 4 EN 1; 2; 3; 4. SP 3; 5. EC 3a; 3b; 3c; 9. D 1. INF 1; 8; 9.
Protect natural and historic environment assets in a manner that is proportionate to their significance and to the public benefits of any development proposal	SP 1; 2; 3; 4; 5
Ensure that planning decisions are based on sound evidence relating to the natural and historic environment	SP 1; 2; 3; 4; 5
Support development that will enhance biodiversity assets and networks through the creation of new environmental features and habitats, particularly in areas subject to landscape scale biodiversity delivery initiatives, such as Nature Improvement Areas	
Achieve robust green infrastructure within new developments and to capitalise on opportunities to improve existing green infrastructure (including addressing gaps in current provision)	SP 1; 2; 4 EN 1; 2; 3; 4. EC 3a; 3b; 3c. SP 3; 4; 5. D 1. INF 1; 3; 4; 8; 9.

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Natural & Historic Environment Strategy Objectives	Policy - TO BE UPDATED
Ensure that the development enhances the ecosystems services and benefits that are provided by the natural environment	SP 1; 2; 4 EN 2; 3; 4; 7. D 1. H 3. INF 8; 9. SP 3; 4; 5. EC 5

Table 24

11.2 Landscape (POLICY EN2 - EN4)

11.2.1 In the European Landscape Convention (ELC), to which the UK Government is a signatory, landscape is defined as “an area as perceived by people, whose character is the result of the action and interaction of natural and/or human factors”. Planning Practice Guidance says “One of the core principles in the National Planning Policy Framework is that planning should recognise the intrinsic character and beauty of the countryside. Local plans should include strategic policies for the conservation and enhancement of the natural environment, including landscape. This includes designated landscapes but also the wider countryside”.

11.2.2 The landscape of the District is widely recognised for its natural and historic value. Landscape designations cover a large proportion of the District (80% of the administrative area falls within the Cotswolds Area of Outstanding Natural Beauty (AONB), with a further 6% included within Special Landscape Areas and 6% within the Cotswold Water Park.) It is vital that the character, visual quality and historic value of the landscape of the District is conserved and, where possible, enhanced.

The wider natural and historic landscape

Policy EN2

The wider natural and historic landscape

- 1. Development will be permitted where it does not have a detrimental impact on the natural and historic landscape (including the tranquillity of the countryside) of Cotswold District or neighbouring areas.**
- 2. Proposals will take account of landscape and historic landscape character, visual quality and local distinctiveness. They will be expected to enhance, restore and better manage the natural and historic landscape, and any significant landscape features and elements, including key views, settlement patterns and heritage assets.**

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11.2.3 Policy EN2 applies to the whole district. Many of the special qualities of the Cotswolds are shared by the rest of the District, including the setting of the AONB. The Cotswolds National Character Area, as delineated by Natural England, covers a wider area than that formally designated as AONB. The other two National Character Areas within the District – the Upper Thames Clay Vale and the Severn and Avon Vales - also exhibit many of these “Cotswold” characteristics. Detailed landscape and historic landscape characterisation has been carried out for the entire District. The resulting assessments emphasise the high landscape and historic quality of the whole area and the need to ensure its protection and enhancement.

11.2.4 Within and outside the designated landscapes there is a range of individual landscape assets and features, including key views, skyline features, settlement patterns, field boundaries and early cultivation systems. Such features are worthy of conservation and enhancement.

11.2.5 A particularly important issue for the AONB and other parts of the District is the conservation and enhancement of the setting of historic settlements. This includes individual farmsteads, as well as towns and villages. Development pressure over recent decades has resulted in some inappropriately designed and located modern developments that have had a detrimental impact on the edges of settlements. Opportunities should be taken for new development to reverse this negative impact by being of design quality that fully respects the local landscape and historic character. Policy D1 (Design), together with the Cotswold Design Code at Appendix D, is relevant in this respect.

11.2.6 Some aspects of landscape quality, such as the tranquillity of an area, are difficult to define but important to protect as a key element of the character of the District. PPG says that tranquil areas are those that are "relatively undisturbed by noise from human caused sources that undermine the intrinsic character of the area. Such areas are likely to be already valued for their tranquillity, including the ability to perceive and enjoy natural soundscape, and are quite likely to be seen as special for other reasons including their landscape". Lighting can also have major impacts on landscape quality, particularly in areas of "Dark Skies" where there currently is little artificial light pollution. Applicants are advised to have regard as a starting point to available information including high-level CPRE Tranquillity Mapping, nationally-available Dark Skies mapping and the Cotswold Conservation Board's Position Statement on "Tranquillity and Dark Night Skies". These show Cotswold District, and in particular the AONB, to be a largely tranquil part of England. A Landscape and Visual Impact Assessment (LVIA) should include reference to tranquillity, lighting and Dark Skies where appropriate.

Cotswolds Area of Outstanding Natural Beauty

Policy EN3

Cotswolds Area of Outstanding Natural Beauty (AONB)

1. In determining development proposals within the AONB or its setting, the conservation and enhancement of the natural beauty of the landscape, its character and special qualities will be given great weight.

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2. Major development will not be permitted within the AONB unless it satisfies the exceptions set out in national policy.

11.2.7 The importance of Areas of Outstanding Natural Beauty has long been recognised in national planning policy. As some of the most sensitive landscapes in the country these areas are particularly vulnerable to the effects of development and change. Many of the key issues for the Cotswolds AONB are outlined in the Cotswolds AONB Management Plan (2013-2018), produced by the Cotswolds Conservation Board in consultation with its partners including Cotswold District Council. As a material consideration in preparation of this part of the Local Plan, relevant policies within the Management Plan plan are reflected in Local Plan policies. The Management Plan highlights the special qualities of the Cotswolds:

“The area is a rich mosaic of historical, social, economic, cultural, geological, geomorphological and ecological features.

- the unifying character of the limestone geology – its visible presence as natural outcrops, its use as a building material and through the plant and animal communities it supports;
- the Cotswold escarpment, including views to and from it;
- the high wolds – a large open, elevated landscape with commons, ‘big’ skies and long-distance views;
- river valleys, the majority forming the headwaters of the Thames, with high-quality water;
- dry stone walls, which give the AONB its essential character in many areas;
- internationally important flower-rich limestone grasslands;
- internationally important ancient broadleaved woodland, particularly along the crest of the escarpment;
- variations in the colour of the stone from one part of the AONB to another which add a vital element of local distinctiveness;
- the tranquillity of the area;
- well-managed arable and livestock farms;
- distinctive settlements, developed in the Cotswold vernacular, high architectural quality and integrity;
- accessible landscape for quiet recreation; and
- historic associations.”

11.2.8 The NPPF accords great weight in planning decisions to the conservation of landscape and scenic beauty in these areas together with their wildlife and cultural heritage. It stipulates that planning permission should be refused for major developments in the AONB except in exceptional circumstances and where it can be demonstrated they are in the public interest.

11.2.9 Major development can be defined in quantitative terms – a threshold number of dwellings, for example. However, it follows from appreciation of the area’s varied natural form that consideration of what constitutes ‘major’ development is both a matter of context and a matter of fact and degree: what is deemed to be ‘major’ in one area may not be deemed to be so in another. The local plan therefore

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does not provide a quantitative definition of ‘major development’ here as this would be misleading and inflexible within the context of a policy largely concerned with qualitative issues. It will therefore be a matter for the development management process to determine whether or not a given proposal constitutes major development.

11.2.10 The design of new developments should reflect the analysis of the special qualities of the AONB and opportunities for enhancement as described in the AONB Management Plan and relevant landscape character assessments (see also the Cotswold Design Code at Appendix D). Notwithstanding the relatively uniform character of the landscape across much of the AONB, there are changes in landscape character and distinctiveness within it and it is important that these are recognised and reflected in the design of new development.

Special Landscape Areas (SLA)

Policy EN4

Special Landscape Areas

Development within Special Landscape Areas that demonstrably meets the economic and social needs of communities will be permitted provided it does not have a materially detrimental impact upon:

- **the quality of the natural or historic environment; and**
- **the landscape character, appearance or tranquillity of the area.**

11.2.11 The purpose of SLA designation is to protect locally significant landscapes that, although not nationally designated, are of comparable quality to, and abut, the AONB. Their designation is based on a formal assessment of the landscape qualities of the area. SLAs were introduced in Gloucestershire in 1982. They are attractive landscapes in their own right, but may also provide important foreground settings and effective buffers for the AONB. There are nine SLAs in Gloucestershire, six of which lie wholly or partly in the District. Their boundaries are illustrated on the proposals map.

11.3 Trees, Hedgerows and Woodlands (POLICY EN5)

11.3.1 Trees, hedgerows and woodlands play a major part in establishing the character of the Cotswold landscape and make a valuable contribution to the ecological balance of the area, particularly veteran trees, ancient woodland and hedgerows.

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Policy EN5

TREES, HEDGEROWS AND WOODLANDS

1. **Where such natural assets are likely to be affected, development will not be permitted that fails to conserve and enhance:**
 - a. **trees of high landscape, amenity, ecological or historical value;**
 - b. **veteran trees;**
 - c. **hedgerows of high landscape, amenity, ecological or historical value; and/or**
 - d. **woodland of high landscape, amenity, ecological or historical value.**

2. **Where trees, woodland or hedgerows are proposed to be removed as part of development, compensatory planting will be required.**

11.3.2 This policy does not prevent the appropriate management of trees and woodlands or removal of trees that are not in character with their locality.

11.3.3 In some cases, the public benefit of development may outweigh the importance of retaining the trees on the development site, compensatory tree planting may be required on or near the site. Appropriate tree species should be selected and arrangements made for the long-term management of the new trees.

11.3.4 For the avoidance of doubt, parameter (a) of the policy includes trees protected by a Tree Preservation Order or located within a conservation area; parameter (c) includes those meeting the criteria of “important hedgerow” in the Hedgerow Regulations; and parameter (d) includes ancient semi-natural or ancient replanted woodland.

11.4 Biodiversity and Geodiversity: Features, Habitats and Species (POLICY EN6)

11.4.1 Cotswold District has a diverse range of habitats and species. Some areas are of international significance, including the Cotswolds Beechwoods Special Area for Conservation. Many other areas and species are important at national or local level. All designated sites are shown on the Proposals Map and additional sites may be designated during the lifetime of this plan. There are also international sites that lie just outside the administrative area of the District that could be affected by development within it. The potential impacts of this local plan have been considered in the relevant Habitats Regulations Assessment.

11.4.2 Internationally designated nature conservation sites in or near Cotswold District ⁽⁴⁴⁾:

- Severn Estuary SPA

44 Source: Habitats Regulations Assessment Report, LUC 2015

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- Severn Estuary Ramsar
- Severn Estuary SAC
- Bredon Hill SAC
- Dixton Wood SAC
- Cotswold Beechwoods SAC
- Rodborough Common SAC
- North Meadow and Clattinger Farm SAC

11.4.3 The NPPF, together with other legislation and guidance, highlights the importance of conserving and enhancing the biodiversity and geodiversity assets and networks of the District. The degree of protection should be commensurate with the importance of the asset and its contribution to ecological networks. The protection of internationally designated wildlife sites will be the overriding policy consideration where development may cause an adverse effect. To ensure the long-term resilience of the biodiversity resource it is vital that development not only ensures no net loss but makes a contribution to enhancement of biodiversity through habitat creation and land management, seeking net gains where possible.

11.4.4 For the avoidance of doubt, "adequate provision" in parameter 3 of Policy EN6 includes meaning that any mitigation proposals submitted with an application will be supported by evidence that the mitigation will be viable for the lifetime of the development and include commensurate provision for management and maintenance.

Policy EN6

BIODIVERSITY AND GEODIVERSITY: FEATURES, HABITATS AND SPECIES

- 1. Development will be permitted that conserves and enhances biodiversity and geodiversity, providing net gains where possible.**
- 2. Proposals that would result in significant habitat fragmentation and loss of ecological connectivity will not be permitted.**
- 3. Proposals that reverse habitat fragmentation and promote creation, restoration and beneficial management of ecological networks, habitats and features will be permitted, particularly in areas subject to landscape-scale biodiversity initiatives. Developer contributions may be sought in this regard.**

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4. **Proposals that would result in the loss or deterioration of irreplaceable habitats and resources, or which are likely to have an adverse effect on internationally protected species, will not be permitted.**
5. **Development with a detrimental impact on other protected species and species and habitats “of principal importance for the purpose of conserving biodiversity”⁽⁴⁵⁾ will not be permitted unless adequate provision can be made to ensure the conservation of the species or habitat.**

11.5 Biodiversity and Geodiversity: Designated Sites (POLICY EN7)

Policy EN7

BIODIVERSITY AND GEODIVERSITY: DESIGNATED SITES

International Sites

1. **Internationally designated wildlife sites (including proposed sites and sites acquired for compensatory measures) will be safeguarded from development that could adversely affect them.**

National Sites

2. **Development that is likely to have an adverse effect upon a nationally designated nature conservation site will not be permitted unless the benefits of development at the site clearly outweigh the impact development is likely to have both on (a) its special features and (b) the national network of Sites of Special Scientific Interest.**

Local Sites

45 Section 41 (England) of the Natural Environment and Rural Communities Act 2006

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- 3. Development proposals that are likely to cause significant harm to locally identified wildlife sites⁽⁴⁶⁾ and Local Nature Reserves, where such harm cannot be satisfactorily mitigated or adequately compensated for, will not be permitted unless it can be demonstrated that the benefits of the proposal clearly outweigh the impact of the development on the nature conservation value of the site.**
- 4. Development should maintain Local Geological Sites for their scientific and educational value. Development that significantly adversely affects local geological features will be permitted only where comparable sites can be identified or created elsewhere, or the impact can be adequately mitigated through other measures.**

11.5.1 Where development is permitted the Local Planning Authority (LPA) will seek, through the use of appropriate conditions, to ensure that:

- it does not adversely affect nature conservation interests;
- that damaging impacts are prevented;
- that long-term protection is secured; and
- that necessary compensation is provided.

11.5.2 Development proposals where the primary objective is to conserve or enhance biodiversity will be encouraged. Where there are opportunities for enhancements which benefit nature conservation and biodiversity appropriate measures to secure them will be sought. Development that would cause significant harm to biodiversity, which cannot be mitigated or (as a last resort) adequately compensated for, will be refused.

11.5.3 The impacts of climate change and habitat fragmentation are of key concern. Special attention should be paid to ensuring that ecological networks - especially those that include and support European sites and European protected species - are protected and enhanced. This could take place, for example, through support for landscape-scale biodiversity initiatives such as Nature Improvement Areas together with delivery of the Gloucestershire Nature Map. To do so may entail working across administrative boundaries, in co-operation with other Local Authorities and partners, and in particular with the Gloucestershire Local Nature Partnership. The Partnership has designated three Nature Improvement Areas wholly or partially within the District. The key ecological networks (mapped as strategic nature areas) will be illustrated on the proposals map. It is important to recognise that there are also local wildlife linkages which should be protected and enhanced but which cannot be mapped due to the resources required to analyse the whole District and to map every wildlife linkage.

11.5.4 Where a development proposal is likely to result in significant effects on a European site the LPA, as competent authority, will undertake a Habitats Regulation Assessment. Applicant(s) will be expected to provide the LPA with such information as is necessary for it to satisfactorily undertake the assessment. Determination of the development proposal will be subject to the findings of the Assessment

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and following due process under the Habitats Regulations. These considerations relate also to potential Special Protection Areas, possible Special Areas of Conservation, listed or proposed Ramsar sites, and sites identified or acquired for compensatory measures for adverse effects on these sites or on designated European sites.

11.6 Designated Heritage Assets - Conservation Areas (POLICY EN8)

Designated Heritage Assets

11.6.1 Legislation together with the policies of the NPPF, supplemented by guidance within PPG, enable the historic environment including heritage assets⁽⁴⁷⁾ and their settings to be adequately protected and enhanced within the development management process. The key consideration is the potential harm that might be caused to the heritage asset or its setting and the great weight that should be given to its conservation proportionate to its level of significance, and how that is balanced against the proposed public benefits of development proposals. In addition, the NPPF emphasises the importance of the opportunity that new development may provide to better reveal the significance of heritage assets.

11.6.2 There is a wide range of heritage assets in the District. In the majority of cases, proposals that may affect them can be determined on the basis of primary legislation, the NPPF and the PPG. There are, however, key asset types and development types that require further exposition. These are in relation to Conservation Areas, the conversion of non-domestic buildings (heritage assets) and non-designated heritage assets. Listed Buildings and Scheduled Ancient Monuments are also subject to separate regulatory regimes.

Policy EN8

DESIGNATED HERITAGE ASSETS - CONSERVATION AREAS

Development proposals, including demolition, that would affect Conservation Areas and their settings, will be permitted provided they:

- a. **preserve and where appropriate enhance the special character and appearance of the Conservation Area in terms of siting, scale, form, proportion, design, materials and the retention of positive features;**
- b. **include hard and soft landscape proposals, where appropriate, that respect the character and appearance of the Conservation Area;**

47 Heritage assets are defined in the National Planning Policy Framework as "A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. 'Heritage asset' includes designated heritage assets and assets identified by the local planning authority (including local listing)." In addition, Designated heritage assets are defined as - "A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site; Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation."

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- c. **will not result in the loss of open spaces, including garden areas and village greens, which, because of their openness, make a valuable contribution to the character and/or appearance, and/or allow important views into or out of the Conservation Area;**
- d. **have regard to the relevant Conservation Area appraisal (where available); and**
- e. **do not include internally illuminated advertisement signage unless the signage does not have an adverse impact on the Conservation Area or its setting.**

11.6.3 Given that Conservation Areas are not referred to in any depth in the NPPF and they are particularly numerous in Cotswold District, specific local policy is required. Conservation Areas form a very special part of the character of the villages and towns of the District in terms of their buildings, the open spaces within them, and their surroundings. Policy EN8 relates not only to the whole of a Conservation Area but also the individual elements (including walls, views, etc) and character areas that contribute towards its overall identity.

11.7 The Conversion of Non-Domestic Historic Buildings (POLICY EN9)

Policy EN9

THE CONVERSION OF NON-DOMESTIC HISTORIC BUILDINGS (DESIGNATED AND NON-DESIGNATED HERITAGE ASSETS)

- 1. The conversion of non-domestic historic buildings to alternative uses will be permitted where:**
 - a. **the conversion would secure the future of a heritage asset, and/or its setting, which would otherwise be at risk;**
 - b. **the proposed conversion would not significantly harm the character of the heritage asset (including its form and features), its setting, and/or the character or the appearance of the surrounding landscape;**
 - c. **the heritage asset is structurally sound; and**
 - d. **the heritage asset is suitable for, and capable of, conversion to the proposed use without substantial alteration, extension or re-building, which would be tantamount to the erection of a new building.**
- 2. Subsequent extensions or alterations to heritage assets that have been converted will be permitted where the works would not harm the character or appearance of the building, its significance as a heritage asset, its setting or the landscape.**

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11.7.1 The conversion of historic buildings (both designated and non-designated heritage assets) to other uses is a key local issue. To retain these important assets, it may be necessary to allow development that might otherwise be inappropriate; for example, the conversion of a traditional barn to a new house in an unsustainable location. Conversions must be carefully controlled to ensure that the asset’s historic importance, character and landscape setting are all conserved.

11.8 Non-Designated Heritage Assets (POLICY EN10)

Policy EN10

NON-DESIGNATED HERITAGE ASSETS

- 1. Development affecting a non-designated heritage asset will be permitted provided the proposal satisfactorily demonstrates how the asset will be retained, and how any special features that contribute to the asset's significance will be retained or enhanced as appropriate.**
- 2. Extensions and alterations to a non-designated heritage asset, and new buildings within its setting, will be designed sympathetically having regard both to the asset and to its setting. Where possible, development will seek to enhance the character of the non-designated heritage asset.**

11.8.1 Besides many designated heritage assets, there is also a wide range of non-designated assets, such as old buildings of historic interest, whose significance is not sufficient to warrant listing, and locally “scheduled” archaeological features. All heritage assets must be protected and enhanced because they are of vital importance to the character and “sense of place” of the area.

11.8.2 Whilst in some parts of the country there are local lists of non-designated heritage assets, in Cotswold District a comprehensive list is not available. Non-designated heritage assets will continue to be identified as part of the planning application process and will be given appropriate consideration.

11.8.3 The following table provides clarity on the types of buildings, sites and structures that the Council considers to be non-designated heritage assets.

CRITERIA FOR DECIDING WHETHER A BUILDING/SITE/STRUCTURE SHOULD BE CONSIDERED AS A NON-DESIGNATED HERITAGE ASSET IN COTSWOLD DISTRICT -	
Type of asset	Criteria for selection as a non-designated heritage asset <i>(Note: it is not necessary for an asset to meet all relevant criteria)</i>

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Assets of archaeological interest	Within the District the clarification provided by the PPG as to what can be considered as a non-designated site of archaeological interest will be followed. These non-designated sites may be included in the Gloucestershire Historic Environment Record.
Historic parks and gardens	<p>These criteria are based on those developed by the Gloucestershire Gardens and Landscape Trust.</p> <ul style="list-style-type: none"> • Historic interest • Proportion of the original layout still in evidence • Influence on the development of taste whether through reputation or reference in literature. • Early or representative of a style of layout • Work of a designer of local importance. • Association with significant persons or historical events. • Strong group value.
Buildings and structures	<p>Based on guidance produced by Historic England for both local (and national) listing -</p> <ul style="list-style-type: none"> • Architectural interest • Historic interest • Age • Rarity • Aesthetic merits • Selectivity or representativeness • Integrity or “sense of completeness” • Historic Association • Landmark status • Group value • Known architect/designer/builder • Social or communal value
Sites, structures or buildings already recognised as non-designated heritage assets	<p>A number of heritage assets have already been identified as non-designated heritage assets via –</p> <ul style="list-style-type: none"> • Serving of article 4 directions • Recognition as positive buildings or structures within Conservation Area appraisals • Through previous planning applications or pre-application advice • Previous analysis, for example the work of the GGLT.
<p>Note: State of repair is not a relevant consideration when deciding whether a building, site or structure is a heritage asset or not.</p>	

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11.9 Pollution, Contaminated Land and Hazardous Substances (POLICY EN11)

11.9.1 Policy EN8 safeguards against development that is likely to result in unacceptable levels of pollution, such as light and noise, and the effects on amenity, health and the natural environment. The potential harmful effects of such disturbance from development on local residents, neighbouring land uses and premises, wildlife and its habitats, should be considered.

11.9.2 Many pollution sources are dealt with by separate legislation and regulations, but they remain material considerations in planning, in terms of potential adverse impacts on the health of the local community and the natural and built environment of the Cotswolds, and contributing to climate change. The impact of potentially polluting activities can be minimised and avoided through planning policy controlling the location of potentially polluting development; controlling operations; and ensuring that incompatible uses of land are separated to avoid potential conflict.

11.9.3 The air can be polluted through gaseous emissions from industrial processes or through local traffic generation for example, and may be exacerbated through local microclimatic factors.

11.9.4 Water can be polluted by the discharge of solid or liquid pollutants into groundwater or water courses.

11.9.5 In areas where the community values quiet enjoyment and tranquillity, noise can be similarly detrimental, as can vibration, dust, smell and the intrusion of light and heat.

Policy EN11

POLLUTION AND CONTAMINATED LAND

1. **Development will be permitted that does not result in unacceptable:**
 - a. **risk to public health or safety, the natural environment or existing land uses;**
 - b. **levels of pollution of the air, land, surface water, or ground water sources; and/or**
 - c. **noise or light levels (pollution), or other disturbance such as spillage, flicker, vibration, dust or smell.**
2. **Development will be permitted that is not located within a protected area around sewage treatment works.**
3. **Unless proposals would result in no unacceptable risk to future occupiers of the development and/or the surrounding land, development will not be permitted :**

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- that is located on or in the vicinity of land that is contaminated or suspected of being contaminated; and/or
- on land that contains or which potentially would create through development a pathway for migration of a potentially hazardous substance into a sensitive receptor.

In respect of affected sites the developer and/or landowner will be required to undertake appropriate investigation(s) and to carry out necessary remedial works.

11.9.6 The NPPF states that local planning authorities should ensure new developments are appropriate for their locations, to prevent ‘unacceptable risks’ from pollution.

11.9.7 With regard to air pollution, particular caution will be applied in or close to designated Air Quality Management Areas and due regard had to any air quality action plan. Similarly inappropriate light colour, intensity and spread can have adverse environmental impacts, for example by affecting the conservation of protected species such as bats. Noise should not give rise to significant adverse impacts on health and quality of life. Acceptable noise levels will vary according to the source, receptor and time, and the policy is not intended to unduly restrict existing established businesses which may need to develop.

11.9.8 It is important that there are controls on developments which pose a risk to groundwater, to ensure an adequate and safe water supply. Groundwater feeds into both public and over 200 private water supplies. These supplies may be affected through pollution and may be depleted through surface water and drainage systems which do not allow for natural infiltration of water through soils. The most vulnerable ground water sources are designated as Groundwater Source Protection Zones. Further details are available from the Environment Agency website <http://www.gov.uk/government/organisations/environment-agency>.

11.9.9 Certain sites and pipelines in the District are designated as notifiable installations, by virtue of the substances stored, transmitted or used. Some development, such as housing, may be incompatible with such sites for safety reasons. The LPA holds maps showing the location of these sites.

11.9.10 Particular care will be taken in relation to the redevelopment of contaminated land and in relation to hazardous substances. Where a site is affected by contamination, responsibility for securing safe development lies with the developer and/or landowner. Developers will be required to show that appropriate measures have been taken to mitigate any adverse impact of potential contamination and/or hazardous substances on sensitive receptors such as groundwater or end-users of development.

11.9.11 Contaminated register - environmental health

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11.10 Local Green Spaces (POLICY EN12)

11.10.1 The NPPF makes provision for local communities to identify green areas of particular importance to those communities, where development will not be permitted except in very special circumstances. These Local Green Spaces can be designated through the local plan or through neighbourhood plans.

11.10.2 The sites allocated in this local plan as Local Green Spaces are shown on proposals maps.

11.10.3 There is one site (LGS7) that is proposed as a Local Green Space but can also accommodate some housing development (12 dwellings). It is therefore included in the proposed housing allocations (Policy S6, Site K_2), subject to securing the long term protection of the Community Gardens.

Policy EN12

LOCAL GREEN SPACES

1. The following areas are designated as Local Green Spaces:

- LGS1: Blockley – Blockley allotments, Station Road;**
- LGS2: Blockley – Blockley Mill (also known as Water Board site);**
- LGS3: Bourton on the Water – Manor Fields;**
- LGS4: Church Westcote – Land adjacent to Close Cottage;**
- LGS5: Cirencester – The Humpty Dumps;**
- LGS6: Kemble – Green at West Lane;**
- LGS7: Kemble – Community Gardens at Station Road (in conjunction with proposed housing allocation Policy S6, Site K_2);**
- LGS8: Kemble – Playing field at Clayfurlong;**
- LGS9: Lechlade - Eric Richardson and Phyllis Amey Nature Reserve;**
- LGS10: Siddington – Allotments, Ashton Road;**
- LGS11: Siddington – Playing Fields, Park Way;**
- LGS12: South Cerney – Church Lane allotments; and**
- LGS13: South Cerney – Upper Up Playing Fields.**

2. Development will only be permitted within a Local Green Space where there are very special circumstances, which outweigh the harm to the Local Green Space. Particular attention will be paid to the evidence presented by the local community when assessing development proposals that are likely to affect a designated Local Green Space.

11.10.4 Local Green Spaces identified in this policy are the result of extensive work with local communities. The supporting evidence is available on the Council's website *Evidence Paper: Local Green Spaces*.

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11.11 Monitoring of Natural and Historic Environment Policies

11.11.1 All policies will be monitored by taking account of relevant considerations, including the outcome of planning and appeal decisions. Specific indicators relevant to policies in this section include:

11.11.2 This table is to be updated in light of policy re-drafting and re-numbering.

Policy	Objective	Indicator
EN1 Landscape	1a, 1b, 1c, 1d	<p>Frequency of condition used requiring submission of a landscaping scheme.</p> <p>Monitoring of planning applications refused for having a 'detrimental impact' on landscape character of the AONB; and refusals overturned at appeal.</p> <p>Percentage/land area approved for major development schemes within the AONB and Special Landscape Areas.</p>
EN2 Trees, hedgerows and woodlands	1a, 1d	<p>Frequency of condition used requiring submission of a landscape scheme featuring arboricultural works</p> <p>Number of applications refused for having a 'detrimental impact' on matters covered by the policy.</p> <p>The frequency of condition used for tree protection.</p> <p>Number of permissions which involve the loss of ancient woodland and/or veteran trees.</p>
EN3 Biodiversity and geodiversity: Features, habitats and species	1a, 1d	Monitoring of planning applications refused for negative impact on a national and international designation.
EN4 Biodiversity and geodiversity: Designated sites	1a, 1d	Monitoring of planning applications refused for negative impact on a national and international designation

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Policy	Objective	Indicator
EN5 Designated heritage assets-conservation areas	1a, 1b	Monitoring of planning Listed Building applications overturned at appeal.
EN6 The conversion of designated and non-designated heritage assets	1a, 1b	Monitoring of planning planning applications refused for negative impact on designated and non-designated heritage assets

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Policy	Objective	Indicator
EN7 Pollution, contaminated land and hazardous substances	6a, 6b	Decline in air quality in AQMA.

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12.0.1 Successful and sustainable communities depend upon physical, green and social and community infrastructure to meet the needs of residents and businesses. Infrastructure encompasses a wide range of provision including transport, public utilities, flood management measures, social and community infrastructure such as health care facilities, sports provision, green infrastructure, education, leisure and tourism, and other community facilities ranging from community meeting halls to children's play areas.

12.0.2 It is important to recognise that whilst there is a degree of funding from governmental and other public sources, a significant amount of the money for provision of new or enhancement of existing infrastructure is sourced as financial contributions from developers or in the form of payments in kind through direct provision by developers of facilities or services.

12.0.3 Clearly, there is only so much that a developer can be expected to contribute to infrastructure provision without threatening the economic viability of a proposal. This may be particularly so in cases where development costs may be unusually high - the redevelopment of a brownfield site where the land may, for instance, be contaminated. In these and similar circumstances, the negotiation of s.106 agreements will be on a case-by-case basis and take into account evidence of any mitigating circumstances that affect the viability of redevelopment. Notwithstanding this, the Local Planning Authority cannot reasonably be expected to allow development that will have an unacceptable impact on existing infrastructure.

12.0.4 Where viability appears finely balanced, hard choices may sometimes need to be made in prioritising what infrastructure is to be provided and/or when it is to come forward during the life of the development. For this reason, it is crucial to consider infrastructure provision 'in the round' and not to look at items in isolation from each other. This approach is endorsed by Government in the National Infrastructure Plan 2013: *The government recognises that meeting the UK's infrastructure ambitions requires a long-term sustainable plan, which means taking a cross-cutting and strategic approach to infrastructure planning, funding, financing and delivery.*

12.0.5 Recognition of the need to provide sufficient infrastructure to enable and support sustainable development and economic growth is inherent within the NPPF. Whilst infrastructure is referenced frequently throughout the framework, several core planning principles and key sections of the NPPF relate specifically to it, notably Parts 4, 5, 8 and 10.

12.1 Infrastructure Delivery (POLICY INF1)

Policy INF1

INFRASTRUCTURE DELIVERY

- 1. Development will be permitted that makes sufficient provision for infrastructure (together with its continued maintenance) to meet its needs taking into account any requirement**

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to mitigate its impact upon existing communities, services or facilities. Infrastructure will be provided in line with an agreed, phased timescale.

In identifying infrastructure requirements, development proposals will also demonstrate that full regard has been given, where appropriate, to implementing the requirements of the Infrastructure Delivery Plan.

Where a need for additional infrastructure and services and/or impacts on existing infrastructure and services is expected to arise, appropriate and proportionate infrastructure provision may be sought.

2. Development will be permitted where arrangements for direct implementation or financial contributions towards the provision of infrastructure and services required as a consequence of the proposal, including its wider cumulative impact, have been negotiated with prospective developers. Provision should also be made, where appropriate, for the maintenance of infrastructure and services.

Upon adoption of the CIL Charging Schedule, negotiations referred to above will be restricted to items not included in the Charging Schedule or to items required within the development site itself.

3. Where there is concern relating to the viability of the development, an independent viability assessment, in proportion with the scale, nature and/or context of the proposal, will be required to accompany planning applications. Where viability is a constraint, infrastructure requirements will be prioritised as follows:
 - a. Critical Infrastructure;
 - b. Essential Infrastructure; and
 - c. Desirable Infrastructure.

12.1.1 There are two fundamental aspects of infrastructure delivery:

- identifying *what* infrastructure is required (including the *where* and the *when*); and
- identifying *how* that requirement is to be met.

12.1.2 The Local Plan's growth proposals are underpinned by an Infrastructure Delivery Plan (IDP). Initially part of a joint commission with the other District Councils in Gloucestershire, the IDP has been developed iteratively in consultation and co-operation with infrastructure providers and other partner organisations. It identifies what infrastructure is required to support planned growth, the broad cost of it by sector, who is responsible for its delivery and related matters. It is critical that development of allocated sites helps to deliver identified IDP requirements.

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12.1.3 Given the large number of projects and organisations involved in delivering infrastructure, infrastructure planning should be seen as an iterative and ongoing process with the IDP being updated periodically to reflect changes that may occur. To assist in this process, an Infrastructure Project Tracker has been developed as part of the IDP. The tracker provides a schedule of infrastructure projects and allows them to be sorted and updated by sector, settlement and by whether developer contributions towards funding are to be sought. For each project, information on the organisation responsible for delivery, estimated cost, funding sources and phasing is recorded.

12.1.4 Not all development coming forward in the District during the Local Plan period to 2031 will be planned. There is always an unpredictable element of “windfall” development that should be taken into account, and the potential impact of this on local infrastructure needs also to be reflected in policy. Where need for additional infrastructure and services and/or impacts on existing infrastructure and services is expected to arise, appropriate and proportionate infrastructure provision may be sought including:

- Affordable housing;
- Climate change mitigation/adaptation;
- Community facilities;
- Early Years and Education provision;
- Health and well-being facilities;
- Improvements to the highway network, traffic management, sustainable transport and disabled people's access;
- Protection of cultural and heritage assets and the potential for their enhancement;
- Protection of environmental assets and the potential for their enhancement;
- Provision of Green Infrastructure including open space;
- Public realm;
- Safety and security including emergency services; and/or
- Flood risk management infrastructure.

12.1.5 Planning obligations under Section 106 of the Town and Country Planning Act 1990 are used to mitigate harm that may be caused by a development. Obligations are negotiated as part of the planning application process, either as unilateral undertakings or as agreements. The Act enables local planning authorities and developers to negotiate a range of obligations, which can be linked to financial contributions, be restrictive in nature, or require specific works or actions to take place. Where appropriate guidance and regulations relating to the pooling of S106 contributions will be taken into account.

12.1.6 The Planning Act 2008 and relevant regulations also make provision for a Community Infrastructure Levy (CIL). Following a formal preparation process that includes viability analysis of the plan as well as independent public examination and through setting a charging schedule that sets out a local tariff(s), CIL empowers local planning authorities to make standard charges on all new development over a certain threshold size. A CIL Charging Schedule is being prepared in parallel with the Local Plan programme. It is intended that the Charging Schedule will be submitted for formal examination at the same time as the Local Plan or very shortly thereafter.

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12.1.7 When CIL is introduced, it is likely that the S106 mechanism will be retained for use in securing site-specific obligations – particularly on major development sites - and in respect of affordable housing. To prevent 'double charging' a list will be prepared in accordance with Regulation 123 of the Regulations which will identify in broad terms the infrastructure items to be funded through CIL, leaving items not on the list to be paid for through the s106 process.

12.1.8 The Government requires the Council to plan positively for growth and to reflect the presumption in favour of sustainable development in its planning policies. In this context, it is important to take account of the financial viability of development in terms of its capacity to deliver against identified infrastructure requirements. This may be particularly acute in cases where development costs may be unusually high - the redevelopment of a brownfield site where the land may, for instance, be contaminated. In those and similar circumstances the Council in the negotiation of s.106 agreements will take into account on a case-by-case basis evidence of any mitigating circumstances that affect the viability of redevelopment.

12.1.9 The prioritisation of infrastructure into three broad categories also helps to focus delivery in circumstances where viability is a problem. The policy in this respect aims to be positive in providing a clear means of prioritising the most important infrastructure items. But it should not be assumed that development will be allowed which is unable to meet its identified infrastructure requirements without becoming financially unviable – including catering for its broader impact on strategic-level infrastructure such as local schools and roads.

12.1.10 In prioritising infrastructure, the three broad categories are:

Critical Infrastructure (Priority 1): infrastructure fundamental to delivery of the development strategy and wider plan objectives for the area without which the plan cannot deliver its intended growth. It is most likely to be needed before a development can commence.

Essential Infrastructure (Priority 2): infrastructure necessary to meet the needs arising from development and to support the overall development strategy for the area. The identified infrastructure is necessary to support new development but the precise timing and phasing is less critical than Priority 1 infrastructure, and development can commence ahead of provision. In some cases the development will be needed to justify and support the facilities and so will have to occur in advance.

Desirable Infrastructure (Priority 3): infrastructure that would secure the achievement of higher sustainability standards and higher quality that may contribute towards longer-term aspirations of the area. Items are those that add to the quality – either in terms of functionality or attractiveness – as a place to live, and may be very localised in nature.

12.1.11 Having regard to the latter category, work undertaken with local communities and through consultation on iterations of the emerging Local Plan has begun to identify infrastructure of this type. This comprises appendix X of the IDP. Parishes and other relevant bodies who are preparing a Neighbourhood Plan are invited to consider using this appendix as part of the evidence base to help identify the local infrastructure that could in due course be funded through their Community Infrastructure Levy apportionment.

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12.2 Social and Community Infrastructure (POLICY INF2)

12.2.1 Most services and facilities in Cotswold District (referred to below) are concentrated within the 17 Principal Settlements. It is recognised that smaller scale services and facilities in local neighbourhoods and villages are vital to many residents for social and economic and environmental reasons.

12.2.2 To sustain and support existing strong, vibrant and healthy communities a wide range of facilities and services is needed. These are provided across the District by various bodies, including the public, private and voluntary sectors. The provision and location of these facilities and services plays an important role in encouraging and maintaining a sense of community and well-being. Facilities and services include:

- doctors' surgeries and dental practices, day-care centres, hospitals and other healthcare/social service facilities;
- community safety and emergency services (fire, police, ambulance: the "blue light" services);
- education and training facilities (including adult and further education), pre-school centres and other children's services community halls/hubs, including places of worship and youth provision;
- cultural facilities, such as arts centres, libraries and museums;
- waste management, collection, recycling and disposal services;
- sports facilities and open space of public or nature conservation value⁽⁴⁸⁾; and
- parks, gardens and amenity open space together with natural or semi-natural green spaces including disused canals or railway lines.

Policy INF3

SOCIAL AND COMMUNITY INFRASTRUCTURE

1. **Proposals for community facilities either in their own right or as a consequential requirement of development in the area will be permitted where, as appropriate, it is demonstrated that:**
 - a. **provision is synchronised with the scale, timing/phasing and needs of the development;**
 - b. **account has been taken of existing facilities and services in the area, including the quantity and quality of provision;**
 - c. **the proposal is economically viable in terms of its ongoing maintenance, and there is demonstrable local need for it;**

48 The Council is currently preparing an update to the Open Space Sport and Recreation Study which will set local standards and complement national standards.

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- d. **the facility or service is well-linked and accessible to the local community by foot, bicycle or public transport both at present and having regard to development proposals of the local plan;**
 - e. **the feasibility of multi-purpose use of the facility or service has been rigorously explored and, where possible, implemented in the proposal; and**
 - f. **provision is made for the on-going management/maintenance of the facility or service.**
2. **Planning permission for development which results in the loss of local community facilities or services will be permitted provided:**
- a. **it is demonstrated that there is no local need for the facility or service and an appropriate, alternative community use to meet local requirements is not needed; or**
 - b. **replacement facilities or services are provided in an appropriate alternative location having regard to the requirements of Policy INF3, Clause 1 above.**

12.2.3 The purpose of this policy is to make sure that as communities grow, supporting infrastructure can correspondingly grow or change whilst maintaining provision at an appropriate level.

12.2.4 It is important that new development, where it will add to the combined needs of the community, contributes to new or expanded facilities. For provision to be effective and to ease pressure on existing facilities, new infrastructure must be delivered by the time the new development is available for occupation. Where new development is in an area of under-supply, there may be opportunities to improve facility provision and provide wider benefits. Developers should take opportunities to integrate new provision with existing facilities. This might be achieved by extending a facility or by providing it in a location that is accessible to residents in neighbouring areas with identified needs.

12.2.5 The right location for a community facility will depend on its scale and function. Facilities that serve the day-to-day needs of a community should be located in local centres close to the communities they serve and should be fully accessible and inclusive. The location of higher-level facilities, such as leisure centres, should be accessible to all members of the community and directed to an allocated site (where the Local Plan makes such provision) or other appropriate site in an area of identified under-supply.

12.2.6 New facilities should be located so as to minimise the need to travel by car by being safely accessible by walking, cycling and public transport. Mixed-use developments can help ensure that houses and businesses are close to services. Facilities that are flexible and provide a range of uses can also help to generate higher levels of activity as well as making more efficient and effective use of land.

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12.2.7 Good education and training facilities are essential to ensure that our local workforce has the relevant skills and training, and that the area is attractive to young families. Schools and colleges play a fundamental role in bringing the community together and providing shared facilities that local people and communities can use.

12.2.8 Where new homes are built, any additional demand for education and training will be catered for through the expansion of existing education provision. In some cases this may trigger the need for substantial changes to the services provided. New development will be expected to contribute towards the enhancement of education facilities where the current provision is insufficient. This may include financial contributions or the allocation of land (or both) to enable facilities to be built or improved.

12.2.9 Social and community infrastructure is vitally important in ensuring the quality of life and well-being of communities. For this reason, the redevelopment of a community facility will only be acceptable in certain circumstances; for example, where the facility will be replaced, or where it can satisfactorily be demonstrated that there is no current or future need or demand, or where a marginal loss will result in improvement or provision of a complementary use. Demonstration that there is no local need for an existing commercial facility such as a public house or shop should be supported by evidence that the facility has been actively marketed in its extant use for a period of at least 12 months. Having regard to loss of other facilities it should be shown that there has been a material change in circumstances affecting on-going viability – for example the permanent withdrawal of funding. Proposals to build on existing sports and recreational buildings or land should be considered in accordance with the criteria in the NPPF.

12.3 Movement and Connectivity

12.3.1 Sustainable Transport (POLICY INF3)

Policy INF3

SUSTAINABLE TRANSPORT

1. Development will be permitted that assists in delivery of the objectives of the Local Transport Plan and in particular:

- a. **actively supports travel choice through provision, enhancement and promotion of safe and recognisable connections to existing walking, cycling and public transport networks (including, where appropriate, the rail network);**
- b. **gives priority to pedestrians and cyclists and provides access to public transport facilities taking account of the travel and transport needs of all people;**
- c. **does not have a detrimental effect on amenity by reason of unacceptable levels of noise, vibration or atmospheric pollution;**

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- d. ensures links with green infrastructure including Public Rights of Way and, where feasible, wider cycle networks;
- e. makes a positive contribution, where appropriate, to the restoration of former railway lines by retaining existing embankments, cuttings, bridges and related features;
- f. incorporates, where feasible, facilities for secure bicycle parking and for charging plug-in and other ultra-low emission vehicles;
- g. accommodates, where appropriate, the efficient delivery of goods and supplies; and
- h. considers the needs of people with disabilities by all modes of travel.

12.3.2 Highway Safety (POLICY INF4)

Policy INF4

HIGHWAY SAFETY

Development will be permitted that:

- a. is well integrated with the existing transport network within and beyond the development itself, avoiding severance of communities as a result of measures to accommodate increased levels of traffic on the highway network;
- b. creates safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoids street clutter and where appropriate establishes home zones;
- c. provides safe and suitable access and includes designs, where appropriate, that incorporate low speeds;
- d. avoids locations where the cumulative impact of congestion or other undesirable impact on the transport network is likely to remain severe following mitigation; and
- e. has regard, where appropriate, to the Manual for Gloucestershire Streets or any guidance produced by the Local Highway Authority that may supersede it.

12.3.3 Parking Provision (POLICY INF5)

Policy INF5

PARKING PROVISION

1. Development will make provision for residential and non-residential vehicle parking where, in the opinion of the Local Highway Authority, there is clear and compelling evidence that such provision is necessary to manage the local road network. The level

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of provision will be a matter for determination by the Local Planning Authority in consultation with the Local Highway Authority having regard to locally-determined criteria.

- 2. Proposals for public car parks will be permitted where the development:**
 - a. forms part of a town centre strategy, neighbourhood plan or traffic management/parking strategy;**
 - b. is essential for maintaining the vitality and viability of a town or district centre and demonstrably serves the town or district centre as a whole;**
 - c. is located within or at the edge of the centre of the town or district centre and is of a scale that is in keeping with the size of the town or district centre;**
 - d. would help to reduce a significant traffic congestion problem or would not exacerbate existing traffic problems; and**
 - e. would not detract from the provision of alternative modes of transport.**

12.3.3.1 The strategic context for transport planning in the District is set out in the Gloucestershire Local Transport Plan (LTP) prepared by the County Council as Local Highway Authority. A central objective of the LTP is to deliver a "resilient transport network that enables sustainable economic growth providing door to door travel choices". The LTP puts forward a long term policy structure for local transport delivery including a set of scheme priorities. Key LTP priorities for Cotswold District are categorised as short term (2015 - 2021), medium term (2021 - 2026) and long term (2026 -2031), and are contained within the "North Cotswolds Connecting Places Strategy" and the "South Cotswolds Connecting Places Strategy". The priorities include:

- Working with Highways England to progress the A417 Missing Link scheme;
- Improvement for Moreton-in-Marsh railway bridge including pedestrian and vehicle access;
- Ongoing bus stop improvement programme;
- Kemble railway station improvements;
- Cirencester Town Centre transport package linked to development proposals;
- Highways improvements for Tetbury town centre;
- Cycle access and infrastructure improvements between South Cerney and Cirencester, Tetbury and Kemble, and at Cotswold Water Park and Fairford.

12.3.3.2 The LTP also contains the Local Highway Authority's policies on:

- Buses - to improve travel choice by working with bus operators to provide economic and social benefits directly to bus users, and indirectly through freeing up road space for the benefit of highway users;
- Cycling - to encourage modal shift away from the private car, support sustainable economic growth, enable community connectivity, conserve the environment and improve community health and wellbeing;

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- Freight - to encourage smarter use of the existing road network, including the use of technology-based and operational solutions, to support sustainable economic growth, enable community connectivity and improve health and wellbeing through improved air quality and carbon emission reduction;
- Highways - providing the right connections to facilitate economic growth, ensuring the highways network serves all communities, commuters and travellers linking them to job opportunities and services. This balanced against pressures to reduce car dependency and reduce highway transport's contributions to CO2 emissions and other adverse environmental impacts;
- Rail - whilst the County Council has a limited role in respect of investment in rail, its long-term vision for rail is for more frequent, faster passenger services accessed by modern station facilities. In achieving this it seeks infrastructure, service and station improvements; and
- Thinktravel - the aim of this programme is to inform, educate and inspire people to make journeys in a smarter, more sustainable way. The strategy supports measures that include:
 - providing people with information about their existing travel options;
 - improving public transport services and walking and cycling facilities;
 - providing new options and support re-thinking in travel behaviour to reduce the need to travel;
 - using technology and the concept of intelligent mobility to improve customer journey experience and employ new vehicle technologies.

As Local Highway Authority, the County Council manages and maintains the local road network, supports non-commercial passenger transport services, and promotes safe and sustainable travel. The Local Transport Plan (LTP) is prepared by the County Council and sits alongside the Local Plan. In respect of the transport effects of development the Local Plan and the LTP need to be read in conjunction with each other. The latest draft of the LTP is available at: <https://gloucestershire-consult.objective.co.uk/portal/trp/ltp/ltpnov15?tab=files>

12.3.3.3 The transport impact of new development should be fully assessed to ensure that development proposals are safe, well connected to the existing movement network (including, where appropriate, the rail network) and minimise damage to amenity. The National Planning Policy Framework (NPPF) supports the need to avoid adverse impacts through development and to mitigate them where they may occur. It requires the response to be proportionate. Development should be refused on transport grounds only where the residual cumulative impacts are severe. "Residual" here means after mitigation measures have been applied.

12.3.3.4 The volume and type of traffic generated by a development is a key planning consideration. Traffic generation can have an impact on the quality of people's lives, the character of an area and on the local and wider environment. Road layouts should therefore be designed carefully to discourage through traffic (whilst still maintaining permeability), reduce vehicle flows and restrain vehicle speed. Particular attention will be paid to proposals that generate a large net increase in trips, involve heavy lorry movements, or result in high levels of on-street parking.

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12.3.3.5 Where development proposals exacerbate existing – or create new – traffic problems mitigation measures will be sought. These could include, for example, highway junction improvements or the introduction of pedestrian facilities in areas where they do not currently exist. Proposals should avoid locations where there are known to be existing problems on the highway network and where adequate mitigation measures may prove difficult to implement. Similarly, locations that already experience problems resulting from noise, air pollution or vibration arising from traffic should be avoided unless effective mitigation can be implemented. In the case of proposals to redevelop urban brownfield land a finer balance may need to be struck between competing objectives.

12.3.3.6 More sustainable modes of transport and forms of movement should be actively promoted as an alternative to private car use. To optimise access to sustainable transport modes, new development should provide links with existing public transport, pedestrian and cycle networks through its design and layout depending on the nature and location of the site. Where possible, in certain circumstances the Local Planning Authority may seek improvements to public transport services for development proposals in areas with poor accessibility, as well as enhancements to walking and cycling routes. The provision in new developments of secure, well-located cycle parking and, where feasible, related facilities such as changing areas, can help to encourage people to use this mode of transport more frequently.

12.3.3.7 The design process should ensure that access to a site is safe and convenient. Guidance produced by the Local Highway Authority such as the *Manual for Gloucestershire Streets* should be taken into account, and regard had to the needs of all users, including pedestrians, cyclists and people with reduced mobility. This should include provision of and connection to wider routes for walking and cycling including connections to existing Public Rights of Way⁽⁴⁹⁾ and wider cycling networks where the opportunity exists. Secure cycle parking should be provided where possible. Another useful means of facilitating modal shift and assisting in “future-proofing” is the provision, where possible, of charging points for low-emission vehicles. Policy D1: Design addresses some of these issues.

12.3.3.8 A Ministerial Statement of March 2015 supplements paragraph 29 of the NPPF in respect of setting local parking standards. Taken together national policy now says:

If setting local parking standards for residential and non-residential development, local planning authorities should take into account:

- *the accessibility of the development;*
- *the type, mix and use of development;*
- *the availability of and opportunities for public transport;*
- *local car ownership levels; and*
- *an overall need to reduce the use of high-emission vehicles.*

49 Public footpaths such as the Cotswold Way, bridleways and byways

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Local planning authorities should only impose local parking standards for residential and non-residential development where there is clear and compelling justification that it is necessary to manage their local road network.

12.3.3.9 The net effect of the supplementary wording is that whether or not parking standards should be imposed in relation to a development proposal is at first instance a matter for Gloucestershire County Council as Highway Authority to determine on a case-by-case basis having regard to the five criteria set out above. The Local Planning Authority's role is to work in partnership with the Highways Authority in the determination of levels of parking provision that may be required if the "clear and compelling justification" can be made. In other words, it is a two-step process. The Local Planning Authority has revised its approach to parking standards in consultation with the Highway Authority and these are set out at Appendix X.

12.3.3.10 Planning applications need to address the transport implications of the proposed development both in terms of potential negative impacts and in taking opportunities to deliver positive solutions – such as modal shift. Some schemes, due to their size or location, will need to include the submission of a Transport Statement, setting out potential trip levels and any local transport issues. Schemes which create significant transport implications will require the submission of a detailed Transport Assessment. Proposals that are likely to have significant transport implications also need to be accompanied by a Travel Plan. Guidance on the scope, content and preparation of Transport Assessments and Travel Plans is available in national Planning Practice Guidance:

- <http://planningguidance.planningportal.gov.uk/blog/guidance/travel-plans-transport-assessments-and-statements-in-decision-taking/>

12.3.3.11 Developers should seek pre-application advice from Gloucestershire County Council as Highway Authority and/or Highways England prior to submission of an application as to whether a Transport Statement, Transport Assessment or Travel Plan will be required.

12.3.3.12 Gloucestershire County Council guidance is available here:

- <http://www.gloucestershire.gov.uk/article/105956/Manual-for-Gloucestershire-Streets>.
- <http://www.gloucestershire.gov.uk/extra/tpguidance>

12.3.4 Vale of Evesham Heavy Goods Vehicle Control Zone (POLICY INF6)

12.3.4.1 Through maintaining a co-ordinated and co-operative approach to relevant local planning policy, the Council has long been a partner of Wychavon District Council and Stratford on Avon District Council in seeking to mitigate the impact of HGV traffic in the Vale of Evesham. Evidence justifies retention of the policy.

Policy INF6

VALE OF EVESHAM HEAVY GOODS VEHICLE CONTROL ZONE

Proposals for employment development which would generate additional Heavy Goods Vehicle trips within the Vale of Evesham Heavy Goods Vehicles Control Zone, as identified on the Proposals Map, will be accompanied by a Transport Assessment showing how the supply and distribution routes proposed relate to the Heavy Good Vehicles Route Network.

12.3.4.2 The NPPF makes it clear that policies relating to transport have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives.

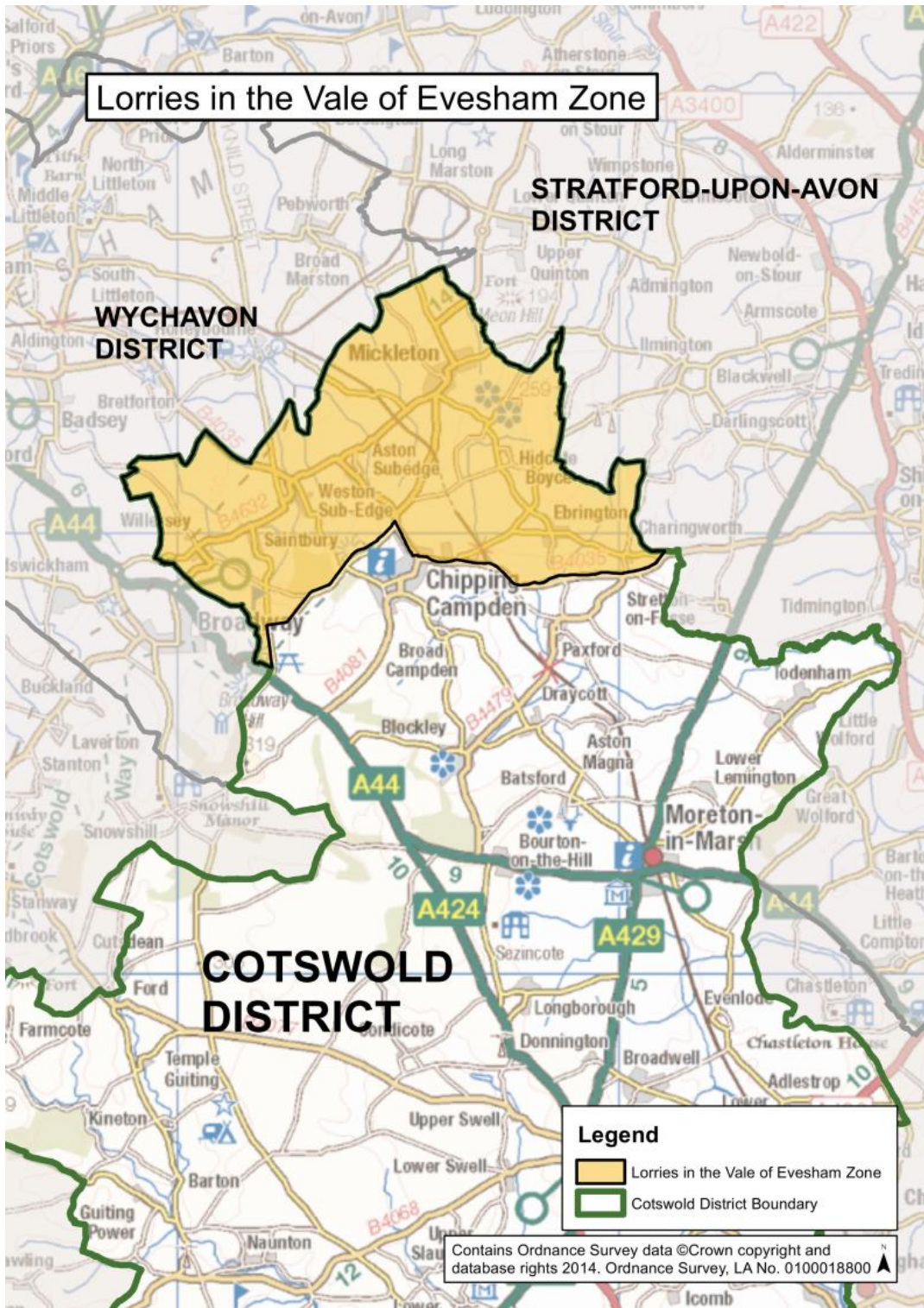
12.3.4.3 The Vale of Evesham is an important area for the processing and redistribution of food products. An increasing proportion of fruit and vegetables is imported and consequently the number of Heavy Goods Vehicles (HGV) has risen. For villages in the area, this increased level of HGV traffic has affected the quality of life of residents through the generation of increased noise, vibration and atmospheric pollution.

12.3.4.4 To mitigate the impact of HGV traffic this policy seeks to ensure that the road haulage industry uses, wherever possible having regard to new development proposals, the most appropriate roads for HGVs travelling within and through the Vale of Evesham.

12.3.4.5 Although these HGV traffic issues are primarily within Wychavon District, they do go beyond its boundaries into Cotswold District and Stratford on Avon District. All three planning authorities are promoting a similar policy in their Local Plans and will continue to work with the three Highway Authorities and the Worcestershire Freight Quality Partnership (as identified in the LTP3 Multimodal Freight Policy¹) in its implementation.

12.3.4.6 It may be, for instance, that a proposed employment development within Cotswold District that is located outside the Heavy Goods Vehicle Control Zone would nevertheless use the road network within the Zone as its primary access and egress route. The Cotswold District policy is therefore worded slightly differently from that of Wychavon and Stratford on Avon to take account of that possibility.

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Map 2 Lorries in the Vale of Evesham Zone

12.4 Green Infrastructure (POLICY INF7)

12.4.1 The National Planning Policy Framework defines green (or blue) infrastructure as: “A *network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.*”

12.4.2 The purpose of this policy is to ensure that individual assets and the integrity and connectivity of the Green Infrastructure network are planned, created, protected and enhanced, whilst recognising that the network extends beyond the district.

Policy INF7

GREEN INFRASTRUCTURE

- 1. All development proposals must contribute, depending on their scale, use and location, to the protection and enhancement of existing Green Infrastructure and/or the delivery of new Green Infrastructure.**
- 2. New Green Infrastructure provision will be expected to link to the wider Green Infrastructure network of the District and beyond.**
- 3. Green Infrastructure will be designed in accordance with principles set out in the Cotswold Design Code.**

12.4.3 When new development is proposed, there is an opportunity to make a positive and proportionate contribution to green infrastructure. Green Infrastructure (GI) offers an intelligent, integrated way of managing our natural capital. In doing so, it helps to establish and reinforce networks for ecology, recreation and active travel that are resilient to current and future pressures, including climate change.

12.4.4 In the Cotswolds, a predominately rural area, areas of green (or blue) space including farmland and gardens are part of the GI network of the District. These areas provide and deliver GI benefits in a number of ways including flood alleviation, food production and visual appeal.

12.4.5 Development proposals are required to protect as well as contribute to new and existing GI at a level that is proportionate to the scale, type and location of the development. For example it is unlikely that a contribution to GI would be required for the insertion of a dormer window, but a substantial level of GI would be expected as part of a major housing scheme. The key issue is that all GI should be considered together to ensure that they deliver multi-functional and networking benefits.

12.4.6 Major developments will be expected to contribute (either financially or through works undertaken) towards the development and enhancement of the strategic Green Infrastructure of the District. The Gloucestershire Local Nature Partnership has produced a “Strategic Framework for Green Infrastructure for Gloucestershire”, based on work initially carried out as part of the Gloucestershire

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Strategic Infrastructure Delivery Plan preparation. The strategic principles within that document, as set out in the box below.⁽⁵⁰⁾ should be read in conjunction with this policy and others in the Local Plan, particularly the natural environment, the design code and the site or settlement-specific policies (including the Cotswold Water Park and the Thames and Severn Canal).

The Strategic Principles For Green Infrastructure in Gloucestershire

Ensure that there is functional and well-connected strategic Green Infrastructure across the county. Gaps or missing links in Gloucestershire's strategic green infrastructure on the ground, should be addressed.

Maximise opportunities to improve both strategic green infrastructure and more local green infrastructure, whenever change is being considered – from individual development proposals and open space improvements to landscape scale environmental projects and flood alleviation schemes.

Continue to work in partnership, involving the Voluntary and Community Sector, local authorities, government organisations, commercial interests (including the development industry) and local communities across Gloucestershire to promote and enhance green infrastructure. The Local Nature Partnership and GFirst LEP (Gloucestershire's Local Enterprise Partnership) should act as the focus for that co-ordinated effort.

Ensure that the multi-functional benefits of green infrastructure are understood by all stake-holders in the county and that all these benefits are considered when delivering Green infrastructure improvements and change.

Ensure that green infrastructure principles are embedded in policies that guide change in the county, for example local plans; water catchment plans; economic plans etc Work with partners outside the county to ensure that the strategic green infrastructure of Gloucestershire links across administrative boundaries

Secure funding to deliver improvements to strategic green infrastructure and for individual green infrastructure projects, for example through grant bids; section106 agreements; CIL and by embedding green infrastructure principles in all development and land management initiatives.

Record, store and evaluate data that will add to our understanding of the role and importance of green infrastructure in the county, to enable an evaluation of different green infrastructure initiatives and to ensure that the green infrastructure evidence base is appropriate, robust and up-to-date

50 A Strategic Framework for Green Infrastructure in Gloucestershire, Gloucestershire Local Nature Partnership, 2015

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12.4.7 Other developments, apart from minor householder applications, will be expected to contribute to local or neighbourhood green infrastructure, both on and off-site. Contributions should be proportionate to the impact and scale of development, and could include improvements to the local cycle path network, enhancements of local public open space and/ or habitat creation. The design of any new green infrastructure should reflect and enhance local character and distinctiveness.

12.4.8 An update to the Open Space, Sport and Recreation Study, which covers GI, is being prepared. The Study's findings may result in refinements to this policy.

12.5 Managing Flood Risk (POLICY INF8)

12.5.1 In recent years, frequent flooding, exacerbated by climate change, and increasing water demand due to population growth in the UK has made the need for managing flood risk increasingly important.

12.5.2 The NPPF states that "*Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere.*" (Paragraph 100).

12.5.3 The Local Plan takes account of the longer term issues of climate change and flood risk management. The purpose of this policy is to ensure the active management of flood risk and the natural water environment.

Policy INF8

MANAGING FLOOD RISK AND THE WATER ENVIRONMENT

1. **Development proposals must avoid areas at risk of flooding, in accordance with a risk-based sequential approach. Proposals must not increase the level of risk to the safety of occupiers of a site, the local community or the wider environment either on the site or elsewhere.**
2. **For all sites, the cumulative impact of the proposed development on flood risk in relation to existing settlements, communities or allocated sites must be assessed and effectively mitigated.**
3. **Minimising the risk of flooding and providing resilience to flooding, taking into account climate change, will be achieved by:**
 - a. **requiring new development to, where possible, contribute to a reduction in existing flood risk;**

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- b. **applying a sequential test for assessment of applications for development giving priority to land in Flood Zone 1, and, if no suitable land can be found in Flood Zone 1, applying the exception test;**
 - c. **requiring new development that could cause or exacerbate flooding to be subject to a flood risk assessment which conforms to national policy and incorporates the latest available modelling and historic data and information and guidance contained in the Cotswold Strategic Flood Risk Assessment (level 2) and the Gloucestershire Local Flood Risk Management Strategy, in order to demonstrate it will be safe, without increasing flood risk elsewhere;**
 - d. **requiring new development to incorporate suitable Sustainable Drainage Systems (SuDS) where appropriate, to manage surface water drainage; and**
 - e. **working with key local and regional partners, including the Environment Agency and Gloucestershire County Council, to ensure that any risk of flooding from development proposals is appropriately mitigated and the natural environment is protected in all new development.**
4. **Development proposals will be permitted where adequate provision has been made for the discharge of foul water to the public sewerage system.**
 5. **Developers will be required to fully fund mitigation measures for the expected lifetime of the development including adequate provision for on-going maintenance.**

12.5.4 The purpose of this policy is to ensure that development provides appropriate measures for the management of surface water as an essential element of reducing flood risk to both the site and its surroundings.

12.5.5 Site developers and promoters should ensure that they engage at an early stage with the appropriate water companies and sewerage undertakers in order for them to ascertain the capacity of existing water supply and wastewater networks and, where necessary, upgrade their infrastructure.

12.5.6 To avoid any increase in discharge into the public sewer system, to ensure that flood risk is not increased on-site or elsewhere, and to protect the quality of the receiving watercourse and groundwater, the Local Planning Authority will encourage development proposals to incorporate SuDS where feasible and seek to reduce the overall flood risk through the design and layout of schemes.

12.5.7 The drainage elements of new development must be designed to accord with the principles set out in the Flood and Water Act 2010 and associated relevant design standards, including the Cotswold Design code. Further information can be found in the Cotswold District Water Cycle Study ⁽⁵¹⁾; the

51 Water Cycle Study for Cotswold District, JBA Consulting, August 2015

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Strategic Flood Risk Assessment (level 2) ⁽⁵²⁾; and from Gloucestershire County Council, the lead flood authority for Gloucestershire. Sustainable drainage systems should seek to enhance the water quality and biodiversity in line with the Water Framework Directive.

12.5.8 Managing flood risk should not detract from the fact that water is a valuable resource which should be managed and not wasted.

12.6 Telecommunications Infrastructure (POLICY INF9)

12.6.1 Cotswold District is a primarily rural area, and therefore the telecommunications infrastructure often has poor capacity and coverage. Significant parts of the District experience slow broadband speed and poor telecommunication signals. Improvements to the telecommunications infrastructure can address this problem and thereby help to combat social exclusion of residents, improve access to services (including emergency services), and reduce the need to travel.

12.6.2 An improved communications network also contributes to the local economy by providing people with a choice as to how and where they can operate their business, facilitating home working; and potentially attracting new employment opportunities.

Policy INF9

TELECOMMUNICATIONS INFRASTRUCTURE

Telecommunications infrastructure development that is likely to have an adverse impact upon the environment (including heritage assets, biodiversity, local amenity, the landscape and its setting) will be required to demonstrate that;

- 1. That there is no alternative location which would be less detrimental and,**
- 2. That there is no possible technological alternative, having regard to reasonable operational considerations, which would lead to a less adverse impact.**
- 3. The infrastructure and all associated apparatus and structures relating to the installation must be removed, and the site reinstated where appropriate, should it become redundant for telecommunication purposes.**
- 4. Proposals for new allocations should include the provision of telecommunications infrastructure which can support faster broadband, and as such demonstrate engagement with the relevant telecommunication providers. Broadband improvements will be particularly welcomed where appropriate.**

12.6.3 The District's exceptional environmental and heritage assets make it imperative that any telecommunications infrastructure improvements are undertaken sensitively. Equipment should be sympathetically designed and camouflaged where appropriate, and both the individual and cumulative

52 Cotswold District Council Strategic Flood Risk Assessment (Level 2), JBA Consulting, June 2014

12 Infrastructure

impact considered, to avoid any unacceptable visual harm. This, however, needs to be balanced against continuing technical developments in telecommunications. The physical structure of installations is likely to change over time, while technical considerations may dictate optimum locations to achieve good communication signals and connections. The physical structure of installations may also change over time. Hence it is important that redundant equipment is capable of being physically removed, which would enable the site to be restored to its former condition and use.

12.6.4 Broadband improvements are taking place as part of the 'Fastershire' scheme across Gloucestershire. It is expected that all homes and businesses in the identified 'exchange' areas for the Cotswolds will have the capability to receive a minimum of 2Mbps. Further improvements are planned, subject to funding availability.

12.6.5 Telecommunication developments are also required to have regard to the latest guidance from the International Commission for Non-Ionising Radiation Protection. These guidelines are intended to provide protection against all established health effects.

12.7 Renewable and Low Carbon Energy Development

12.7.1 Reducing energy use and carbon emissions helps to limit the level of greenhouse gas emissions, and new developments should therefore be energy efficient.

12.7.2 Renewable energy is energy derived from natural resources, which are generally regenerative or are practically inexhaustible. Renewable and/or low carbon energy supplies include, but not exclusively, energy from wind farms, solar, biomass (e.g. energy crops) and decentralised heat networks. The scope of this policy excludes developments which are dealt with by the County Council, e.g. energy from waste and anaerobic digesters. Furthermore the development of commercial energy generation schemes not only contributes to a low carbon future and diversified energy supply, but also provides local economic benefits through the creation of job opportunities.

12.7.3 Renewable energy technologies can be designed into new developments, such as photo voltaic cells and decentralised heat systems. Alongside sustainable energy construction requirements new development will be expected to contribute toward the cutting of carbon emissions, as well as the tightening of energy/carbon requirements through Building Regulations.

12.7.4 On 25th March 2015 the Government confirmed its policy to limit local energy requirements for residential development and continue to support low carbon energy development. All new homes will be required to achieve the zero carbon target set out in Building Regulations from 2016. The same target is expected to be introduced for non-residential buildings by 2019. New national technical standards for all new dwellings are being introduced, centred on Building Regulations, and development should be constructed in accordance with these standards and emerging government guidance.

12.7.5 Annual statistics are still provided for each local authority area to monitor carbon emissions against existing national and international targets. The latest report in June 2015 provides data from 2013. The national trend of reduction in carbon emissions is being achieved through reduction in gas and coal use in energy generation. For Cotswold District, since 2012 to 2013, carbon emissions have

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decreased. However the District still has relatively high figures for transport, domestic and land use carbon dioxide emissions per capita, which could be attributed to the District's rural nature⁽⁵³⁾. This demonstrates the continued need to reduce the carbon footprint of activities and development within the District.

12.7.6 Gloucestershire County Council commissioned a Renewable Energy Study (2010 and 2011). It is recognised that the study may need updating to reflect the District's current position and latest Government guidance. However, the study provides a broad overview of potential energy requirements from different typologies of development and a general overview of energy potential and constraints across the County, including the Cotswold District. Specific constraints relevant to the District include military activities for example, where such development on the high wold may be sensitive in aviation, as well as landscape, terms due to the potential impact on radar.

12.7.1 Renewable and Low Carbon Energy Development (POLICY INF10)

Policy INF10

RENEWABLE AND LOW CARBON ENERGY DEVELOPMENT

- 1. Proposals for the generation of energy from renewable or low carbon sources (other than wind energy) will be permitted wherever possible, provided that:**
 - a. Any adverse impacts (either individually or cumulatively), including visual, or upon the landscape, heritage, biodiversity, highways and/or residential amenity, are or can be satisfactorily mitigated;**
 - b. It is of an appropriate type, scale, design for the location and setting;**
 - c. It is compatible with surrounding land uses, such as military activities; and**
 - d. It avoids using the best and most versatile agricultural land unless justified by compelling evidence.**
- 2. The infrastructure and all associated apparatus and structures relating to the installation must be removed, and the site reinstated where appropriate, should it become redundant for energy generation purposes.**

12.7.1.1 Cotswold District has a high quality environment, including nationally designated Areas of Outstanding Natural Beauty (AONB), historic assets, as well as rural and military uses. Therefore the generation of heat or electricity from renewable energy sources (solar or biomass for example), may provide the potential for adverse impacts on the landscape, neighbours, wildlife habitats, and agricultural

53 [www.gov.uk/government/uploads/system/uploads/attachment_data/file/437384/2005-2013 UK local and regional CO2 emissions statistical release.pdf](http://www.gov.uk/government/uploads/system/uploads/attachment_data/file/437384/2005-2013_UK_local_and_regional_CO2_emissions_statistical_release.pdf)

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land, for example through loss, noise, vibration or other harm. The UK has legal commitments to cut greenhouse gases and meet increased demand from renewable sources and maximise such energy development. However, given the potential for adverse impacts on the local environment and amenity; and including cumulative impacts which may require particular attention, proposals for renewable and low carbon energy development will only be supported where it can be demonstrated they comply with policy INF11.

12.7.1.2 Renewable and low carbon energy development will be encouraged in principle, provided heritage assets, including local areas of historical and architectural significance, are conserved in a manner appropriate to their significance. Community led renewable energy initiatives will also be encouraged.

12.7.1.3 The Cotswold AONB Management Plan (2013-2018) supports '*renewable energy technologies that are of an appropriate type and scale for their siting*'. However, it emphasises the importance of schemes being appropriately located and designed in statutorily protected areas, i.e. the AONB.

12.7.1.4 The Gloucestershire County Council Renewable Energy Study highlights indicative geographical areas for renewable energy types. It is, however, based on broad assumptions and states that detailed constraint analysis is required at a site-specific level to determine suitability. As types of technologies can change, so the impacts of wind turbines and other renewable energy development, can vary. Energy proposals will be encouraged where the different impacts of such development have all been considered and where they are likely to be, or can be made, acceptable.

12.7.1.5 The Government also produced guidance (18th June, 2015) for local planning authorities on the allocation of sites for wind farms. The landscape character areas (produced by Natural England) can be the starting point for such consideration, but until such time as the Local Plan is reviewed, proposals for wind energy development will be considered against national policy and guidance. At present the government is withholding onshore wind farm support from April 2016, in part due to the loss of the Renewables Obligation Certificate and other changes, this is expected to result in, '*a gradual decrease in deployment until 2018 and very little after that*' (Renewable UK).

12.7.1.6 Some energy installations have an operational lifespan. The temporary nature of such installations can be conditioned, allowing a review against the policy framework and energy environment at that time. This is considered to be an appropriate approach where the cumulative impact of such installations may begin to undermine the landscape character. Provision should be made for the removal of facilities and reinstatement of the site should it cease to be operational, removing potential cumulative impacts of development and returning the site to its original use.

12.8 Monitoring of Infrastructure Policies

12.8.1 All policies will be monitored by taking account of relevant considerations, including the outcome of planning and appeal decisions. Specific indicators relevant to policies in this section include:

12.8.2 This table is to be updated in light of policy re-drafting and re-numbering

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Policy	Objective	Indicator
INF1 Infrastructure delivery	4	Progress against the Infrastructure Delivery Plan Progress against the Infrastructure Delivery Plan for sustainable transport schemes and community facilities/services

Table 29

Policy	Objective	Indicator
INF2 Community infrastructure levy	3b, 4	As required by Government legislation (Regulation 62): Total CIL receipts for the reported year Total CIL expenditure for the reported year Total amount of CIL receipts retained at the end of the reported year Items of infrastructure to which CIL (including land payments) has been applied, amount of CIL expenditure on each item. Land payments made in respect of CIL charge by the Council, and collected by way of land payment which has not been spent if at the end of the reporting year – a) development consistent with a relevant purpose has not commenced on the acquired land; or b) the acquired land (in whole or part) has been used or disposed of a purpose other than a relevant purpose; and the amount deemed to be CIL by virtue of regulation 73 (9) has not been spent. Amount of CIL applied to administrative expenses pursuant to regulation 61 Revisions to the 123 list
INF2 Developer contributions	3b, 4	Off-site contribution for affordable housing. Amount of money secured from developer contributions towards community buildings, structures and facilities.

Table 30

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Policy	Objective	Indicator
INF3 Sustainable transport	4, 5b	Contributions sought by County Council and expenditure on sustainable transport measures

Table 31

Policy	Objective	Indicator
INF4 Highway safety	1b,4, 5b, 6a	Citation of policy in planning decisions.

Table 32

Policy	Objective	Indicator
INF5 Parking provision	3b, 4, 5a	Planning applications and completions for public car parks (Gain/loss of Area (m2)). Monitoring of parking spaces for residential and commercial development.

Table 33

Policy	Objective	Indicator
INF6 Vale of Evesham heavy goods vehicle control zone	4	Citation of policy in planning decisions.

Table 34

Policy	Objective	Indicator
INF7 Green infrastructure	1a, 1d	NB: This policy will be monitored through monitoring of other policies, such as EN1, EN2, EN3, EN4, SP3 and SP4

Table 35

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Policy	Objective	Indicator
INF8 Managing flood risk	1a, 1b, 6a, 6b	Monitor planning permissions granted contrary to advice of EA on flood defence or water quality grounds / relevant water board.

Table 36

Policy	Objective	Indicator
INF9 Telecommunications infrastructure	1b, 3a, 4	Percentage of granted planning permissions which are for telecommunications infrastructure Number of planning permissions granted contrary to advice

Table 37

Policy	Objective	Indicator
INF10 Renewable and low carbon energy development	2b, 4, 6a	Renewable Energy capacity installed (by type) (measured in kW). Monitor location of completed planning permissions

Table 38

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Other - Spatial Issues 13

13 Other - Spatial Issues

13.1 Gloucester and Cheltenham Green Belt (POLICY SP1)

13.1.1 A very small part of the District, near Ullenwood, lies within the Gloucester and Cheltenham Green Belt. This 1.1 km² area, which includes Crickley Hill Country Park, is situated on top of the Cotswold escarpment and is located entirely within the Cotswolds Area of Outstanding Natural Beauty.

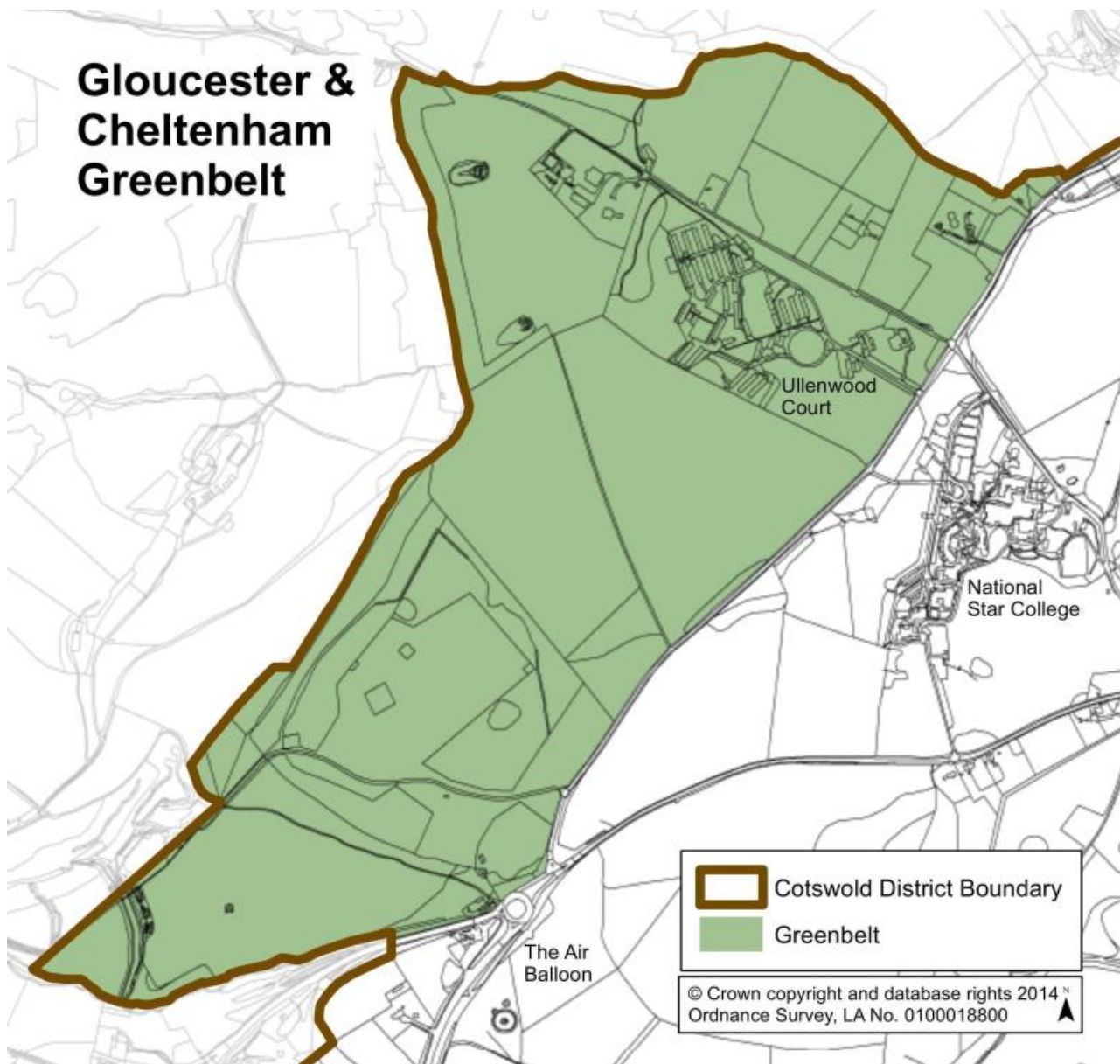
Policy SP1**CHELTENHAM AND GLOUCESTER GREEN BELT**

Appropriate development within the Green Belt will be permitted, having regard to national planning policy. Inappropriate development will be permitted only where very special circumstances justifying it are demonstrated to the satisfaction of the Local Planning Authority.

13.1.2 National Planning Policy provides clear guidance on planning positively to enhance beneficial use of green belts, while making it clear that inappropriate development is harmful and should only be approved in very special circumstances.

13.1.3 The JCS authorities (Gloucester, Cheltenham and Tewkesbury) undertook a review of the Green Belt in 2011, though it did not include the small area within Cotswold District. The review, however, concluded that the area adjacent to the Cotswolds makes a significant contribution to the purposes of the Green Belt because it “forms a critical connection between wider countryside to the east and west.”

13 Other - Spatial Issues



Map 3 Gloucester and Cheltenham Greenbelt

13.2 Kemble Airfield (POLICY SP2)

13.2.1 Kemble Airfield straddles the boundary between Cotswold District and Wiltshire, covering an area of some 210 hectares. It lies adjacent to both the Cotswolds AONB and the Kemble-Ewen Special Landscape Area and is highly visible from the A433 and A429, which pass to the south and north of the airfield respectively.

Other - Spatial Issues 13

13.2.2 In 2001, the MoD sold the site in separate lots and in August 2009, the airport was granted a Certificate of Lawful Use as a commercial airport. Today the airfield is operated privately as Cotswold Airport. The main employment area lies to the south of the site in Wiltshire (Kemble Business Park), while a number of hangars and other buildings - primarily within Cotswold District - are used by aviation-related businesses. Indeed, about 30 thriving businesses are reliant on the active runway, including flying schools. These businesses employ around 300 local people, excluding the airport operational personnel, fire crews, and support staff. It is understood that many local businesses within a 10 mile radius support and supply the airport business. The airport's other uses include training for Wiltshire and Cirencester fire brigades and the operations hub for the Department for International Development.

13.2.3 Kemble Airfield partly falls within the Malmesbury Community Area of Wiltshire's Core Strategy (January 2015). The Core Strategy acknowledges the existence of Kemble Business Park, but has no specific proposals for the site.

Policy SP2

KEMBLE AIRFIELD

1. **The change of use of existing buildings within the area, shown on Proposals Map, will be permitted provided it is compatible with the use of the land as an aerodrome.**
2. **Outside of the area, shown on Proposals Map, re-use of existing hangars for employment purposes within use classes B1, B2 and B8 will be permitted.**

13.2.4 In March 2015, the Department for Transport wrote to local planning authorities and local enterprise partnerships to draw their attention to the important role of aerodromes in local and regional economies. Kemble Airfield was specifically cited in paragraph 16 of the accompanying report⁽⁵⁴⁾ as being threatened by future potential changes of use and the consequent potential loss of the aerodrome.

13.2.5 Should the airport close, these businesses would have no alternative but to either cease trading or move to an alternative airport.

54 General aviation sector-led Guidance on Planning in relation to Aerodromes for local planning authorities, aerodrome owners and aerodrome operators (The General Aviation Awareness Council, April 2015):
<http://www.gaac.org.uk/2015/20AVIATION/20SECTOR/20LED/20GUIDANCE/20ON/20PLANNING/20N/20RELATION/20TO/20AERODROMES.pdf>

13 Other - Spatial Issues

13.2.6 Both Cotswold District and Wiltshire Council support the continued use of Kemble Airfield for aviation-related economic and leisure purposes along with the associated employment uses based there. In seeking to retain use of Kemble Airfield as a productive asset, both Cotswold and Wiltshire are aware of the need to safeguard amenities in the area and the visual impact that development could have on the countryside.

13.2.7 The rural location of Kemble aerodrome also makes it necessary to be cautious about the extent of new employment development. Such development would inevitably lead to further dependence on the use of the car.

13.3 Thames and Severn Canal and the River Thames (POLICY SP3 and SP4)

13.3.1 Within Cotswold District, the Thames and Severn Canal and River Thames are valuable resources for the public to enjoy, both for active and passive recreational activity. The Thames and Severn Canal is known as being part of 'The Cotswold Canals' and is subject to an on-going restoration project.

13.3.2 The Canal contributes towards economic and regeneration objectives by providing attractive locations for canal-side development, but this must be carefully balanced with conservation and enhancement. Canals and towpaths can achieve more sustainable patterns of movement and measures to improve access to the Canal for transportation is appropriate.

Policy SP3

THAMES AND SEVERN CANAL

Development will be permitted that:

- a. **positively contributes to the restoration of the Canal and towpath;**
- b. **improves access to and along the Canal to encourage use for transport, sport, leisure and recreational purposes;**
- c. **respects, improves and enhances its character, setting, biodiversity and historic value; and**
- d. **does not:**
 - i. **prevent or impair restoration, improvement or reconstruction;**
 - ii. **destroy its existing or historic route as shown on the proposals map, unless provision is made for its restoration on an acceptable alternative alignment, and for the restoration or improvement of the towpath and its linkage with existing rights of way and local communities;**

Other - Spatial Issues 13

- iii. **result in the loss of any buildings, locks or other structures associated with the Canal; or**
- iv. **prevent opportunities for public access.**

13.3.3 All developments adjacent to the Canal must respect its character, setting, biodiversity and historic value as well as have regard to improving and enhancing views along and from the Canals. Environmental improvements to any canal's appearance will include enhancement of its historic and biodiversity value and have regard to the Green Infrastructure Policy INF7.

13.3.4 Throughout the Canal's length there is a variety of structures and engineering works that were essential to its function and are part of the character of the canal environment. These features must be retained and, where possible, restored as and when development takes place in the vicinity. Restoration of bridges must take account of present-day requirements.

13.3.5 For much of its course, the alignment of the canal is intact and readily discernible. In areas where the canal has been largely or wholly obliterated, its original course should be determined. Wherever possible, restoration should be on the original alignment, and future development should avoid destroying the route. However, there may be circumstances where the Canal could more readily be re-created immediately alongside its original line, for example, as part of a post-extraction restoration in gravel winning areas.

13.3.6 Canal-side development such as canal user facilities, supporting infrastructure and offline marinas and boatyards will be judged against relevant policies of the Local Plan.

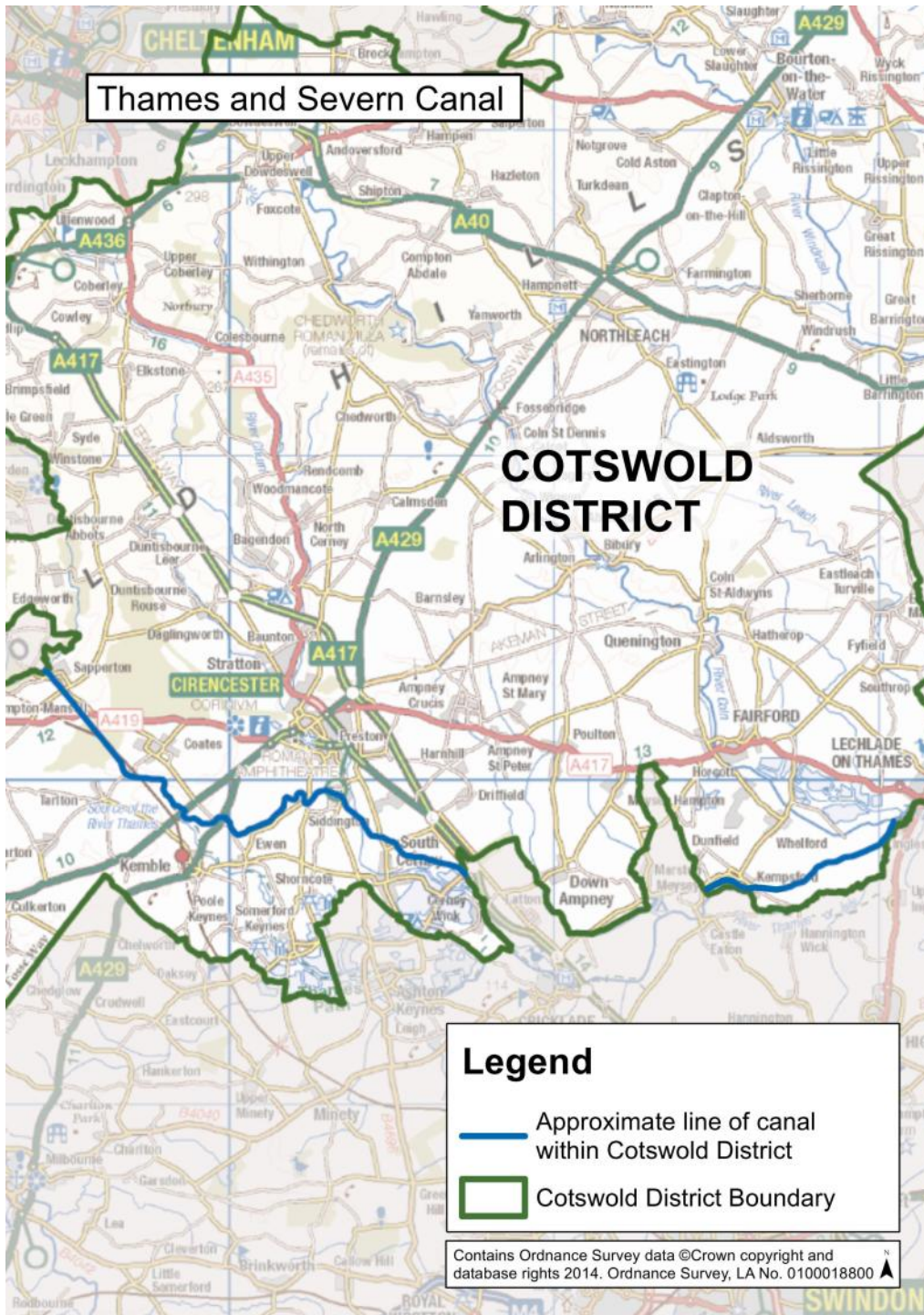
Policy SP4

THE RIVER THAMES

Where there is physical and environmental capacity for increased activity, proposals to increase moorings and further sport and recreation development, both on and off the main channel of the River Thames, within the district, will be permitted.

13.3.7 Proposals for development associated with the River Thames that may come forward should be complementary with any Strategy for the Upper Thames. The Environment Agency has confirmed at August 2015 that there currently is no strategy for the Upper Thames although production of a new plan is a priority for the RTA. In that regard, prospective developers are advised to discuss proposals with the Environment Agency and River Thames Alliance. Proposals should be mindful of the Agency's concern that restoration of the Cotswold Canals should not be achieved by increasing navigation access to Inglesham lock and Cricklade.

13 Other - Spatial Issues



Map 4 Thames and Severn Canal

Other - Spatial Issues 13

13.4 Cotswold Water Park Post-Mineral Extraction After Use (POLICY SP5)

13.4.1 The south-eastern part of Cotswold District has been subject to extensive sand and gravel extraction since the 1920s and it will continue to be so for some years to come, particularly around Down Ampney. Much of this evolving landscape comprises a complex of remnant agricultural land; more than 150 artificial lakes and other wetland habitats as well as active mineral working. It forms an important east / west swathe of low-lying landscape, with a number of key green infrastructure assets, including:

- the River Thames and the associated Thames Path national trail;
- a significant length of the Thames and Severn Canal;
- a number of Sites of Special Scientific Interest;
- close proximity to two Special Areas for Conservation (within Wiltshire); and
- Sustrans national cycling route 45.

13.4.2 In recognition of the area's distinctive characteristics, the Cotswold Water Park (CWP) was designated in the 1960s, which includes land within both Gloucestershire and Wiltshire. The CWP is an important brand name for this distinct area, which has become a nationally-recognised area for nature conservation while also providing a major tourism resource, notably for water recreation.

13.4.3 In 2008 the CWP Strategic Review and Implementation Plan ("masterplan") was produced by the CWP Joint Committee (no longer extant) and subsequently endorsed by this Council. The overall objective of the masterplan was to ensure that the CWP becomes "a distinctive and sustainable countryside of high environmental value for the benefit of local residents and people working in and visiting the area". Policy SP5 has been informed by and should help to deliver the vision, aims and objectives of the "masterplan".

Policy SP5

POST-MINERAL EXTRACTION AFTER USE PROPOSALS IN THE COTSWOLD WATER PARK

Proposals for sports, leisure, and/or recreational development, whether outdoor or water-based, will be permitted on former mineral extraction sites that lie within the Upper Thames Clay Vales National Character Area⁽⁵⁵⁾ provided the proposals:

- a. protect and enhance biodiversity;
- b. strengthen the landscape character and reinforce the Cotswold Water Park's sense of place;
- c. enhance public accessibility and enjoyment of the lakes and countryside;
- d. take account of the implementation of measures put in place as part of the approved restoration and aftercare scheme(s) associated with former mineral extraction;

55 National Character Area 108 (Upper Thames Clay Vales) is indicated on the proposals maps

13 Other - Spatial Issues

- e. satisfactorily mitigate potential unacceptable adverse impacts on residential amenity; and
- f. maintain the character of settlements and their settings.

13.4.4 Previous local plan policy encouraged the development of the CWP as a resource for recreation, leisure and tourism, resulting in a variety of water sports venues, country parks, a public beach, and a number of holiday home complexes and hotels. Given the substantial amount of holiday accommodation, particularly holiday homes, that have been constructed/ granted planning permission, it is no longer considered necessary to promote this type of development through a specific policy in the local plan. Therefore, the same policy approach will be applied to holiday accommodation within the CWP as elsewhere in the District.

13.4.5 The CWP is a particularly important area for outdoor and water-based recreational activities, employing a substantial number of people as well as encouraging high levels of visitors. The development of the area as a tourist destination has brought issues for some local residents, particularly where they have not been able to access the new facilities. The policy, therefore, encourages appropriate outdoor and in particular, water-based activities, while ensuring that local issues and concerns, such as access and the protection of tranquillity, are addressed. New routes for sustainable transport, notably cycling and walking will be encouraged to support tourism and improve local accessibility.

13.4.6 The area is an important resource for biodiversity with the lakes supporting rare aquatic species and waterfowl. There are also parcels of remnant farmland of high nature conservation value, notably the Special Areas of Conservation at North Meadow and Clattinger Farm, just south of the District boundary. It is important that developments within the area enhance this valuable biodiversity resource, both at a site level and the broader landscape scale. Wildlife is one of the main reasons why visitors are drawn to the area.

13.4.7 In recognition of the area's legacy of former mineral extraction sites and its increasing importance for leisure, recreation and tourism, this policy is more permissive towards those types of uses than is the case elsewhere in the District. To ensure that maximum benefits are achieved from these developments for local communities and the environment, a high level of biodiversity gain, public accessibility and environmental improvements will be sought when implementing the policy.

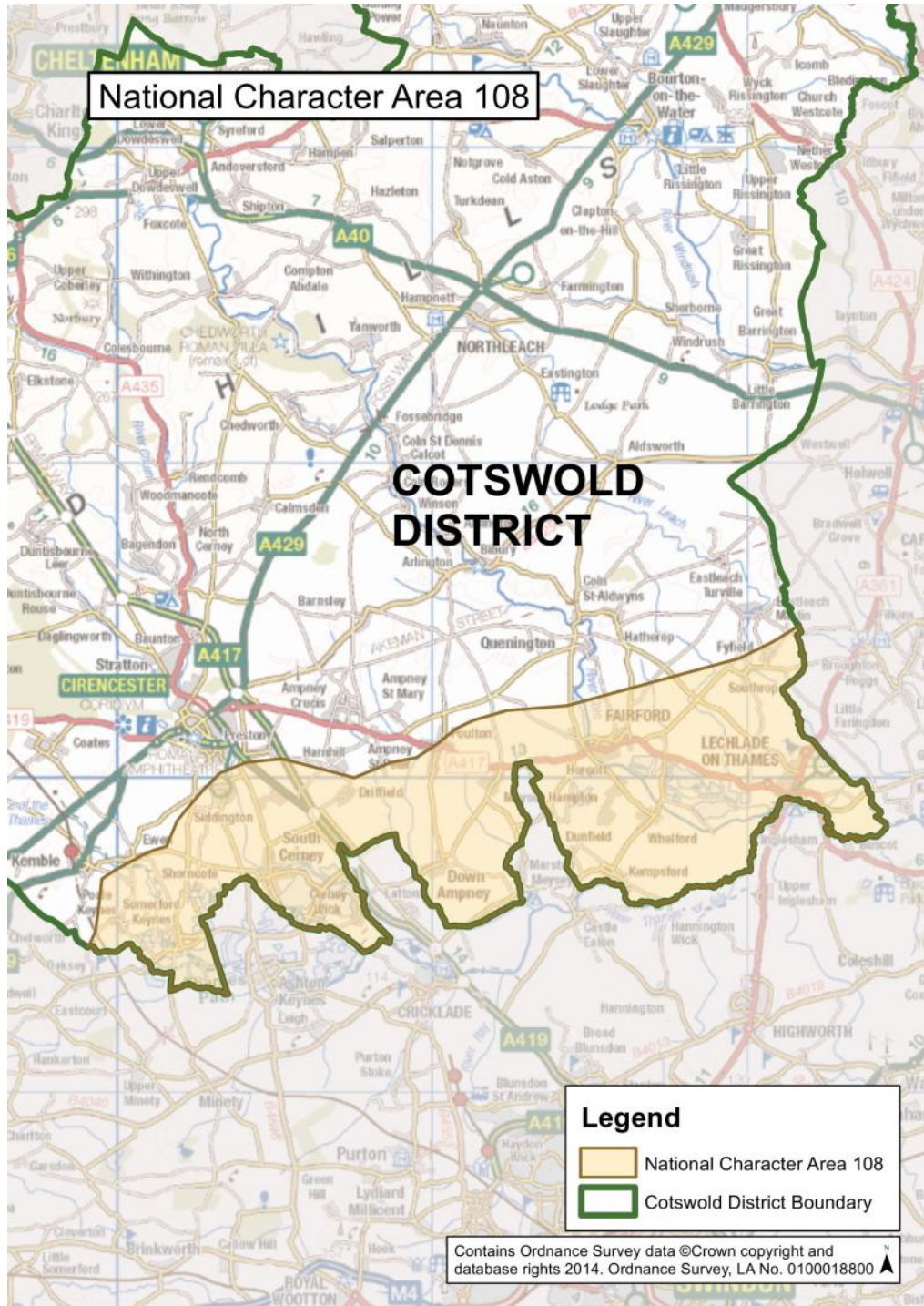
13.4.8 Proposals for sports, leisure, and/or recreational development does not include tourist accommodation. The latter are covered by Policy EC11, which applies across the whole District.

13.4.9 When considering landscape matters, regard will be had to extant landscape character assessment(s) that directly apply to areas of the CWP within Gloucestershire.

13.4.10 Over time, the CWP boundary defined in previous local plans has become out-of-date and no longer reflects the area within which mineral extraction has, and will continue, to occur. It even includes some areas where no extractable minerals are present. To ensure that this policy includes all potential mineral extraction sites, the policy refers to the Upper Thames Clay Vales National Character Area (as designated by Natural England), part of which falls within Cotswold District. This designation

Other - Spatial Issues 13

covers the entire CWP within Gloucestershire. Applications for development on all other sites within the CWP or Upper Thames Clay Vales NCA will be determined in line with other policies of the local plan and the NPPF.



Map 5 National Character Area 108

13 Other - Spatial Issues

13.5 Former Cheltenham to Stratford Railway Line (POLICY SP6)

13.5.1 The disused Cheltenham to Stratford-upon-Avon railway - the 'Honeybourne Line' - passes through the parishes of Willersey and Saintbury. The Gloucestershire and Warwickshire Railway, a privately-run steam preservation group, has reopened a short stretch of line near Winchcombe. The preservation group has ambitious long-term plans to operate over as much of the original line as possible, including the two mile section through Cotswold District.

Policy SP6

Former Cheltenham to Stratford railway line

1. Development will be permitted that:

- a. positively contributes to the restoration of the former railway line;
- b. does not impair restoration, improvement or reconstruction of the former railway line and retains existing embankments, cuttings, bridges and other associated features; and
- c. respects, improves and enhances its character, setting, biodiversity and historic value.

2. Development that would harm the route, function, character, or implementation of the proposed or existing transport network and related services and facilities will not be permitted.

13.6 Monitoring of Spatial Policies

13.6.1 All policies will be monitored by taking account of relevant considerations, including the outcome of planning and appeal decisions. Specific indicators relevant to policies in this section include:

Policy	Objective	Indicator
SP1 Green Belt	1c	Area of Greenbelt lost to development.

Table 39

Policy	Objective	Indicator
SP2 Kemble Airfield	3a, 4	Planning applications for gain / loss of employment floor space and together with gain /loss of business and employment activity.

Table 40

Other - Spatial Issues 13

Policy	Objective	Indicator
SP3 Thames and Severn Canal	1b, 3c	Planning applications contributing to the restoration of the canal and towpath.

Table 41

Policy	Objective	Indicator
SP4 The River Thames	3c	NB: Monitoring of this policy is covered by indicators for Tourism/Recreation policies.

Table 42

Policy	Objective	Indicator
SP5 Post-mineral extraction after use proposals in the Cotswold Water Park (Upper Thames Clay vales)	1a, 1b, 3c	Monitor planning applications in NCA108 for outdoor or water-based sports, leisure, and recreational development.
SP6 Former Cheltenham to Stratford Railway Line	1b, 3c	Planning applications contributing to the restoration of the former railway line

Table 43

13 Other - Spatial Issues



Local Green Spaces outside Principal Settlements A

Appendix A Local Green Spaces outside Principal Settlements

A.1 Local Green Spaces


Church Westcote

Legend

-  Proposed Local Green Space
-  Not to be included in Local Plan





Land adjacent to Close Cottage

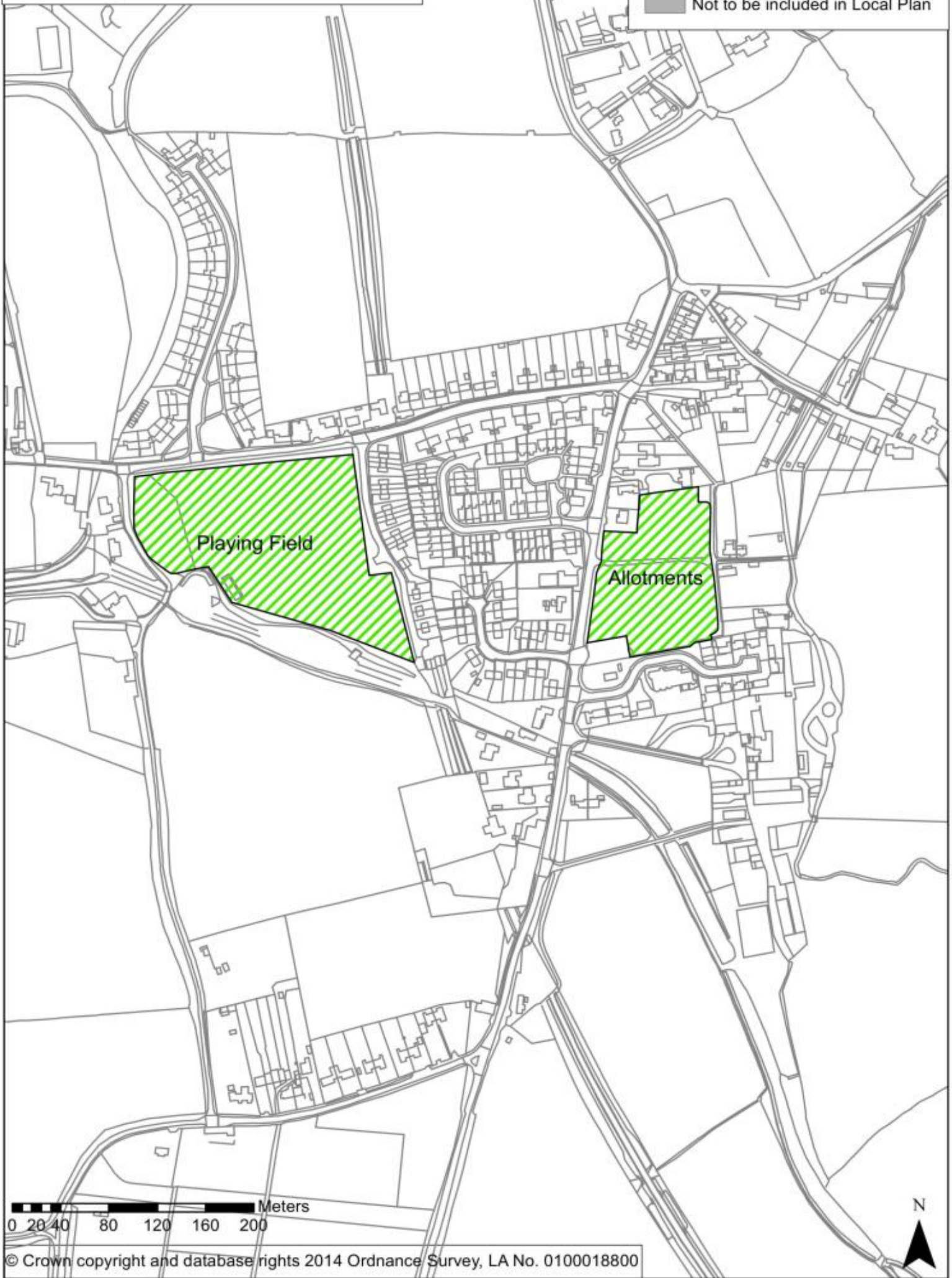
 Meters
0 5 10 20 30 40 50



Siddington

Legend

-  Proposed Local Green Space
-  Not to be included in Local Plan



0 20 40 80 120 160 200 Meters

A Local Green Spaces outside Principal Settlements

Chesterton Vision and Objectives B

Appendix B Chesterton Vision and Objectives

Vision for the Strategic Site

B.1 The Council, with community participation, has prepared a vision for the site. The vision sets out how the development will look and function, and will inform the design principles and Masterplan Framework.

Strategic Site Vision

1. Development of the land south-west of Chesterton and adjacent to the Royal Agricultural University presents an opportunity to create a new and attractive south-western edge to Cirencester. This vision statement describes the ultimate ambition for the place. The development will sit comfortably within the gently undulating landform, successfully incorporating significant trees and hedgerows within green corridors. A range of public open spaces will also help to green the place. In its town planning, the development will reflect the built environment of Cirencester. All buildings will exhibit high architectural quality, making optimum use of modern systems internally. The external appearance will avoid pastiche whilst preserving contact with the best local building traditions, not least in the use of high quality materials. The built environment will strike a successful balance between variety and harmony. As in the best historic townscapes, the scale, massing and detailing of particular buildings will respond to the character and role of the street they address. Within the layout, focal points and landmarks will be highlighted with distinctive buildings and spaces. A carefully planned network of green infrastructure will serve as a foil to the built environment, helping to create and define smaller, recognisable neighbourhoods within the development. As a consequence, the layout will be easy to understand and navigate. Integration with existing streets and paths in the vicinity, which will be enhanced where necessary, will ensure this new part of Cirencester is well connected to Chesterton, the rest of the town, and the countryside beyond.

2. The mix of homes and tenure types will reflect the needs and ambition of the local community. Residents will have convenient access to community facilities such as schools, shops, health care and play areas. Sufficient employment land and buildings will be provided to ensure a wide range of job opportunities, and these will be closely integrated with residential uses where practicable. All properties will have convenient access to public transport and to a finely branched network of safe and direct walking and cycling routes, linking people to schools, work places and services, both within the development and beyond. Ready access to high speed broadband will enable home working and help reduce the number of journeys by private car. Public spaces will be well designed, with suitable management and maintenance arrangements in place to ensure their continued upkeep. All public spaces and routes will be overlooked to ensure they feel safe.

3. This new part of Cirencester will have a range of site-wide features to reduce its environmental impact including low carbon energy generation, SuDS, and convenient access to recycling facilities. Homes will provide ample space for living and storage. Allotments and gardens will provide opportunities for residents to grow their own food. The development will promote innovation in

B Chesterton Vision and Objectives

residential, commercial and infrastructure design with a view to achieving more sustainable ways of living and a place that is future-proof. Essential infrastructure and services will be fully integrated in the design of the place from the outset and delivered in phase with the building work.

Development Objectives

B.2 The following development objectives are intended to provide a basis for more detailed urban design and master planning work which will ultimately deliver the vision. They are site-specific and will be used in conjunction with other design policies in the Local Plan to ensure that a well designed place is achieved.

Character, Form and Attractiveness

B.3 The character and form of the development will reflect the best traditions of historic built form in the Cotswolds. Achieving local distinctiveness is a core development objective, and designers will be required to reinterpret local building traditions and use local materials to create a contemporary and sustainable urban extension. Density is a key determinant of the character and form of the built environment. Achieving the average net density will be critical, but this average allows scope for varying densities across the site as a whole. The highest densities will be found close to key locations (e.g. the local centre) and along public transport routes, with lower densities being found along sensitive edges of the development, in order to ease the transition from town to countryside.

B.4 Existing trees and hedgerows will be retained where practicable and the use of green infrastructure will not only enhance the attractiveness of the site and integrate it into the landscape, but will also provide habitats for wildlife.

Continuity and enclosure

B.5 Creating a coherent and permeable built environment, is a core development objective. The proposed development will be a place where public and private spaces are clearly distinguished. The Master Plan Framework and the subsequent stages of the master planning process will be expected to provide more detail on how this objective will be achieved.

Mixed Uses and Tenures

B.6 A mix of dwelling types and tenures, along with employment and commercial uses, will assist in making the development economically and socially successful. All residents should have easy access to facilities, with the neighbourhood centre meeting the day-to-day needs of people living and working within the site. The new services and facilities will, however, also be readily accessible to people living in the surrounding areas.

B.7 By providing new employment floor space, in addition to the new housing, the development will make a positive contribution to Cirencester's economy and to its self-containment. The practice of allocating open-ended employment sites can sometimes fail to deliver an appropriate range of employment buildings and uses. Whilst investment interest is always welcomed, the market alone may

Chesterton Vision and Objectives B

not always provide a sufficient range of accommodation. The Council is concerned to ensure this does not hamper the site and the development's ability to make a significant contribution to the growth of a diverse local economy in Cirencester. The Council wants to see the local economy expand in all sectors including tourism. The Council's objective is to work with the landowner and partners to attract employment uses that will complement the overall vision and add significant value to the development.

B.8 The quality and density of jobs created will also be important considerations. The Council will require that the employment land will meet future employment needs and demands for a mix of types and sizes of business spaces which are suitable, for example, for business start-up and incubation, expansion of existing businesses, technical hubs and company headquarters.

B.9 The Vision requires development that will create an attractive south-western edge to Cirencester. This will require careful consideration of, among other things, the forms of employment development that might be appropriate in different parts of the site. For example, there may well be a land use rationale for further employment development adjacent the existing Cirencester Office Park (Tetbury Road): however, promoting the right form of development will be critical to realising the Vision. High quality class B1 office development and/or a new hotel may be appropriate employment uses for this part of the site. Conversely employment uses that are normally accommodated in very utilitarian building types (e.g. general industry) are unlikely to be considered appropriate in this part of the site, but could be accommodated on the land to the east of Wilkinson Road.

B.10 Whilst the Council will seek to ensure that concentrations of certain types of employment uses/buildings are directed towards the most appropriate parts of the site, the development shall otherwise avoid rigid 'zoning' of certain uses to different parts of the site. Uses that would not prejudice residential amenity (e.g. small-scale light industrial, office, retail and sociable uses) will be encouraged across the residential areas, in order to create places with variety and choice. For example, the ground floor of buildings adjacent to the main transport nodes may be particularly suitable for small-scale retail and community uses. Encouraging a mix of uses across the development, at the various scales described above, is a core development objective.

Lively Streets and Spaces

B.11 The streets, communal areas and public open spaces within this development will be the focus for community activity and social interaction for all ages. Streets and junctions will be designed as public spaces, rather than merely as functional routes for vehicular traffic. They will be enclosed and overlooked by built form to impart a feeling of security for all users.

B.12 Street trees will provide shelter for pedestrians and cyclists, as well as enhancing the appearance of the street scene, and minimising the visual impact of on-street car parking. Conveniently placed benches and places to rest will allow the less able to move in and around the development in addition to providing informal places for social interaction.

B.13 High quality playing fields and supporting infrastructure will also be provided to serve the needs of residents. Informal open space and structured landscaping will provide opportunities to successfully integrate existing landscape assets into the new development. Existing heritage assets shall be carefully

B Chesterton Vision and Objectives

integrated, in ways that preserve and enhance their settings. The development shall also include new allotments, or community gardens, to meet needs arising from the development, and these shall be provided on the highest quality agricultural land within the site. The provision of attractive and safe outdoor areas that display the highest standards of design in terms of materials, planting, street furniture, lighting and access is a core development objective.

Chesterton Vision and Objectives B

Functionality, Adaptability and Resilience

B.14 The Vision calls for a development with a range of site-wide features to reduce its environmental impact, including: low carbon energy generation, SuDS and convenient access to allotments and recycling facilities. The Council, working with developers, will seek to use the appropriate assessment methodologies to secure enhanced building and environmental performance above statutory minima where practicable. Any proposed new technologies, including opportunities for decentralised energy production, will be carefully integrated from the outset, particularly those with the potential to have adverse impacts on the external appearance of individual or groups of buildings and/ or where widely visible from public viewpoints.

B.15 The most successful built environments are those that have proved sufficiently robust to adapt to changing circumstances and demands. In order to achieve this quality, the built environment of this strategic development needs to be adaptable at every scale. The layout itself should be based on block sizes and a pattern of streets that allow flexibility in terms of the variety of uses that could be developed over time. Public spaces within the scheme should be designed to accommodate a variety of uses and activities. Developers and designers should seek to ensure that the buildings they deliver within the development are as robust as practicable, by giving careful consideration to characteristics such as height, depth and access, all of which influence how adaptable buildings are to new uses.

B.16 A key factor affecting the robustness of housing is the amount of space that individual units provide. The vision here is for a range of house types offering choice in the amount of space provided. In particular the Council will seek to ensure that some house types provide sufficient space to facilitate home working. Where possible, the design of housing should also provide opportunities for future enlargement, which would not compromise the original design concept for the surrounding part of the development (e.g. the street).

B.17 Places that are easy and practical to manage tend to be more resilient, for example where maintenance and policing are supported by good access, natural surveillance and hard wearing, easy to repair materials.

Ease of Movement

B.18 The application of these development objectives shall create an environment that is easily understood. Successful towns are typically arranged around one or two primary streets lined by commercial uses, with smaller scale streets leading off into residential areas. In historic townscapes the most important streets are often distinguishable from others because of their width and their grand buildings, whereas quiet residential streets often have a much more intimate character. Public buildings and other landmarks are often located at key nodes. Places with this sort of hierarchy of streets, nodes and built form are easier to understand than large areas of uniform housing development. Emulating this traditional approach to town planning is a key development objective.

B Chesterton Vision and Objectives

B.19 It is envisaged that a main street will be provided through the site between the Tetbury Road and Wilkinson Road. The option of including a bus gate, to control the amount of traffic that can access Wilkinson Road, will be carefully considered. Master planning work will investigate options for locating the proposed neighbourhood centre at an appropriate point on the main street, ideally on an intersection with other key routes.

B.20 Specially designed buildings will mark important corners, and formal groupings of buildings will enclose and define key public spaces. Developers and designers will be required to ensure that their scheme proposals play a positive role in improving legibility across the development. In particular they will be required to identify and maximise opportunities for landmark buildings, vistas and focal points.

B.21 The intention is not, however, to create areas with contrived or superficial characters that derive primarily from the external appearance of buildings. Rather the intention is to create a new townscape, where intrinsic variations in development form (e.g. layout, density, scale and massing) create an easily understood hierarchy of streets and spaces. The introduction of special or unusual features will be encouraged to add a further layer of legibility and to enrich the public realm.

B.22 The 'street' will be of the utmost importance within this development. As well as providing places for interaction, each street will contribute to the creation of a comprehensive interconnected network.

B.23 A finely branched network of footpaths and cycleways will complement the street network. Together they will form a highly permeable grid of movement for pedestrians and cyclists, which always offers a choice of routes to facilitate efficient and direct journeys. This network of footpaths and cycleways will help connect the development to destinations beyond the site boundaries (e.g. the town centre, Kemble station and the Cotswold Water Park). The network will be less permeable for private cars, making walking and cycling more attractive options for local trips.

B.24 Traffic management will be integral to the urban form within this development, and will be achieved through a wide variety of means. Whilst cars will not be excluded (as they can contribute to the liveliness of the public realm), the design will encourage drivers to behave in a manner that is conducive to a pedestrian/cyclist friendly environment. The relationships between building frontages and the streets will be carefully designed to encourage lower vehicle speeds. Along the primary streets vehicle speeds will be restricted to 30mph and this will drop to 20mph in secondary streets and minor residential streets.

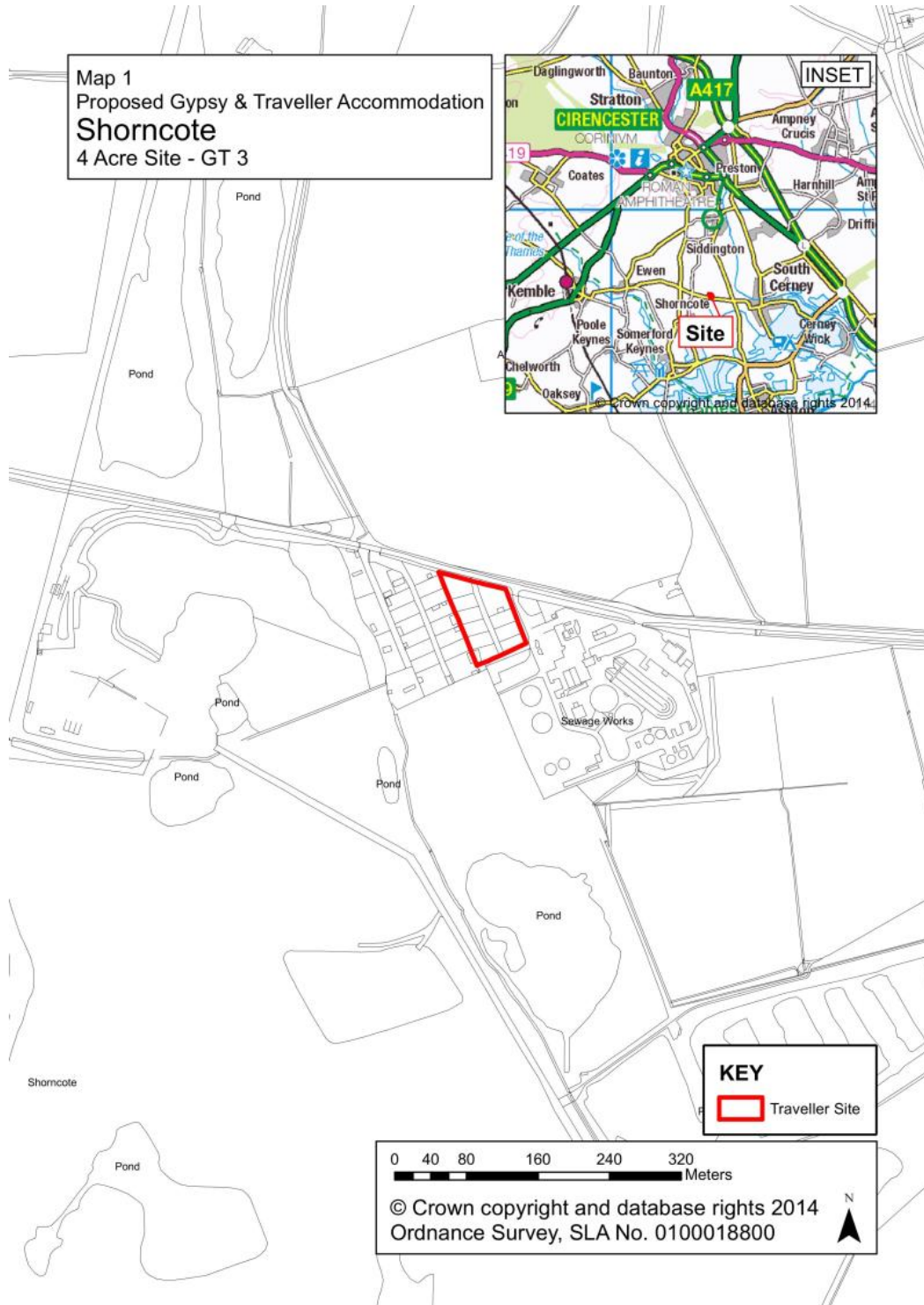
B.25 The integration of public transport, primarily new bus services, into the built environment and into the lifestyles of those living and working within this development is a key development objective.

B.26 A bus service route will be provided through the development to connect key locations and facilitate efficient public transport penetration of the development. All homes will be within 400 metres of a sheltered bus stop, and the bus route will allow buses to circulate in each direction increasing frequency and convenience. The provision of new high frequency, high quality bus services between the development and significant destinations beyond the site is a key development objective.

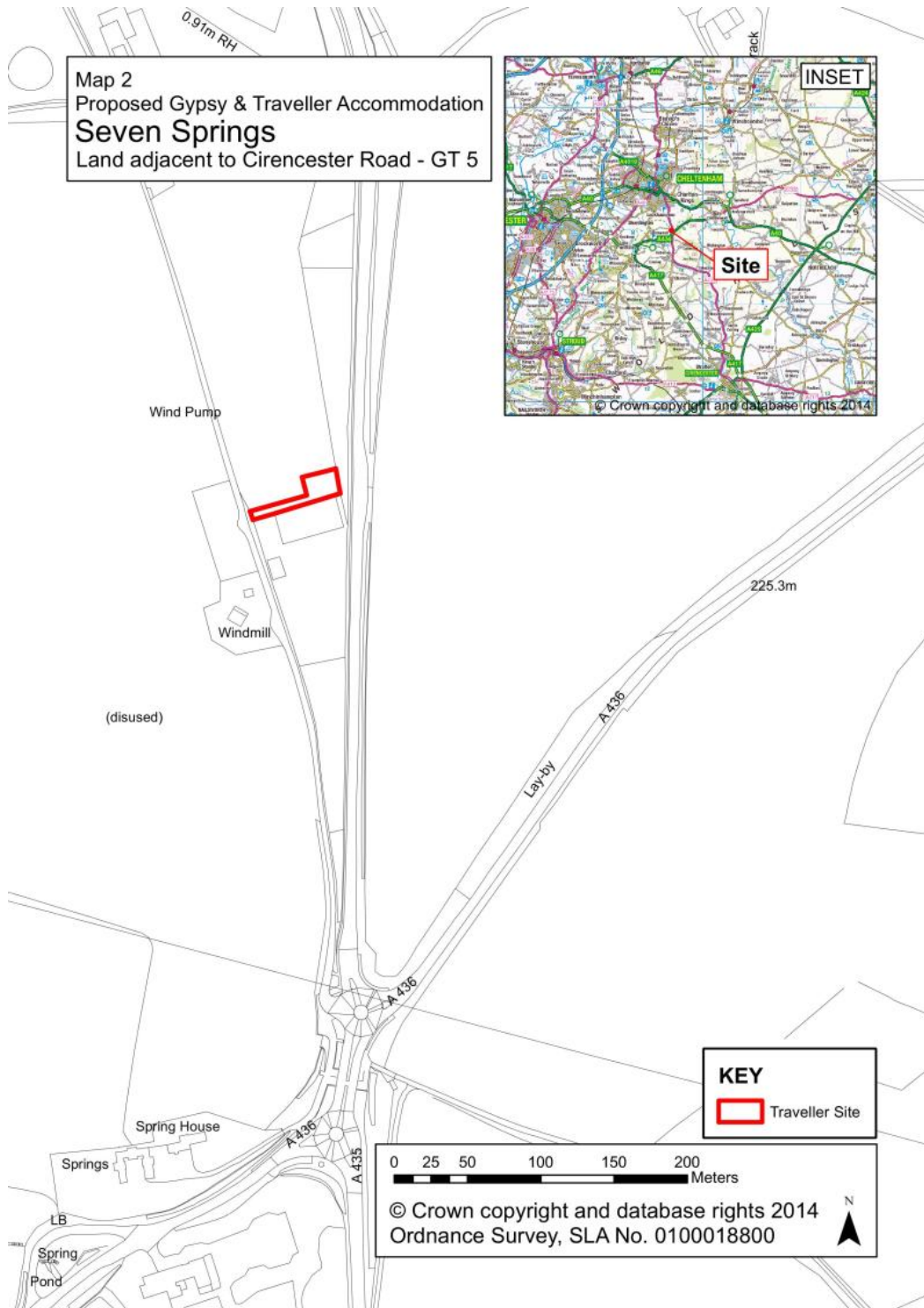
Proposed Gypsy and Traveller Sites C

Appendix C Proposed Gypsy and Traveller Sites

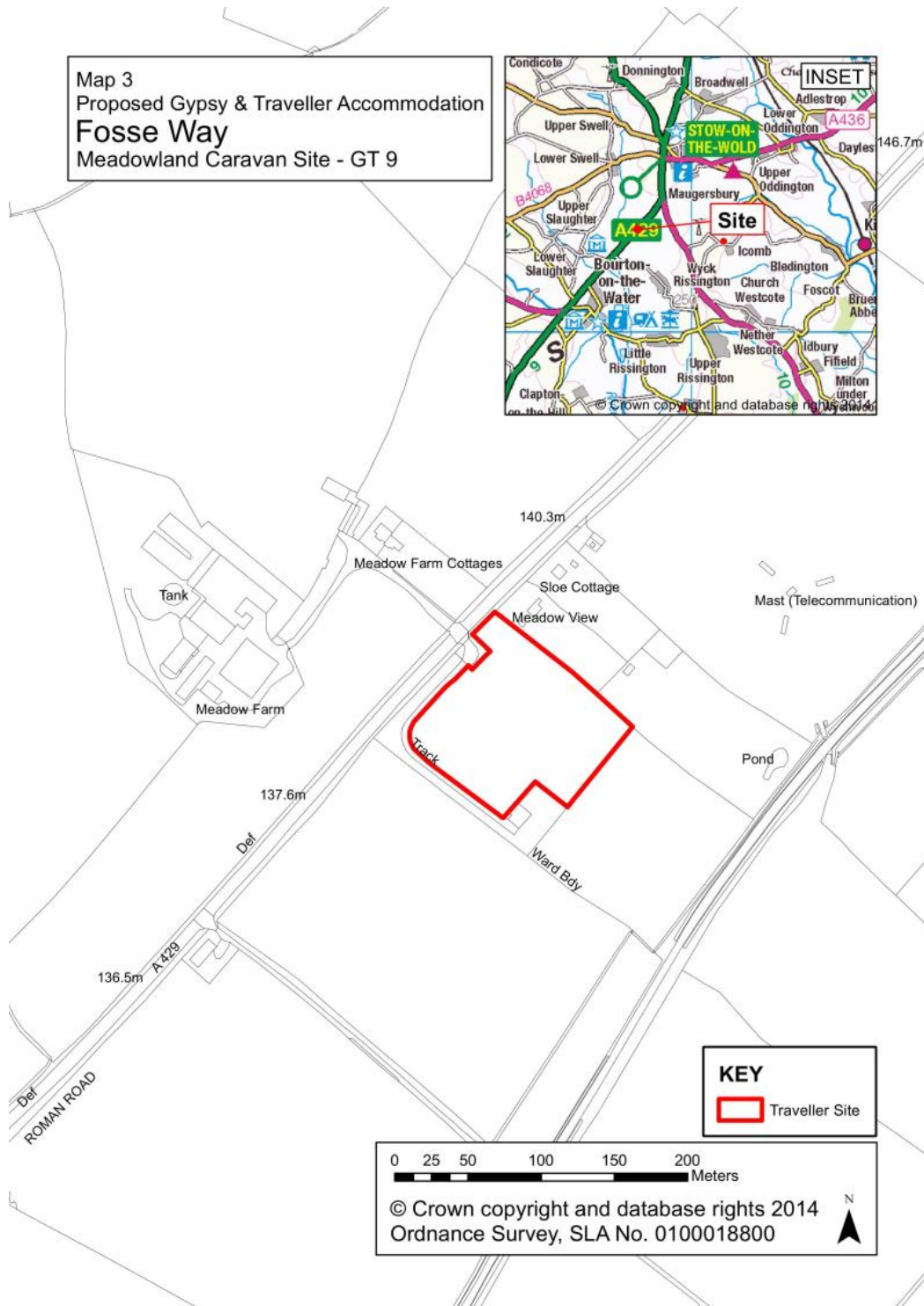
C.1 Gypsy and Traveller Accommodation



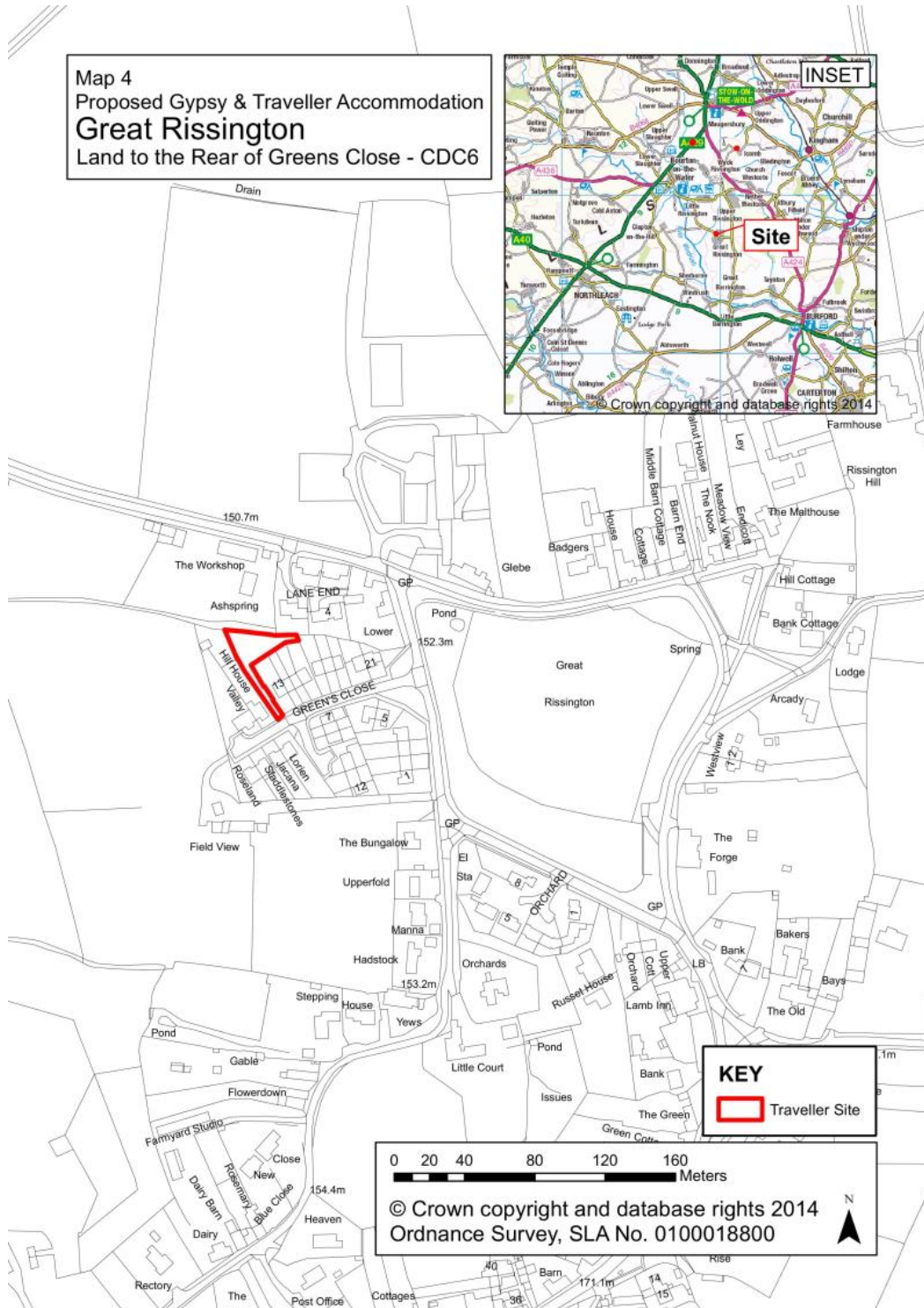
C Proposed Gypsy and Traveller Sites



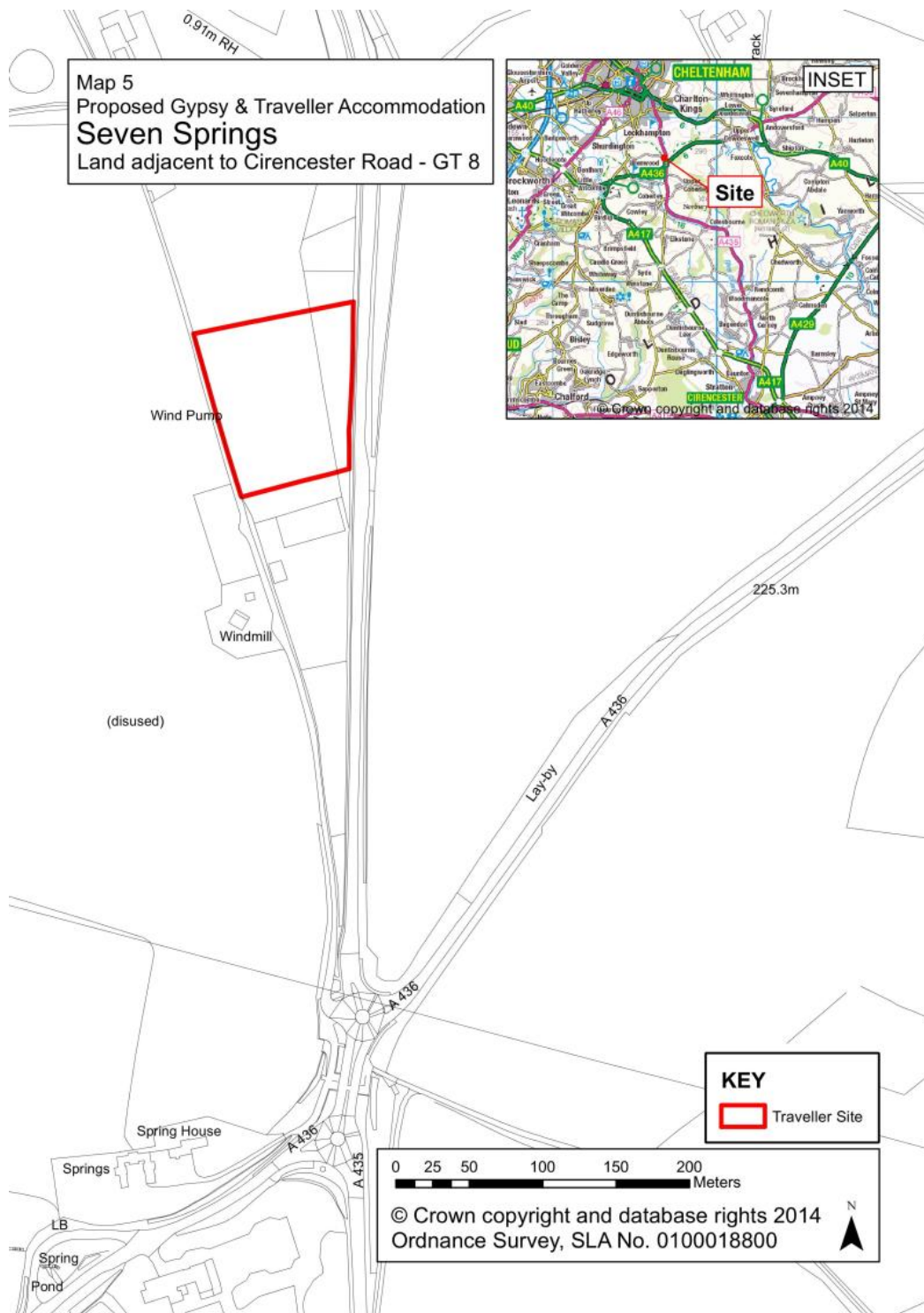
Proposed Gypsy and Traveller Sites C



C Proposed Gypsy and Traveller Sites



Proposed Gypsy and Traveller Sites C



C Proposed Gypsy and Traveller Sites

Cotswold Design Code D

Appendix D Cotswold Design Code

Background

D.1 The Cotswolds is an outstandingly beautiful area, rich in built and natural heritage. The aim of this Design Code is to ensure the highest standards of new development, respecting the distinctive qualities of the District for the benefit of current and future generations.

D.2 This Design Code should be used in conjunction with national guidance, including the PPG. The PPG emphasises the importance of good design as a key aspect of sustainable development. It encourages high quality and inclusive design that establishes a strong sense of place and responds to local character.

D.3 This Code is intended to cover all aspects of design, within a Cotswold context. These aspects include architectural, urban, landscape, ecological and sustainable design. And the Code is relevant to a wide range of development, from householder extensions and alterations, to conversions, major residential schemes and large-scale commercial proposals. It is a material consideration in planning decisions and, set within the context of the Local Plan, carries considerable weight.

D.4 It may, in some cases, be appropriate to produce site specific design codes for significant development schemes.

Informing the Design – Resources and Information

D.5 All good design is informed both by the needs of the current and future users, and by a proper understanding of the site and its setting. These considerations are of particular importance where there is an existing high quality built and natural environment, as in Cotswold District.

D.6 There is a wealth of information on the natural, built and historic environment of the District, which is continually being expanded. Reference should be made to the Council's website for the most recent information and guidance produced by the Council and other organisations, including: landscape character assessments; conservation area appraisals; design guidance for individual architectural features; and community design statements. Site-specific information should also be sought, and the characteristics of the site and its wider surroundings should be carefully studied.

D.7 The Council's validation process clearly outlines the types of assessment that might be appropriate. These are likely to include, for example, landscape visual impact assessments, historic environment statements, and ecological appraisals. The type and scope of assessment required will relate to the development proposed and to the level of potential impact of that development.

Landscape, Settlements and Streets

D.8 Careful study should be made of the context of any new development. Each site will have its own characteristics, and a specific landscape or townscape setting. Any proposed development should respond to this.

D Cotswold Design Code

D.9 Settlements are distinctive in how they sit within the landscape. They have their own unique layouts and patterns of streets. These characteristics should be reflected in the location and design of new developments.

D.10 Cotswold towns typically have many buildings tightly arranged at their core, with building lines set immediately on, or close to, the rear of the pavement. Many feature gently curving streets, and are centred on wide thoroughfares or market places. Nearly all settlements incorporate important open spaces. Some Cotswold villages are arranged around village greens. Others are set out in a linear fashion, or are more dispersed and rural.

D.11 In the countryside, a few grand houses might sit impressively in dominating locations, but the majority of buildings appear nestled within their landscape setting, and are not prominent or located on the skyline. An understanding of the impact of any development proposal on key views is critical.

D.12 Traditional Cotswold street scenes contain buildings of a variety of scales and architectural styles. Together, however, there is a sense of rhythm, harmony and balance, and this should be continued in any new development. The particular character of existing streets should be respected, including gaps between buildings, which can often be important. New additions might add interest but should not appear out-of-keeping.

D.13 In designing new development, close attention to the site and its setting should work at all levels, from the overall principle, density and grain, to the scale, form, roofscapes, elevations and detailed features of the buildings, and then to the landscaping surrounding them.

D.14 Whatever the design approach, it is important to ensure that development not only respects local character, but also develops a sense of place in its own right. This is particularly important for larger schemes, where some individuality in design for the whole development, or for areas within the development, will help the site to form its own identity and character, whilst still respecting the wider context.

Scale and Proportion

D.15 New buildings should be carefully proportioned and relate to the human scale, and to their landscape or townscape context.

D.16 Excessive or uncharacteristic bulk should be avoided. New buildings should generally not dominate their surroundings, but should complement the existing structures or landscape, and sit comfortably within their setting.

D.17 New buildings, other than those in some town centre contexts, should be modest in height, particularly when forming a transition from countryside to settlement.

D.18 Extensions to existing buildings should be in scale and character with the parent building. Additions should not dominate the original building, individually or cumulatively. Subservience in mass and height is often important, leaving the building's evolution apparent.

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Architectural Style – the Cotswold Vernacular

D.19 Many Cotswold settlements are quintessential English villages. The distinctive traditional architecture of the area is famous worldwide. Buildings have, for many centuries, had a relatively uniform and consistent style, resulting from the use of the local stone and traditional construction techniques. This is known as the Cotswold vernacular.

D.20 Many new buildings are designed in the Cotswold vernacular style and, if done correctly, this follows a great tradition. It is critical that new vernacular proposals are carefully researched and reflect the qualities of the traditional architecture of the area, including materials, proportions and roof forms, as well as the siting, scale and detailed design of features.

D.21 New designs should not draw on existing buildings that have been unsuccessful or have not respected local distinctiveness. Poor imitations of true vernacular architecture should also be avoided. At the same time there should not be blind copying or slavish replication of specific buildings or detailing. New vernacular proposals should be inspired by the best of the past, carrying the key qualities and essence of the Cotswold style, but also utilising new technologies and best practice to address the environmental, economic and social concerns of today.

D.22 It should be noted that the Cotswold vernacular is not entirely consistent across the whole District. There are subtle variations in architectural forms and features, and in materials, that result in areas of differing character, which should again be reflected in new development.

D.23 Some key qualities of the Cotswold vernacular are:

- a. The use of local limestone for walling, and split limestone slates for roofs. Roughcast render is also used, more often in southern parts of the District.
- b. A general simplicity of form and design is typical, often giving buildings an understated appearance, with any ornamentation usually limited to architectural features.
- c. Restricted gable widths, resulting in narrow plan depths to many buildings.
- d. Steep roof pitches, dictated by the use of the stone tiles.
- e. A variety of roof forms, sometimes a simple single ridge with plain unbroken roof slopes and windows set under the eaves, and sometimes forward-facing steep gables. Roof slopes are also often broken by smaller ‘gables’, or dormers, some more substantial stone, and others timber-framed and rendered.
- f. Valleys traditionally formed by stone slates swept to a curve. Plain shallow eaves and verges, with an absence of overhangs, and without any exposed rafter feet, fascias or bargeboards.
- g. Chimneys, originally stone (often ashlar), and then commonly red brick from the nineteenth century. Tall chimneys, often set to the ridge line, with stacks normally integral and flush to gable end walls.
- h. Window openings well-spaced and fairly small, with sizeable areas of wall in between. Openings usually centrally placed within gables, and end walls containing chimneys usually blank, or with sparse and offset fenestration.
- i. Two and three light windows most common. Generally a hierarchy to the openings, with wider ground floor windows below smaller upper floor windows.

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- j. Stone mullion window surrounds, directly glazed or containing metal casements, and sometimes with stone hood moulds above. Or simple flush timber casements, with slender glazing divisions, set below stone or timber lintels.
- k. Doors usually solid timber boarded, sometimes containing a small glazed pane.
- l. Porches of varying styles. Some of a solid stone gabled type but many lightweight canopies, such as gables or flat hoods supported on brackets.
- m. Garden areas enclosed by boundary treatments, most typically dry stone walling.

D.24 From the eighteenth century, a larger number of buildings were constructed showing the influences of classical architecture. Roofs set behind parapets become more common, as well as the use of verge copings. Unlike fully classical set-pieces, such as some country houses and large town houses, many more buildings applied certain elements of classicism, whilst retaining a vernacular flavour. For example, some farmhouses were given a polite, symmetrical facade with sash windows.

D.25 A distinctive interpretation of the Cotswold vernacular continued through the Victorian period, with many architect-designed estate cottages and terraces, as well as civic buildings. Gothic or Tudor inspired architectural features were sometimes employed. Exposed rafter feet and decorative bargeboards and finials are occasionally seen. From the Victorian period, with the coming of the railways, the use of blue slate for roofing became more common.

D.26 The Cotswold vernacular is also renowned for its relationship with the Arts and Crafts movement. Arts and Crafts buildings had a distinctive character but drew heavily on the vernacular and emphasised quality of materials and craftsmanship, both to exteriors and interiors.

Architectural Style – Contemporary

D.27 Original and innovative proposals that reinforce a sense of place and help raise the standard of design generally are welcomed. A contemporary design should make strong local references and respect elements of the Cotswold vernacular, in order to maintain the architectural distinctiveness of the area.

D.28 On many listed buildings, in some prominent locations, or within consistently historic and traditional village and town street scenes, a contemporary building may appear too starkly out-of-keeping. This is more often the case in an area such as the Cotswolds, which has such a strong vernacular. But there are many opportunities to explore a less conventional design approach, and this is encouraged.

D.29 The massing of contemporary buildings should often be broken, especially in historic settings, to avoid overly horizontal proportions and a monolithic appearance. The scale and modulation of contemporary buildings should respond to the context, for example vertical articulation reflecting the narrower historic plots within town centres. There should also usually be appropriate architectural interest within elevations.

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D.30 The use of traditional local materials, most notably natural stone, appropriate proportions, and a high standard of workmanship will help to ensure that contemporary developments are harmonious with their surroundings. There should be an emphasis on simplicity of design, with detailing neatly resolved and of the highest quality.

D.31 In some instances the use of modern, non-local materials may contribute towards a successful contemporary design. This might include the use of more extensive areas of glazing, zinc or copper roofs, or timber cladding. However, obvious local references should still be made.

D.32 Modern design may also facilitate the incorporation of sustainable features more readily than when following a traditional design approach. Key points that relate to the Cotswold context include the use of locally sourced materials, and the incorporation of heating and energy generation that utilises local resources, such as woodland products.

Materials and Craftsmanship

Stonework

D.33 The most important, unifying aspect of the traditional architecture of the Cotswolds is the use of the local stone. Cotswold stone is an oolitic limestone that has been quarried locally for centuries and used for walling, roofing and other architectural elements.

D.34 The colour of Cotswold stone varies across the District, from lighter creams and some greyer tones to the south, to deeper creams and rich honey colours further north. It is vital that the colour chosen is appropriate for each locality, when extending or altering existing stone buildings, or when constructing new buildings.

D.35 There are various styles of walling stone within the Cotswolds. Many higher status buildings are constructed in ashlar stonework. This consists of straight cut, finely tooled blocks of stone, laid to their natural bed, with very tight mortar joints.

D.36 More commonly walls are constructed of Cotswold rubble stone. This includes some neater squared and dressed stonework, usually given a flatter tooled face. But many buildings are built up in rougher, less worked rubble stone, and some in shallow coursed field stone. Traditional rubble stonework is generally best laid to courses randomly varied in size up through the stonework, but most often consistent in size along the length of each course, avoiding overly wide mortar joints.

D.37 Mortars are traditionally lime based. The use of lime mortar is a requirement in some situations, most commonly on listed buildings. It is also suitable for other traditional structures. Where a more modern mix is permissible, the inclusion of lime, white cement and local sand (including some larger aggregate sizes), is often found to be successful for new rubble stonework. The aim is a mortar that dries to a colour to blend with the stone. The effect should generally be unified stonework, rather than obvious stones amongst mortar. Usually joints are brushed back to give a rougher texture, finished flush or very marginally recessed from the faces of the stones.

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Other walling materials

D.38 The use of lime washes and renders is particularly characteristic of southern parts of the District, such as Cirencester and Tetbury. Sometimes rubble stonework is traditionally given several coats of lime wash, in colours ranging from whiter tones to stronger ochres. Lime washes protect stonework and give buildings a distinctive soft appearance, usually continued across architectural elements such as stone mullion window surrounds and hood moulds.

D.39 Many Cotswold vernacular buildings were rendered historically, and in some cases the stonework we see today was never intended to be exposed. Traditionally most renders are of a roughcast type, with a thrown pea-shingle coat, and a lime wash finish. This gives a soft, interesting and locally distinctive appearance. Some buildings, usually those with classical design influences, and typically in town centres, are finished in smooth renders.

D.40 Other traditional building materials also make an important contribution to local character. Some red brick is seen, more commonly from the nineteenth century onwards, and more often in town contexts and for outhouses across much of the District. It was also used more widely to the far north, in the Vale of Evesham, and to the far south east, in the Upper Thames Valley.

Stone slates

D.41 Cotswold stone slates are constructed from limestone, split along its natural bed and dressed to various slate sizes. They are then laid to courses diminishing in size, from the eaves up to the ridge. A steep roof pitch is required. Ridge tiles are traditionally sawn stone, and valleys formed by slates swept to the curve. This widespread roof covering is one of the most distinctive characteristics of Cotswold vernacular architecture.

D.42 Artificial Cotswold stone slates are available, and have improved in quality. They are still, however, not the authentic, traditional material. They have a subtly different appearance. They do not fully imitate the visual qualities and variations of the natural material, and do not weather and develop a patina with age in quite the same way. On listed buildings and in some other sensitive historic settings they may not be permissible. But they are appropriate for use on many unlisted buildings and housing developments across the District. A high quality artificial stone slate product, in these situations, gives roof slopes a suitably softer appearance, reflecting vernacular buildings and responding to local distinctiveness.

Other roofing materials

D.43 From the nineteenth century onwards there is more use of blue-grey Welsh slate, for re-roofing, and often for lean-tos and outhouses, town houses and agricultural buildings. Roof pitches are not required to be so steep when using this material. In most contexts, the stone slate (or artificial stone slate) should remain the dominant material in new vernacular developments. Natural blue slate, although a welcomed traditional roof covering, does have a cleaner and harsher appearance.

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D.44 Some use of thatch is also seen in the District, most widely in a few of the northernmost villages, but with scattered examples surviving further south. Plain clay tile is seen in some locations, and clay pantiles in the south west of the District, around the Tetbury area, and often on outbuildings.

Windows and doors

D.45 A high quality of materials is expected generally within new development. Slender metal window framing may be appropriate within stone mullion surrounds or within contemporary designs, but windows are generally required to be timber side-hung casements or sliding sashes.

D.46 The framing of casements should be balanced to opening and non-opening lights. Modern storm-proof detailing should be avoided and generally flush casement window construction should be used, with attention paid to achieving slender glazing divisions. Detailing should include plain chamfered external beading, to replicate traditional putty lines.

D.47 Timber doors would also usually be expected. Wider planks are often appropriate for boarded doors. Panelled doors should be of a period style appropriate to the building.

Finishes

D.48 Even the choice of finishes can make a vast difference to the character and appearance of buildings, such as window and door paint colours. The use of stained timber should generally be avoided as it is not a traditional joinery finish and does not complement Cotswold stone. Colours should normally be selected from a fairly traditional palette, but this still allows for wide variety.

D.49 The nature and colour of other external woodwork should generally harmonise with the colour of the walling materials. Lintels, posts and weatherboarding are commonly oak. The most sympathetic finish for these features is often completely untreated. The wood then weathers and silvers with time to very successfully complement stone, and assist in vernacular and contemporary developments blending well within their settings.

Boundary treatments and surfacing

D.50 The use of traditional materials also extends to the landscaping surrounding buildings.

D.51 Dry stone walling is of course indigenous to the area and seen widely. Correctly laid walls require a skilled craftsman. They are traditionally topped with stones set on edge (cock-and-hen), but sometimes are given a simple curved concrete capping.

D.52 There are also examples of red brick walls and other boundary treatments, including railings. Painted railings, vertical and set into low walls, are seen in town or village centre contexts, with horizontal parkland style railings often used in more rural settings. Mixed native species hedging can be used as part of a successful landscaping scheme, sometimes planted alongside post-and-rail fencing within agricultural surroundings. Wattle fencing can also be used for screening in many contexts, again sometimes whilst planting is established.

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D.53 Modern, incongruous forms of boundary treatment should be avoided, especially in prominent locations. These include close-boarded and other forms of modern timber fencing, concrete block walls or certain types of hedging such as Leyland Cypress.

D.54 Within traditional street scenes and to front gardens lower forms of traditional boundary treatments should be maintained, so as not to obscure the frontages of buildings and result in uncharacteristic high enclosure to the road. Privacy should be established using planting.

D.55 Paving is traditionally limestone, or Yorkshire, flags. Stone cobbles, blue engineering bricks and other traditional setts are commonly seen. And crushed limestone or bound gravel can also be sympathetic surface finishes.

Craftsmanship

D.56 High levels of craftsmanship will be required to use both modern and traditional materials appropriately and to ensure high quality developments are delivered. It is often the detail and sensitivity of the work that makes all the difference in achieving a successful outcome. Skilled craftsmen are also often able to repair historic features, avoiding the need for more extensive replacement of fabric.

Sustainable Design

D.57 There is now a greater awareness of the need to ensure that developments are sustainable in their design and construction. The potential impacts of climate change can be addressed through a variety of means, from the incorporation of better insulation and renewable energy technologies, to adaptations for severe weather events, and the use of local and recycled building materials. Re-use of existing buildings is also often more environmentally sustainable than demolition and new build.

D.58 Elements of sustainable construction can be applied through retrofit, by altering existing buildings, and as part of new build developments. Many aspects of sustainable design need to be considered at the onset of site planning to ensure that they can be achieved, for example the use of building orientation to maximise passive solar gain or sustainable drainage systems (SuDS).

D.59 Other issues are controlled via the Building Control system, but property owners and developers are encouraged to exceed the requirements of those regulations. Detailed guidance on sustainable design is not provided within this Code as there is sufficient guidance provided elsewhere, for example in the national Planning Practice Guidance (PPG) and from Historic England.

D.60 Sustainable design needs to be responsive to the character of the area and the sensitivities of the site. For example a careful and sympathetic approach is required when dealing with listed buildings, and buildings in conservation areas or other sensitive historic or landscape settings, including the Area of Outstanding Natural Beauty. Some measures may be more appropriate in certain contexts than others.

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Inclusive Design

D.61 An “inclusive” design approach will help a range of users within the community, including older people, those with physical impairments and medical conditions, and families. There are marked demographic changes in the District, particularly in more rural areas, with increasing numbers of older people. This brings with it a particular set of issues that should be addressed in the design of new developments.

D.62 New dwellings can be designed to ensure that occupiers can remain in their own homes as long as possible, without the need for costly additional interventions, perhaps by following Lifetime Homes principles, or by incorporating more single storey dwellings, or dwellings with lifts.

D.63 The design of the public realm, including open spaces and highways is also crucial. Getting out and about is of vital importance for people to remain healthy and active members of the community. In order to achieve this, the following should be given consideration:

- a. Open spaces, including streets and parks should be designed with adequate seating, gently sloping access routes, measures to reduce fear of crime, and an attractive appearance, so that people are encouraged to use them.
- b. Open spaces, including pavements, should be well maintained to avoid trip hazards and other obstacles to safe use.
- c. Pedestrian crossings should be designed taking into account sensory impairments, and giving people with limited mobility adequate time to cross the road.
- d. Community spaces should be incorporated into developments to improve social connections.
- e. Community spaces and facilities should have adequate WC provision.
- f. Public buildings should be designed with excellent inclusive access.

Effective Green Infrastructure and High Quality Landscape

D.64 High quality, well integrated and carefully designed green infrastructure (GI) and landscape provision is crucial to the long-term success of developments, ensuring that the maximum multi-functional benefits are achieved for those that live in, work at and visit new developments. The spaces in between new buildings, the surrounding areas, and the connections between a new development and the existing townscape or landscape, are equally important to the design of the structures themselves. The detail of the GI and landscape provided on a development site will be related to various factors including the nature of the site itself, and the type, size and impact of the development. Improved GI and high quality landscape is also of great benefit when introduced into existing built areas. Key principles include the following:

National and local standards and best practice	The amount, type and design of GI should be informed by the appropriate national and local standards, guidance and best practice, including the Accessible Natural Greenspace Standard from Natural England and the national allotment provision recommendations from the National Society of Allotment and Leisure Gardeners.
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Local character	The design of newly created elements of GI and landscape should be inspired by and enhance the character of the existing GI, landscape, biodiversity and built environment of the site and the wider area.
Existing landscape features	GI design and distribution should be informed by existing landscape, ecological and historical features. For example stone walls, hedgerows, trees and ponds should be retained and successfully integrated into the GI network.
Heritage assets	A new development site may include or fall within the setting of historic buildings and structures, and archaeological sites. The GI network should be designed, used and managed in such a way as to protect and enhance the heritage assets and their settings, preserving key views and buffer areas.
Interface with existing properties	The interface between a new development and any existing adjacent properties should be designed to respect the amenity of existing residents and to ensure that the existing and new developments are well integrated.
On-site GI network	This should function as a network of interconnected green (and blue/aquatic) spaces, which fulfil various functions including: formal sport; recreation; pedestrian and cyclist routes; accessible natural green space; structural landscaping; SuDS; and wildlife habitat. Most of the elements of the GI should be multi-functional.
Distribution of GI across the site	The GI network should be designed to ensure that all residents, employees and visitors have convenient access to green spaces. This should be achieved through dispersal of meaningful and usable areas across the site. Elements of the GI should be of sufficient size to be functional and easily managed. The GI and landscape provision should be located so that it makes best use of and enhances important local views.
GI and landscape provision on individual plots	The landscape design of individual plots and the areas immediately surrounding them (e.g. roadside verges) should be of high quality and should reflect the landscape, ecological and built character of the area. Private spaces such as gardens should be of an appropriate size for the dwelling provided, and should be designed to ensure privacy and adequate daylight. Private spaces should be clearly recognisable as such, through the use of suitable boundary treatments.
Inter-relationship with off-site GI	The on-site GI should be designed to ensure that it links physically with off-site GI to maximise opportunities for ecological connections, footpath and cycle links, continuity of landscape features, etc.
Off-site GI enhancements	Where possible enhancements to off-site GI assets should be achieved, for example increasing public access to nearby land, and better management of wildlife sites in the locality.

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Sustainable drainage solutions	The principle approach to the SuDS infrastructure should be to ensure that as much of it as possible is provided on the surface, mimicking the natural drainage of the site. This will reduce the burden on the existing sewerage system. The SuDS infrastructure should not only serve a drainage role, but also contribute to the visual amenity and the wider environmental performance of the development. Its management should be fully integrated with the management of other aspects of GI.
Green features on buildings	Green features (living roofs and walls, bird or bat boxes, etc) should be incorporated into new and existing buildings.
Biodiversity enhancements	Opportunities should be taken within all areas of GI (and the built environment) to enhance biodiversity through species choice, creation of new habitats, land management etc. There should be linkages with existing biodiversity assets and networks, and increasing access to nature for people.
Species choice	Within planting schemes, species choice should be guided by appropriateness to the local area (with an emphasis on native species); suitability for its function (for example winter screening); value for wildlife; and resilience to climate change.
Street trees	Wherever possible street trees should be planted to improve amenity and environmental performance. Street trees can also be used to help to define the character of different areas of a development and improve legibility.
Road junctions	The landscape design of new or significantly altered road junctions, particularly at visually prominent locations, should be of high quality, reflect the landscape character of the area, help to give a sense of place, and ensure greater legibility.
Pedestrian and cycle routes	The walking and cycling network, which will form part of the GI, should encourage “active travel”, in line with the highway user hierarchy principle. On-site routes should link to off-site non-vehicular routes, particularly those that lead to key destinations such as shops, schools and railway stations. These routes should be designed so that they are also available to the existing residents and businesses in the locality, and they should be implemented early in the delivery of the development.
Healthy lifestyles	GI should be designed to encourage healthy lifestyles for all, including: encouraging walking and cycling; provision of formal and informal sports facilities; providing volunteering opportunities; and food production.
Provision for all sectors of the community	The amount, distribution and type of GI across a site (and any off-site GI enhancements) should be based on an assessment of the needs of the new residents and other users of the site. Consideration should also be given to helping to meet any shortfall in existing provision.

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Accessibility	The majority of the GI should be accessible, both physically and socially, to all sectors of the community, providing safe, attractive, welcoming and engaging spaces for local people. It should meet the needs of all sectors of the community, including “hard to reach” groups and those who may require specific provision (for example seating to assist those with limited mobility).
Timing of “construction” of GI	Where appropriate, elements of the GI network should be “constructed” in advance of built development. Where this is not appropriate, the timing of their “construction” should be tied to the relevant phase of built development.
Long-term Management	The management and monitoring of GI should usually be controlled by a management plan. The plan should clearly set out who will be responsible for the management of the GI and landscape provision. Management plans should be implemented in full and regularly reviewed. Where appropriate the local community should be involved in the management of GI.

Table 44

Key Design Considerations for Specific Development Proposals

Development proposal	Key considerations
<p>Extensions to existing buildings</p> <p>Extensions to existing buildings should be in scale and character with the original building, and in-keeping with its setting, whether traditional or contemporary in design.</p> <p>Although most commonly applied when assessing extensions, these residential amenity considerations also apply to other types of development, including new outbuildings and dwellings.</p>	<ol style="list-style-type: none"> a. Extensions should respect the scale, proportions, materials and character of the building. b. They should not obscure important elevations or features of interest, or in any way diminish the quality or integrity of the building, and they should not detract from the surroundings. c. Excessive bulk should be avoided. Modern extensions should not dominate or compete with the original building, either individually or cumulatively. d. They should generally be subservient in height, area and overall mass to the original building, leaving the form and evolution of the building apparent. e. The location and massing of an extension, its roof form and the treatment of its elevations should respect the building. Usually a similar solid to void ratio will be followed, with the location, spacing and size of openings in-keeping with the existing architecture. f. Simplicity of design is important. Extensions should appear as a natural part of the evolution of the building and should look ‘right’. g. It may often be necessary or more appropriate to adopt a design approach in-keeping with the original building. But in some cases adopting a contemporary approach may be equally acceptable. h. Whether vernacular or contemporary, materials should be used that make reference to the existing building, and to the local

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distinctiveness and architectural traditions of the area. New materials need not all be identical to the existing, but should harmonise with them.

- i. To vernacular dwellings, integral garages should be avoided.
- j. Conservatories are usually best located to private rear elevations, not seen within the street scene. When dealing with vernacular buildings or those in sensitive historic settings a solid roof treatment to garden rooms is usually most appropriate.
- k. Large upper floor openings, and Juliet balconies, should generally be avoided on buildings of traditional design.
- l. Dormers should be in-keeping with the building to which they are added, in their placement, scale and design.
- m. Porches should not be applied where they detract from the character of a building, or obscure features of interest. Elsewhere they should be sympathetic in style. Although stone structures can sometimes be permissible, often lighter-weight traditional canopies can more successfully overlay an historic building.
- n. The gaps between buildings may be important, providing rhythm and relief within the street scene, in which case these spaces should be preserved as open.
- o. Extensions should respect the amenity of dwellings, giving due consideration to issues of garden space, privacy, daylight and overbearing effect.
- p. There should be sufficient space within the residential curtilage for amenity purposes, and where applicable any parking, to ensure that there is not over-development.
- q. To ensure adequate privacy, the minimum distance between facing windows of one and two storey dwellings should be no less than 22m and, for buildings higher than two storeys, no less than 28m. Where the distance between facing windows is less than 28m in one and two storey dwellings, or less than 32m for buildings higher than two storeys, permitted development rights may be removed. For these purposes, facing windows are those which can readily be seen into from within principal rooms in another property, including windows at an angle to one another, but excluding windows on front elevations. Much will depend on the angle and

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	<p>the topography. A principal room is a bedroom, living room, dining room, kitchen, study or other living space, but not a hallway, stairs, bathroom, utility or store.</p> <p>r. To avoid undue loss of daylight, when considering planning applications, the Council will take into account the advice contained in the Building Research Establishment publication IP 23/12 - Site Layout Planning for Daylight.</p>
<p>Garages and other outbuildings</p> <p>Garages and outbuildings should be carefully sited, scaled and designed so as not to detract from the character of the main building or its setting.</p>	<p>a. All new outbuildings should relate to the scale and character of the main building, and the plot in which it sits. For example, a large garage may look out-of-keeping within the context of a modest cottage, where traditionally only smaller outhouses might be expected.</p> <p>b. New outbuildings should not be excessive in number. A larger number of outbuildings, seen in relationship to the main building, might result in visual clutter and might detract from the surroundings.</p> <p>c. In some sensitive contexts, garages may not be permissible, where for example they detract from the contribution a traditional property and its garden makes to the area, or where breaching the front boundary and introducing vehicular access to the garden is considered harmful.</p> <p>d. Integral garages should not be formed within traditional buildings and should not be designed into new vernacular style houses. In such cases, garages should be detached.</p> <p>e. Garages and other outbuildings should generally not be positioned forward of the street-facing or principal elevation of the building. They should be pushed back to the rear of the building, so as not to compete with or detract from it.</p> <p>f. Where adopting a vernacular design approach, single garages are often more appropriate, as their smaller mass and narrower gables are more in-keeping with traditional outbuildings. Garage door openings should be placed within the gable end of the building, with the ridge running the length of the roof.</p> <p>g. Where double or larger garages are permissible, these are better oriented with their doors under the eaves and with their wider gables concealed from view. Roof lines should generally be kept low and dropping the rear eaves can assist in this. Incorporating accommodation above the garage, with associated openings and external stairs, may not always be permissible.</p>

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	<ul style="list-style-type: none"> h. Traditional outbuildings in the Cotswolds are generally of stone construction, occasionally with posts and boarding infilling below open eaves. Local stone is therefore often most appropriate and traditional for the construction of new outbuildings and garages. Large new timber buildings are not so characteristic of the Cotswolds. i. Of course smaller timber sheds and summerhouses are widely permissible. Traditional design, sensitive scaling and siting, and a subdued timber finish are important for such structures to blend in with their garden settings. j. Bracing to the posts of car ports and other open fronted outbuildings should be avoided. k. In sensitive locations garage doors should be side hung, vertically boarded and given a suitable (usually painted) finish. In new housing schemes the style and finish of garage doors should at least imitate this traditional appearance. l. There should be adequate space for manoeuvring of vehicles, but overly wide visibility splays and sweeping drives should generally be avoided. For more modest properties, entrances should maintain a more low-key appearance. m. Large stone piers, finials and ornate gates should be avoided, unless the access is for a high status building. High solid boarded gates may also not be supported where these are considered uncharacteristic or they block important views. Often timber field gates or other traditional, low, open gates, set simply within low stone walls are most appropriate. n. Only minimal openings should be created in front boundaries. Traditional enclosure, such as walls, railings and hedges, should be maintained and not removed to establish off-street parking.
<p>New build houses in the Cotswold vernacular style</p> <p>The design and materials used should reflect the key attributes of the traditional buildings of the area, whilst providing energy-efficient and liveable modern homes.</p>	<ul style="list-style-type: none"> a. A mixture of house types, including a good representation of terraces and semi-detached, with only some detached. An organic layout achieving interesting street scenes, with active frontages and attractive open spaces. b. Simple and traditional forms, with limited gable widths, plan depth often being achieved through rear gabled 'additions'. Steep roof pitches. c. Cluttered fenestration and over-scaled window openings should be avoided. Windows should be well spaced and generally centrally placed within gables, with a hierarchy of opening sizes. Gable end walls blank or with limited offset openings. d. Use of natural local limestone in sensitive locations and high quality artificial stone elsewhere.

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	<ul style="list-style-type: none"> e. Stone of an appropriate colour to the locality. f. Usually rubble stonework, laid to random but consistent courses. Mortar of a good colour match to the stone, with a rough texture, brushed back flush. g. Some use of high quality through-coloured render, of a roughcast texture. h. Natural or artificial stone slates to roofs, laid to diminishing courses, with some use of natural blue slate. i. No bargeboards to verges or fascia boards to eaves. Exposed rafter feet avoided. j. The inclusion of chimneys, built up in traditional stone or brickwork, and set flush to gable end walls. k. Dormers and porches of traditional design. l. Doors and windows recessed into the walls of the building. m. Appropriate colour stone facing lintels, to the depths of the reveals. Alternatively oak lintels, left untreated to silver. Stone or stone tile sills. n. Flush timber casements, with balanced opening and non-opening lights, slender glazing divisions, and attention paid to traditional external detailing. Sliding timber sashes. o. Slender metal casements within stone mullion window surrounds. p. Front garden areas traditionally enclosed by natural dry stone walls, and some railings. q. Traditional stone (or occasionally brick) boundary walls separating rear gardens from streets. r. Sensitive boundary treatments to outer edges of housing schemes, avoiding close-boarded fencing and including sufficient landscape buffers.
<p>Large commercial, industrial and agricultural buildings</p> <p>Such buildings should be sited, scaled and designed sensitively, using appropriate materials and finishes. The impact of associated features should also be minimised.</p>	<ul style="list-style-type: none"> a. New commercial or industrial buildings are often located in the context of larger settlements, or other similar development. Their design should respond to, and where appropriate enhance, their surroundings. b. Large new buildings within historic towns, such as office blocks and care homes, should be sensitive to their context. c. Careful consideration should be given to placement and massing, responding to the surrounding historic grain of the settlement, and the scale of nearby buildings. d. It is often difficult to reconcile larger buildings and the Cotswold vernacular style, as there are few traditional precedents, so a contemporary approach can be more suitable.

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| | <ul style="list-style-type: none"> e. Breaking the mass of a new building into modules, with varying roof lines and vertical articulation, is often valuable, especially within historic contexts. f. The highest quality of detailing and materials, making strong local references, would be expected in sensitive settings. g. For large industrial or agricultural buildings in less sensitive settings some modern forms of cladding may be permissible, but often traditional and higher quality materials are still appropriate, such as timber boarding. h. These buildings should be finished in appropriately subdued colours, to assist in blending into their surroundings. This may include untreated timber or an equivalent grey stain. i. In rural settings, the placement, scale and massing of new buildings should also respond to their landscape context. j. Care should be taken to assess, for example, the impact on views within the AONB and on the settings of any heritage assets. k. Buildings should be carefully positioned to fit in with the landform in that particular location, and not should not be sited where they will dominate the surroundings (for example on the skyline or in the middle of a flat plateau). l. A low profile should be maintained and consideration should be given to breaking up the mass of a large new building (by varying its height, or using two small units rather than one). m. New farm buildings should generally be integrated within existing farmsteads. n. Extensive tree and hedge planting can help to assimilate the buildings into their surroundings but care should be taken to avoid the planting itself changing the character of an area, or the screening being necessary to conceal what may be an inappropriate development. o. Artificial bunds to hide new developments are also rarely successful, as they are out of character with natural landforms. p. Security features such as fencing, lighting and cameras should be carefully designed to minimise their impact. q. The impact of associated features, such as fuel tanks and outside storage areas, should be minimised by screening etc. r. New access roads can damage features such as trees and hedges, and existing tracks should be used wherever possible. s. New surface treatments should be in character with the surrounding area. |
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	<ul style="list-style-type: none"> t. Traditional boundary treatments should be used such as dry stone walls, and post-and-rail fencing with hedging. u. High sheet metal gates or other solid gates are likely to detract. Low barred gates, particularly timber, are more in-keeping within a rural context.
<p>Barn conversions</p> <p>In designing a barn conversion the aim should be to preserve the traditional agricultural appearance of the building, and the contribution it makes to the surrounding landscape.</p>	<ul style="list-style-type: none"> a. Barn conversions should be designed sympathetically. A scheme should work around the building, rather than the building being subjected to unnecessary changes. Often a creative approach is required. b. Barns and other historic agricultural structures should be conserved, and converted where appropriate, in their existing or original form, maintaining their traditional construction. c. Extensions should be very limited and should not change the overall massing and form of the historic buildings. d. The building should be capable of conversion without extension or any significant degree of re-building. e. New openings in exterior walls should be avoided, preserving the often blank character of the walls of many barns and other traditional agricultural structures. f. Use should be made of existing openings. New glazing should be recessed within these, and should be of a simple, functional design, avoiding domestic styles. g. Screens within large threshing barn openings should be deeply recessed. Screens within open fronted animal shelter or cart shed structures should be set back to the rear of, and generally detached from, the columns or posts. h. Sometimes new narrow ventilation slit type openings or new small, square pigeon-hole type openings may be permissible. i. New openings in the style of single doorways or pitching doors (typically in gable end walls) are occasionally permissible. j. Roof slopes are typically unbroken expanses of stone slate or blue slate. Sometimes the absolute minimum of modestly scaled, flush set conservation style rooflights is permissible. k. Dormers should be avoided altogether, as well as other features typical of domestic buildings, such as chimneys, conservatories and porches. l. In minimising new external openings, and maximising natural light to rooms from existing openings, it is usually most appropriate to maintain an open plan to much of the interior of a barn. Smaller rooms might be housed in existing attached structures, and use might be made of galleried mezzanine floors.

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| | <ul style="list-style-type: none"> m. Retaining large spaces to listed barn interiors is an important requirement, so that their full historic volume and scale is appreciated from within the building. n. Historic features should be preserved as far as possible within all barn conversions. This is of course a particular requirement for listed buildings. Such features can include roof timbers, floor structures, stairs or ladders, partitions, doors, historic cobbled surfaces or threshing floors, and other fixtures, such as animal stalls and mangers, and even farm machinery. o. Upgrading of a barn interior to achieve habitable spaces should be sympathetic, especially within listed buildings. For example, in inserting ceilings, principal roof timbers should be left fully open to view. Wall linings should be reversible, should allow the masonry to breathe, and should not conceal features of interest. And new floors might overlay old surfaces of interest, preserving them beneath, if it is not possible to leave them exposed. p. Services and installations on or around the building (such as lighting schemes, alarm boxes, post boxes, and aerials or satellite dishes) should be minimised and sympathetically sited, designed and finished. Potential impacts of night time lighting should also be considered. q. New outbuildings, such as garages and sheds, should be avoided, as these new structures can detract from the simplicity and original form of a barn or farm complex, and they generally have a more domestic appearance. r. Boundary treatments should be traditional and appropriate to the rural setting, such as low dry stone walls and hedging. s. New tracks, accesses and gateways should be designed to minimise the impact on the agricultural character of the surroundings. t. The landscaping around the building should aim to avoid obvious domestication. The extent of the residential curtilage should be limited, to minimise the impact of garden uses, and associated planting and paraphernalia. It should be particularly tightly drawn where a close relationship survives between a barn and its open field setting, and in these cases should generally be contained within enclosed courtyard areas. u. Landscape schemes should be soft and low-key, and inspired by the rural surroundings. For example hard paved or tarmac surfacing and new subdividing walls should be avoided, and planting should generally be native species and informal in style. v. Barns and other traditional agricultural structures may provide wildlife habitats for a range of important species and any impacts |
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	<p>should be fully resolved, with adequate biodiversity mitigation and enhancement put in place.</p>
<p>Shop fronts</p> <p>The design of new shop fronts or the careful alteration of existing shop fronts is important in maintaining the historic character and vibrancy of town and village centres.</p>	<ol style="list-style-type: none"> a. Historic shop fronts should be preserved, including any features of significance, such as blind boxes and historic signage. b. Where alteration of historic or traditional shop fronts is proposed, this should be sympathetic to the building and the wider area. c. New or replacement shop fronts should maintain the divisions between historic plots and buildings. Shop fronts for wider retail units should maintain the appearance of a series of smaller traditional shop fronts. d. New or replacement shop fronts should respond to the character and architectural style of the remainder of the building. They should be well proportioned and detailed, for example with solid low stall risers, appropriate glazing divisions and suitably scaled fascia boards. e. Materials and finishes should be appropriate to the building and the area. In most historic town and village contexts painted timber shop fronts and fascia boards are expected. f. Security measures should be sympathetic, for example toughened glass or internal shutters. External roller blinds are unlikely to be acceptable.
<p>Signage</p> <p>Sympathetic signage is vital in preserving the amenity and historic character of buildings and areas.</p>	<ol style="list-style-type: none"> a. Signage should be appropriate to the shop front, building and wider area. b. Signage should not be visually dominant or incongruous. It should also not result in visual clutter of the surroundings. c. New signs should be limited in number and scale, so as not to detract from the quality of a building or area. d. Fascia boards are often integral to shop fronts and should be appropriately proportioned. Where applied to other building frontages they should be modestly scaled and carefully placed to avoid close proximity to architectural features. e. In some cases, most often on listed buildings, new fascia boards may be harmful to the character of the building, especially where historic town houses are occupied by business premises. In which case, alternative forms of signage may have to be explored. Sometimes a hanging sign may still be permissible, or smaller plaque type signs. f. In most contexts painted timber fascias are most appropriate, either with traditional painted lettering or sympathetic applied letters. A simple frame to the edge of an applied timber fascia board is usually

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	<p>appropriate. Occasionally a simple square-edged matte finish aluminium sign may be permissible.</p> <p>g. Similarly, in sensitive historic settings, hanging signs should be framed painted timber, hung on simple or traditional metal brackets. Sometimes simple square-edged matte finish aluminium hanging signs are permissible.</p> <p>h. Very bright and garish colours should be avoided, especially where these appear incongruous and detract from the historic character of a building or area.</p> <p>i. Lighting of signage should be avoided. Internal illumination of signs is almost always unacceptable, especially in sensitive historic or landscape settings. Limited and subtly installed external illumination is sometimes permissible, usually for business premises with evening opening hours.</p> <p>j. The amount of information on new signage should be limited as far as possible, usually to just the business name, in order to avoid visual clutter. The inclusion of telephone numbers, websites and unnecessary information about the business should be avoided. Often subtle small signs set behind, or applied to, windows can provide additional details.</p>
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Table 45

D Cotswold Design Code

Index of Policies v Local Plan Objectives E

Appendix E Index of Policies v Local Plan Objectives

E.1 TO BE UPDATED

E Index of Policies v Local Plan Objectives

NUMBER	POLICY NAME	Objectives				2. Population and Housing			3. Local Economy			4. Infrastructure and Service Provision			5. Sustainable Travel		6. Climate Change and Flood Risk	
		1. Natural and Historic Environment				2a	2b	3a	3b	3c	4	5a	5b	6a	6b			
		1a	1b	1c	1d													
DS1	DEVELOPMENT WITHIN DEVELOPMENT BOUNDARIES	✓	✓	✓														
DS2	DEVELOPMENT OUTSIDE DEVELOPMENT BOUNDARIES		✓															
H1	AFFORDABLE HOUSING IN THE PRINCIPAL SETTLEMENTS		✓										✓					
H2	HOUSING MIX AND TENURE		✓															
H3	DWELLINGS FOR RURAL WORKERS OUTSIDE SETTLEMENTS			✓														
H4	GYPSY, TRAVELLER AND TRAVELLING SHOW PEOPLE SITES					✓							✓					
H5	RESIDENTIAL CARE ACCOMMODATION					✓												
H6	REMOVAL OF OCCUPANCY CONDITIONS			✓		✓												
EC1	EXISTING EMPLOYMENT SITES							✓										
EC2	SIGNIFICANT EMPLOYMENT SITES								✓									
EC2a	ROYAL AGRICULTURAL UNIVERSITY								✓									
EC2b	CAMPDEN BRI								✓									
EC2c	FIRE SERVICES COLLEGE								✓									
ED3	EMPLOYMENT DEVELOPMENT							✓						✓				
ED4	AGRICULTURAL DIVERSIFICATION							✓										
EC5	CONVERSION OF RURAL DWELLINGS		✓				✓											

Index of Policies v Local Plan Objectives E

NUMBER	POLICY NAME	Objectives				1. Natural and Historic Environment			2. Population and Housing		3. Local Economy			4. Infrastructure and Service Provision		5. Sustainable Travel		6. Climate Change and Flood Risk	
		1a	1b	1c	1d	2a	2b	3a	3b	3c	4	5a	5b	6a	6b				
EC6	TOWN CENTRES AND RETAIL HIERARCHY		✓																
EC7	TOWN CENTRE USES																		
EC8	RETAIL IMPACT ASSESSMENTS																		
EC9	DEVELOPMENT OF TOURIST FACILITIES AND VISITOR ATTRACTIONS	✓																	
EC10	TOURIST ACCOMMODATION		✓																
D1	DESIGN	✓	✓																
EN1	LANDSCAPE	✓	✓																
EN2	TREES, HEDGEROWS AND WOODLANDS	✓																	
EN3	BIO-DIVERSITY AND GEODIVERSITY: FEATURES, HABITATS AND SPECIES	✓																	
EN4	BIODIVERSITY AND GEODIVERSITY: DESIGNATED SITES	✓																	
EN5	DESIGNATED HERITAGE ASSETS-CONSERVATION AREAS	✓	✓																
EN6	THE CONVERSION OF DESIGNATED AND NON-DESIGNATED HERITAGE ASSETS	✓	✓																
EN7	POLLUTION, CONTAMINATED LAND AND HAZARDOUS SUBSTANCES																		
INF1	INFRASTRUCTURE DELIVERY																		
INF2	COMMUNITY INFRASTRUCTURE LEVY																		

E Index of Policies v Local Plan Objectives

NUMBER	POLICY NAME	Objectives				1. Natural and Historic Environment			2. Population and Housing		3. Local Economy			4. Infrastructure and Service Provision		5. Sustainable Travel		6. Climate Change and Flood Risk	
		1a	1b	1c	1d	2a	2b	3a	3b	3c	4	5a	5b	6a	6b				
INF3	AND DEVELOPER CONTRIBUTIONS																		
INF4	SOCIAL AND COMMUNITY INFRASTRUCTURE														✓	✓			
INF5	SUSTAINABLE TRANSPORT														✓	✓			
INF6	HIGHWAY SAFETY		✓												✓				
INF7	PARKING PROVISION												✓						
INF8	VALE OF EVESHAM HEAVY GOODS VEHICLE CONTROL ZONE																		
INF9	GREEN INFRASTRUCTURE	✓																	
INF10	MANAGING FLOOD RISK	✓																	
INF11	TELECOMMUNICATIONS INFRASTRUCTURE		✓																
INF12	RENEWABLE AND LOW CARBON ENERGY DEVELOPMENT																		
SP1	ON-SITE ENERGY GENERATION MEASURES FOR NEW DEVELOPMENTS																		
SP2	GREEN BELT																		
SP3	KEMBLE AIRFIELD																		
SP4	THAMES AND SEVERN CANAL		✓																
	THE RIVER THAMES																		

Index of Policies v Local Plan Objectives E

NUMBER	POLICY NAME	Objectives													
		1. Natural and Historic Environment				2. Population and Housing		3. Local Economy			4. Infrastructure and Service Provision		5. Sustainable Travel		6. Climate Change and Flood Risk
		1a	1b	1c	1d	2a	2b	3a	3b	3c	4	5a	5b	6a	6b
SP5	POST-MINERAL EXTRACTION AFTER USE PROPOSALS IN THE COTSWOLD WATER PARK (UPPER THAMES CLAY VALES)	✓	✓												

Table 46 Index of Policies v Local Plan Objectives

E Index of Policies v Local Plan Objectives

Appendix F Glossary

Glossary

Adoption - the final confirmation of a development plan document status by a local planning authority (LPA).

Accessibility - handiness: the quality or extent of being at hand when needed.

Accessible Natural Greenspace Standards (ANGst) – are a set of national benchmarks for ensuring access to a variety of greenspaces near to where people live.

Active travel – a concept of travel that includes only those forms of transport that require active use of the human body as a transport machine. Examples include walking and cycling, as these burn off energy in contrast to sedentary forms of travel, such as driving or getting the bus. People who already walk or use a bicycle as a primary mode of transport may do so for environmental, health or practical reasons

Affordable Housing - social rented and intermediate housing, provided to specified eligible households whose needs are not met by the market.

Allocated – land which has been identified in the development plan for a specific form of development.

Amenity – those qualities of life enjoyed by people that can be influenced by the surrounding environment, in which they visit, live or work. ‘Residential amenity’ includes for example, a reasonable degree of privacy, freedom from noise nuisance, air pollution etc. normally expected at home.

Ancient and Semi Natural Woodland (ASNW) - ancient woodland is land that has had a continuous woodland cover since at least 1600 AD, and may be ancient semi-natural woodland (ASNW), which retains a native tree and shrub cover that has not been planted, although it may have been managed by coppicing or felling and allowed to regenerate naturally; or plantation on ancient woodland sites where the original tree cover has been felled and replaced by planting, often with conifers, and usually over the last century. The location of ancient woodlands over 2 ha in area is recorded in the National Inventory of Ancient Woodlands, which is maintained by Natural England.

Ancillary – use or development of a different subsidiary use, but which is related to and often found in association with primary use or development.

Authority Monitoring Report (AMR) - a report on how the Council is performing in terms of the Local Plan. Includes monitoring implementation and performance of policies following changes brought in by the Local Planning Regulations 2012. It replaces the Annual Monitoring Report. Local planning authorities are no longer required to send an Annual Monitoring Report to the Secretary of State and instead monitoring should be a continuous process.

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Area of Outstanding Natural Beauty (AONB) - a designated area of nationally important landscape value within which the conservation and enhancement of its natural beauty is the priority. The Cotswolds AONB is the largest in the country and covers about 77% of the District. It was designated by the *Countryside Commission* in 1966.

Aquifer – underground layers of water-bearing permeable rock or drift deposits from which groundwater can be extracted for human use may be extracted by means of wells or boreholes. Aquifer designations reflect the importance of aquifers in terms of groundwater as a resource (drinking water supply) but also their role in supporting surface water flows and wetland ecosystems.

B class employment uses -

- **B1 Business:** Offices (other than those that fall within A2), research and development of products and processes, light industry appropriate in a residential area;
- **B2:** General industrial, Use for industrial process other than one falling within class B1 (excluding incineration purposes, chemical treatment or landfill or hazardous waste); and
- **B8 Storage or distribution -** This class includes open air storage.

Blue Infrastructure : (including watercourses and water bodies) for ecological networks

Biodiversity - the range of life forms which constitute the living world, on land, in water and in the air, the habitats in which they live and the relationship between them.

Biodiversity Action Plan (BAP) - a plan or program to conserve or enhance biodiversity, which sets out detailed action on how it will be achieved, either nationally or locally.

Brownfield Land - previously developed land which is or was occupied by a permanent structure, including the curtilage of the developed land and any associated fixed surface infrastructure. (does not include agricultural buildings). See also previously developed land (PDL). Brownfield sites may require remedial works prior to redevelopment becoming possible.

Built Environment – comprises human-made surroundings that provide the setting for human activity, ranging in scale from buildings and parks or green space from neighbourhoods to cities. It can often include their supporting infrastructure, such as water supply, or energy networks. The built environment is a material, spatial and cultural product of humans that combine physical elements and energy in forms for living, working and playing on a day-to-day basis.

Bulky Goods – are durable goods (see below) that are too large and/or heavy to be taken away by shoppers and usually have to be delivered (e.g. furniture/fridges/freezers/cookers/building materials).

Census - a ten year population count carried out by the Office for National Statistics (ONS). The 2011 Census is the most recent and accurate population count.

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Circulars - statements of Government policy, often supplying guidance or background information on legislative or procedural matters which may prove to be a material consideration in the determination of a planning application if relevant to the decision.

Change Of Use - the use of a building or other land for a different purpose. In considering a change of use it is normally necessary to establish whether the change is 'material' and whether by virtue of the provisions of the Town and Country Planning (Use Classes) (Amendment) (England) Order 2005 development requiring planning permission is involved.

Climate Change - climate change refers to the build up of man-made gases in the atmosphere that traps the sun's heat, causing changes in weather patterns on a global scale. The effects include changes in rainfall patterns, sea level rise, potential droughts, habitat loss, and heat stress.

Community and Cultural Facilities – services available to residents in the immediate area that provide for the day-to-day health, welfare, social, educational, spiritual, recreational, leisure and cultural needs of the community. Includes village halls, post offices, doctors and dentists' surgeries, recycling facilities, libraries and places of worship.

Community Infrastructure Levy (CIL) - levy on development to fund infrastructure to support housing and economic growth.

Commutated Payment/Sum – either a payment made by a developer to the local planning authority (usually secured by means of a planning obligation/s106 legal agreement) to fund provision of a facility needed to serve a development, but to be built or provided elsewhere or in some way other than by the developer, or a one off payment by a developer to another body to enable it to adopt a facility.

Comparison Goods – household or personal items which are more expensive and (often) larger than convenience goods and are usually purchased after comparing alternative models/types/styles and price of item (e.g. clothes, furniture, electrical appliances). Such goods generally are used for some time.

Conditions - clauses attached to a planning permission considered necessary, relevant, enforceable, precise and reasonable to enable a development to proceed where it might otherwise be necessary to refuse permission.

Conservation Area – is an area of special historic and/or architectural interest which is designated by the local planning authority as being important to conserve and enhance. Special planning controls apply within these areas.

Contaminated Land - defined in section 78A of the Environmental Protection Act 1990 as 'any land which appears to the local authority in whose area it is situated to be in such a condition, by reason of substances in, on or under the land, that -

- (a) significant harm is being caused or there is a significant possibility of such harm being caused; or
- (b) pollution of controlled waters is being, or is likely to be, caused'.

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Convenience Goods – items bought for everyday needs and can include food and other groceries, newspapers, drink and tobacco and chemist’s goods. Generally such goods are used or consumed over a relatively short period of time.

Cotswold Canals Project - a project to restore and connect two waterways – the 29 mile (46 km) Thames & Severn Canal and the 7 mile (13 km) Stroudwater Navigation. When restored, the Cotswold Canals will form a continuous waterway from Saul Junction on the Gloucester & Sharpness Canal to the River Thames at Lechlade.

Curtilage – the area of land associated with a building. The curtilage of a dwellinghouse is normally its garden and the curtilage of a commercial building is its ancillary open areas such as for parking / services and landscaping.

Department of Communities and Local Government (DCLG) – the Department for Communities and Local Government (DCLG) is the UK Government department for communities and local government in England. It was established in May 2006 and is the successor to the Office of the Deputy Prime Minister, established in 2001.

Design and Access Statements (DAS) - a report accompanying and supporting a planning application. A DAS provides a framework for applicants to explain how a proposed development is a suitable design response to the site and its setting, and to demonstrate that it can be adequately accessed by prospective users. The access component of the DAS relates to access to the development and does not extend to the internal treatment of individual buildings. It needs to cover both vehicular and transport links and inclusive access. The statement should provide information on consultations carried out, such as with community groups or technical specialists including highway engineers or urban designers. The DAS must explain relationships with the existing highway network, including paths.

Design Statements - a document that describes the distinctive characteristics of the locality, and provides design guidance to shape the form and character of new development.

Design Code or Framework - a set of design rules and requirements which instruct and may advise on the physical development of a site or area. The graphic and written components of the code are detailed and precise, and build upon a design vision such a masterplan or a design and development framework for a site or area.

Development – defined in planning law as ‘the carrying out of building, engineering, mining or other operations in, on, over, or under land, or the making of a material change of use of any building or land’ (see also Permitted Development).

Development Boundaries - these are shown on the Proposals Map Insets and essentially define the urban extent of Cirencester and the seventeen Principal Settlements. Within these boundaries, development of an appropriate scale, in sympathy with the form and character of the settlement, is acceptable in principle subject to other policies in the Plan.

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Development Brief – outlines the type of development preferred on a site and is often used on sites to encourage development. On large sites the brief may set out very general development principles and on smaller sites it may specify uses, massing of buildings and any particular uses essential to securing planning permission.

Development Consent Obligation -see s106 Agreements (s106).

Development Consent Order - applicants promoting nationally significant infrastructure projects in the fields of energy, transport, water and waste will apply for a 'development consent order' rather than for planning permission under the Planning Act. A development consent order, when issued, combines the grant of planning permission with a range of other consents that in other circumstances have to be applied for separately, such as listed building consent. All applications for development consent orders will be made to the Infrastructure Planning Commission (IPC).

Development Management – is the process through which the local planning authority determines whether applications for consent should be granted (often subject to conditions or a legal agreement) or refused. It also involves the planning enforcement function and giving advice on planning matters.

Development Management Policies – criteria-based policies which are used to ensure that development proposals meet planning objectives.

Development Plan Document (DPD) – a land use plan which has development plan status and is subject to community involvement and Independent examination. It forms part of the Local Plan.

District Heating Systems - are a system for distributing heat generated in a centralised location for residential and commercial heating requirements such as space heating and water heating. The heat is often obtained from a cogeneration plant burning fossil fuels but increasingly biomass, although heat-only boiler stations, geothermal heating and central solar heating are also used, as well as nuclear power.

Durable Goods - those bought on an infrequent basis (e.g. clothes, furniture, electrical goods, DIY equipment).

Dwelling - For the purposes of the Local Plan, the definition of a dwelling is that as defined by DCLG, which is currently as a self-contained unit of accommodation. Self-containment is where all the rooms (including kitchen, bathroom and toilet) in a household's accommodation are behind a single door which only that household can use.

Early Engagement - a very early stage for consultation and community involvement, when interested parties can comment on aspects of the local authority's spatial planning, from this input the first Issues and Options consultation are formulated.

Ecological Statement / Assessment - Ecological statements and assessments allow suitably qualified people to monitor the current and changing conditions of any ecological resources on a site from which the importance, quantity and movement of those resources can be judged without bias. Usually it comprises a phase 1 habitat survey that maps an area under consideration based on the habitats

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present. It is a tool to inform on the need for further survey; as a baseline to record an area's current state; or to help in the impact assessment of a development. Such a survey improves the understanding about the structure and function of the biodiversity on a site in order that any such wildlife interest can be protected or enhanced. Such information allows any developments to be fully assessed prior to a planning decision being made.

Economic Strategy - The current economic strategy for Gloucestershire is set out in the Gloucestershire Integrated Economic Strategy 2009 to 2015. The mission of the strategy is “to create and foster in Gloucestershire a sustainable, low carbon economic environment in which businesses flourish, communities thrive and individuals have the opportunity to reach their potential”.

Employment Land - land used, with planning permission, or allocated in a development plan for employment uses.

Enabling Development – is development which enables the Council to secure a planning benefit which would not otherwise be immediately forthcoming.

Environmental Impact Assessment (EIA) – A procedure to be followed for certain types of project to ensure that decisions are made in full knowledge of any likely significant effects on the environment.

Evidence Base – is the information and data gathered by local authorities to justify the “soundness” of the policy approach, including physical, economic, and social characteristics of an area.

Exception Test – is used to ensure that any development permitted in flood risk areas is in exceptional circumstances only. It is in addition to the initial Sequential Test that accords with NPPF.

Flood Risk Assessment – is an assessment of the likelihood of flooding in a particular area so that development needs and mitigation measures can be carefully considered.

Frontage - the ground floor public front of a building usually facing onto a street or pedestrianised area.

Geographical Information Systems (GIS) – A computer software system to record, store, process, and analyse overlays of information linked to geographic areas.

Gloucestershire First or GFirst - is the service that promotes Gloucestershire as a location for business, for visitors and for investors and are the driving force for the recently formed Gloucestershire Local Enterprise Partnership (LEP) that promotes business in the Forest of Dean, Cotswold hills and major settlements of Gloucester, Cheltenham, Tewkesbury and Stroud.

Greenhouse Gas (GHG) - is a gas in an atmosphere that absorbs and emits radiation within the thermal infrared range. This process is the fundamental cause of the greenhouse effect.

Green Infrastructure (GI) - is a network of high quality green spaces and other environmental features. It needs to be planned and delivered at all spatial scales from national to neighbourhood levels. The greatest benefits will be gained when it is designed and managed as a multifunctional resource capable

Glossary F

of delivering a wide range of environmental and quality of life benefits (ecosystem services) for local communities. Green Infrastructure includes parks, open spaces, playing fields, woodlands, wetlands, grasslands, river and canal corridors allotments and private gardens.

Greenfield Land – is land (or a defined site) usually farmland, that has not previously been developed.

Ground Water Source Protection Zones – is an integral part of land surface zoning within the Environment Agency's Policy and Practice for the Protection of Groundwater. Groundwater provides a third of our drinking water in England and Wales, and it also maintains the flow in many of our rivers. Groundwater sources include wells, boreholes and springs used for public drinking water supply. The zones show the risk of contamination from any activities that might cause pollution in the area and in general the closer the activity, the greater the risk.

Gypsies & Travellers - Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds of their own or their families or dependants educational or health needs or old age have ceased or travel temporarily or permanently, but excluding members of an organised group of Travelling Showpeople or circus people travelling together as such.

Gypsy & Traveller Accommodation Assessment (GTAA) – is a document that identifies the accommodation requirements of Gypsies and Travellers.

Habitat Action Plan (HAP) – is a target programme of management measures aimed at maintaining/restoring a specific habitat.

Habitat Regulations Assessment (HRA) – a document to determine impacts on nearby Natura 2000 sites.

Health Impact Assessment - a combination of procedures, methods and tools by which a policy, program or project may be judged as to its potential effects on the health of a population, and the distribution of those effects within the population

Hectare - metric unit of measurement of land area (1 Hectare = 2.471 Acres).

Heritage Asset – a building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage assets include designated heritage assets and assets identified by the local planning authority (including local listing).

Historic Environment – All aspects of the environment that result from the interaction between people and places through time, including surviving physical remains of past human activity, whether visible, buried or submerged, and landscape and planted or managed flora

Housing Needs Survey or Housing Needs Assessment (HNA) – an assessment of housing needs in the local area. This plays a crucial role in underpinning the planning policies relating to affordable housing and housing location.

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Infill Development – small scale development filling a gap within an otherwise built up frontage.

Infrastructure - includes transport, water supply, wastewater and its treatment, energy (including heat), telecommunications, affordable housing, utilities, sport and recreation, waste, health, social care, education, flood risk.

Issues and Options - produced relatively early as part of the preparation of Development Plan Documents and used for consultation and community involvement.

Key Wildlife Site – a Gloucestershire wildlife habitat identified and designated as being of particular local interest or importance but is not of sufficient national merit to be declared as an SSSI.

Landscape Character Assessment - identifies areas with similar features or qualities, mapping and classifying them and describing their character. It is based on an understanding of landscape character and of the natural, historic and aesthetic factors that combine to create local distinctiveness.

Legal Agreement – see section 106 Agreements (s106).

Listed Building – a building of special historical and/or architectural interest considered worthy of special protection

Local Development Order - allows local planning authorities to introduce local permitted development rights.

Local Development Framework - Local plans are described as 'local development frameworks' in Planning Policy Statement 12. Local development frameworks are a collection of documents that councils can prepare to guide future development in their area, including both development plan documents that require independent examination in public, and supplementary planning documents which do not. These documents form the primary basis for council's decisions on applications for planning permission.

Local Enterprise Partnership (LEP) – A body, designated by the Secretary of State for Communities and Local Government, established for the purpose of creating or improving the conditions for economic growth in an area.

Local Nature Partnership (LNP) – A body, designated by the Secretary of State for Environment, Food and Rural Affairs, established for the purpose of protecting and improving the natural environment in an area and the benefits derived from it.

Local Nature Reserve – is an area of botanical or wildlife interest where access and use by local people is encouraged through designation by the local authority.

Local Strategic Partnership (LSP) – are partnerships of stakeholders who develop ways of involving local people in shaping the future of their neighbourhood in how services are provided. They are often single non-statutory, multi-agency bodies which aim to bring together locally the public, private, community and voluntary sectors.

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Local Plan – The plan for the future development of the local area, drawn up by the local planning authority in consultation with the community. In law this is described as the development plan documents adopted under the Planning and Compulsory Purchase Act 2004. Current core strategies or other planning policies, which under the regulations would be considered to be development plan documents, form part of the Local Plan. The term includes old policies which have been saved under the 2004 Act.

Local Planning Authority (LPA) - is the local authority or council that is empowered by law to exercise statutory town planning functions for a particular area of the United Kingdom.

Local Transport Plan (LTP) – is a five-year integrated transport strategy, prepared by local authorities in partnership with the community, seeking funding to help provide local transport projects. The plan sets out the resources predicted for delivery of the targets identified in the strategy.

Major Development – in respect of residential is 10 or more dwellings or a site area of 0.5 hectares or more. For other uses- the floorspace to be built is 1000 square metres or more, or where the site area is 1 hectare or more.

Major Infrastructure Projects - major or ‘nationally significant’ infrastructure projects for energy, transport, water and waste.

Masterplan - in broad terms, it describes how an area will be developed. Its scope can range from strategic planning at a regional scale to small scale groups of buildings. Commonly, it is a plan that describes and maps an overall development concept, including present and future land use, urban design and landscaping, built form, infrastructure, circulation and service provision. It is based upon an understanding of place and it is intended to provide a structured approach to creating a clear and consistent framework for development. Whereas a development plan sets out the scale and type of development, and the key characteristics of a locality, a masterplan is generally employed where there is a greater degree of certainty regarding the development of a specific site, and is linked to social and economic analysis and a delivery strategy.

Mitigation Measures - any works or actions required to be carried out by developers to reduce the impact of the development on the surrounding environment or to address particular environmental effects which would otherwise make that development unacceptable.

Modal Shift - a change in the means of transport, for example from use of cars to public transport, particularly applied to all travellers within an area or those travelling to a specific type of facility or destination.

Monitoring – a regular collection and analysis of relevant information in order to assess the outcome and effectiveness of policies and proposals and to identify whether they need to be reviewed or altered.

National Housing Federation - Represent the work of housing associations and campaign for better housing.

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National Planning Policy Framework (NPPF) - this sets out the Government's planning policies for England and how these are expected to be applied. It provides a framework within which local people and councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities.

Nationally Significant Infrastructure Projects – are major infrastructure developments, such as proposals for power plants, large renewable energy projects, new airports and airport extensions, major road projects etc.

Nature Map – the Nature Map for Gloucestershire represents a strategic ecological network for the future. The selected landscape-scale blocks of land called Strategic Nature Areas (SNAs), show where the characteristic habitats that typify the county can be expanded and linked to help wildlife survive in an uncertain future. In simple terms it is an Adaptive Strategy for our wildlife.

Natural Environment and Rural Communities Act 2006 / NERC Act - an Act to make provision about bodies concerned with the natural environment and rural communities.

Neighbourhood Plans - A plan prepared by a Parish Council or Neighbourhood Forum for a particular neighbourhood area (made under the Planning and Compulsory Purchase Act 2004).

Non-Conforming Uses - established industrial/commercial uses which cause a particular nuisance to neighbours (through either the activities undertaken or the amount or type of traffic generated).

Original building - dwelling as it was built, or as it existed on the 1st July 1948.

Objectively Assessed Need (OAN) - The National Planning Policy Framework requires that local planning authorities identify the objectively assessed need for housing in their areas, and that Local Plans translate those needs into land provision targets.

Passive Solar Energy - energy provided by a simple architectural design to capture and store the sun's heat. An example is a south facing window in a dwelling.

Permitted Development – comprises certain categories of minor development as specified in the General Permitted Development Order, which can be carried out without having first to obtain specific planning permission.

Phase 1 Habitat Survey - is designed to map an area under consideration based on the habitats present. In a Phase 1 habitat survey, habitats are assigned a type in accordance with guidance set down by the Joint Nature Conservation Committee (JNCC); primarily this refers to the landscape structure and vegetation present. Whilst a Phase 1 habitat survey is exceedingly useful, an extended Phase 1 habitat survey is often preferred. This provides further information on a site, above that specified by JNCC, and allows the survey results to be of use in the context required, for example the assessment of a proposed development. An extended survey might include more detailed information on hedgerows, a botanical species list, and a further appraisal of the areas as habitat for legally protected species.

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Photovoltaic Cells - technological component of solar panels that capture energy from the sun and transform it into electricity for use in homes and businesses.

Pitch / plot - area of land on a site / development generally home to one licensee household. Can be varying sizes and have varying caravan occupancy levels. Can also be referred to as a plot or yard, particularly in relation to Travelling Showpeople.

Planning Obligations – A legally enforceable obligation entered into under section 106 of the Town and Country Planning Act 1990 to mitigate the impacts of a development proposal.

Planning Practice Guidance (PPG) - national guidance on planning practice, which compliments the national planning policy framework.

Place Making - capitalises on a local community's assets, inspiration, and potential, ultimately creating good public spaces that promote people's health, happiness, and well being. Place making is both a process and a philosophy.

Previously Developed Land (PDL) – is defined as land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes:

- land that is or has been occupied by agricultural or forestry buildings;
- land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures;
- land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and
- land that was previously-developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time.

Primary Shopping Area (PSA) - area within town centres where retail is concentrated, comprising the primary and secondary frontages.

Proposals Map - an obligatory component of a local plan (formerly referred to as a Proposals Map) showing the location of proposals in the plan on an Ordnance Survey base map.

Protected Species - any species (of wildlife etc) which, because of its rarity or threatened status is protected by statutory legislation.

Public Realm - any publicly owned streets, pathways, right of ways, parks, publicly accessible open spaces and any public and civic building and facilities.

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Ramsar Sites - a term adopted following an international conference, held in 1971 in Ramsar in Iran, to identify wetland sites of international importance, especially as waterfowl habitat.

Registered Providers - independent housing organisations, including trusts, cooperatives and companies, registered under the Housing Act 1996.

Register of Historic Parks & Gardens - a non-statutory list of parks and gardens of special historic interest maintained by English Heritage.

Renewable Energy and Low Carbon Energy - Includes energy for heating and cooling as well as generating electricity. Renewable energy covers those energy flows that occur naturally and repeatedly in the environment – from the wind, the fall of water, the movement of the oceans, from the sun and also from biomass and deep geothermal heat. Low carbon technologies are those that can help reduce emissions (compared to conventional use of fossil fuels).

Retail Impact Assessment - an assessment which may be required in connection with major retail purposes assessing the likely effect of the proposals on patterns of trades and the viability and vitality of existing retail centres.

Regionally Important Geological & Geomorphological Sites (RIGS) - commonly referred to by their acronym RIGS are locally designated sites of local, national and regional importance for geodiversity (geology and geomorphology) in the United Kingdom. RIGS may be designated for their value to science, and to geological heritage in general, and may include cultural, educational, historical and aesthetic resources.

Scheduled Ancient Monument - ancient structure, usually unoccupied, above or below the ground, which is preserved by order of the Secretary of State.

Section 106 Agreements (s106) - allow a Local Planning Authority to enter into a legally-binding agreement or planning obligation, with a land developer over a related issue (often to fund necessary improvements elsewhere).

Semi-natural & natural green space - this type of open space includes woodlands, urban forestry, scrubland, grasslands (e.g. commons and meadows), wetlands, nature reserves and wastelands with a primary purpose of wildlife conservation and biodiversity within settlements. The approach is to provide easily accessible, natural and semi-natural green space for communities which, as well as its intrinsic value for biodiversity, also provides a range of other ecosystem functions and benefits.

Sequential Approach/Test - a planning principle that seeks to identify, allocate or develop certain types or locations of land before others.

Sequential Test (Flooding) - a test carried out in accordance with NPPF to demonstrate that certain land is appropriate to develop as has less flood risk, after alternative sites have been ruled out.

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Settlement Hierarchy - a settlement hierarchy ranks settlements according to their size, function and their range of services and facilities. When coupled with an understanding of the possible capacity for growth, this enables decisions to be taken about the most appropriate planning strategy for each settlement.

Significance (for heritage policy) - The value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting.

Site Allocations - land allocated in a local plan for development.

Site of Special Scientific Interest (SSSI) - site or area designated as being of national importance because of its wildlife plants or flower species and/or unusual or typical geological features. SSSIs are identified by Natural England and have protected status.

Soundness - to be considered sound, a Development Plan Document must be positively prepared, justified, effective and consistent with national policy.

Spatial Planning - brings together and integrates policies for the development and use of land with other policies and programmes which influence the nature of places and how they function geographically.

Spatial Strategy - a 'spatial' vision and strategy specific to the area.

Special Area of Conservation (SAC) – are sites of European nature conservation importance designated under the Habitats Regulations.

Special Protection Area (SPA) - are sites designated under the European Commission Directive on the Conservation of Wild Birds.

Species Action Plan (SAP) - a framework for conservation of particular species and their habitats.

Strategic Environmental Assessment (SEA) - a generic term used to describe environmental assessment as applied to policies, plans and programmes. The European 'SEA Directive' (2001/42/EC) requires a formal 'environmental assessment of certain plans and programmes, including those in the field of planning and land use which have a significant effect on the environment.'

Strategic Economic Plan (SEP) - The Strategic Economic Plan (SEP) for Gloucestershire was prepared by Gfirst Local Enterprise Partnership. The SEP established how the Gfirst LEP will help grow the Gloucestershire economy. It is designed to support businesses and develop skills in high growth sectors, including helping start-ups to grow; as well as maximise the connections and opportunities along the M5 motorway corridor.

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Strategic Flood Risk Assessment (SFRA) - provides information about flood risk throughout the area of the local planning authority (LPA), either individually or combined with neighbouring LPAs. The SFRA will consider the effects of climate change on river and coastal flooding, identify the risk from other sources of flooding, and consider appropriate policies for development in or adjacent to flood risk areas. Stroud District has published level 1 and level 2 SFRA's.

Strategic Housing Land Availability Assessment (SHLAA) - an assessment of land availability for housing.

Strategic Housing Market Assessment (SHMA) - an assessment of housing need and demand within a housing market area.

Strategic Road Network - the major road network is defined by the Department for Transport as the network of motorways, trunk roads and principal roads that serve the country's strategic transport needs. Motorways and trunk roads (nationally significant A-roads) managed by the Highways Agency make up approximately 20% of the national major road network. The remaining 80% of the major road network consists of principal roads – other A-roads managed by local authorities. For the purposes of this Local Plan we have accepted this definition which includes both major and principal roads.

Statement of Community Involvement (SCI) - sets out the standards which authorities will achieve with regard to involving local communities in the preparation of local development documents and development control decisions.

Supplementary Planning Document (SPD) - additional advice issued by the local planning authority to explain how policies will be implemented. It is a material consideration when adopted and is subject to community and stakeholder consultation. It must be linked to policies or proposals in the Local Plan.

Supplementary Planning Guidance (SPG) - additional advice issued by the local planning authority to explain how policies will be implemented. Replaced by Supplementary Planning Documents (SPD) following the review of the planning system in 2004.

Sustainability Appraisal (SA) - an appraisal of the economic, environmental and social effects of a plan from the outset of the preparation process to allow decisions to be made that accord with sustainable development.

Sustainable Development – is development which meets the needs of the present without compromising the ability of future generations to meet their own needs. The NPPF states sustainable development is about positive growth –making economic, environmental and social progress for this and future generations.

Sustainable Drainage System (SuDS) – efficient drainage system which seeks to minimise wastage of water including the use of appropriate ground cover to enable maximum penetration of clean water run-off into the ground and, where appropriate, recycling grey water within the development. Designed to minimise the impact of development on the natural water environment.

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Sustainable Transport – are all forms of transport which minimise emissions of carbon dioxide and pollutants. It can refer to public transport, car sharing, walking and cycling as well as technology such as electric and hybrid cars and biodiesel.

Sustainable Transport Modes - Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra low emission vehicles, car sharing and public transport.

Town Centre - Area defined on the local authority's proposal map, including the primary shopping area and areas predominantly occupied by main town centre uses within or adjacent to the primary shopping area.

Transport Assessment – a Transport Assessment is a comprehensive review of all the potential transport impacts of a proposed development or redevelopment, with an agreed plan to mitigate any adverse consequences. The purpose of Transport Assessment is to provide enough information to understand how the proposed development is likely to function in transport terms. Assessing the transport impacts in a systematic manner contributes towards understanding how more sustainable travel patterns might be achieved through changing travel behaviour. The preparation and detail of a Transport Assessment will vary depending on the location, scale and nature of the proposed development. Transport Assessment should, where appropriate, propose a package of measures designed to promote access to the site by walking, cycling and public transport, while reducing the role of car access as much as possible.

Transport Nodes - identified locations that provide greater integration of land uses with transportation requirements, particularly focusing on public transport networks.

Travel Plan – All developments which generate significant amounts of movement should be required to provide a Travel Plan. A Travel Plan is a strategy for managing multi-modal access to a site or development, focusing on promoting access by sustainable modes. The main objective of a travel plan is to reduce the number of single occupant car trips to a site. A successful travel plan will give anyone travelling to or from a business or organisation a choice of travel options and encourage them to use the more sustainable ones. Travel plans can be used to ensure that infrastructure and transport services (e.g. buses/ minibuses) are provided as part of a development to ensure that the travel requirements of occupiers and visitors to a development can be met. Effective travel plans will include measures to restrain and manage parking on the site. The travel plan will include a set of agreed targets for the percentage of journeys to the site by car driver alone and details of action to be taken if the travel plan fails to achieve its aims and objectives. Travel plans benefit the community by helping to reduce traffic congestion and pollution for local residents. They can be used to help identify problems that are occurring (e.g. commuter parking taking place on residential streets) and include measures to address such problems. They benefit organisations by reducing the space that has to be allocated on site to car parking, encouraging more healthy travel options for the workforce, widening the range of travel options available to the site and improving access to the site for a wider range of users.

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Travelling Showpeople - members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes such persons who on the grounds of their own or their families or dependants more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily or permanently, but excludes Gypsies and Travellers.

Tree Preservation Order (TPO) - statutory protection for individual trees, groups, areas or woodlands. Any works to preserved trees require the consent of the local planning authority.

Urban Design – understanding the relationship between different buildings; between buildings and the streets, squares, parks, waterways and other spaces which make up the public domain; the nature and quality of the public domain itself; the relationship of one part of a village, town or city with another part; and the pattern of movement and activity which is thereby established.

Urban Fringe - the boundary between built up areas and the open countryside.

Urban Regeneration – is a process for enhancing the quality of life in urban areas through improvements in the vitality and viability of its activities and the quality of its environment together with a reduction in the disparities between areas and groups within the urban community.

Use Classes Order – is a statute that groups uses into various categories and which specifically states that permission is not required to change from one use to another within the same class:

A1 -Shops;

A2 - Financial and Professional Services;

A3 - Restaurants and Cafes;

A4 - Drinking Establishments;

A5 - Hot Food Takeaway;

B1 - Business;

B2 - General Industrial;

B8 - Storage and Distribution;

C1 - Hotels;

C2 - Residential Institution;

C3 - Dwelling Houses;

C4 - Houses in Multiple Occupation;

D1 - Non-residential Institutions;

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D2 - Assembly and Leisure.

Sui Generis - Certain uses that do not fall within any use class.

Viability - an objective financial viability test of the ability of a development project to meet its costs including the cost of planning obligations, whilst ensuring an appropriate site value for the landowner and a market risk adjusted return to the developer in delivering that project. Essentially it is the ability to attract investment and business.

Vitality - in the context of planning, vitality refers to the capacity of a place to grow or develop its liveliness and level of economic activity.

Water Framework Directive – is a European Directive that aims to establish a framework for the protection of inland surface waters (rivers and lakes), transitional waters (estuaries), coastal waters and groundwater.

Wildlife Corridor - Areas of habitat connecting wildlife populations.

Windfall Sites - sites which have not been specifically identified as available in the Local Plan process. They normally comprise previously development sites that have unexpectedly become available. Due to the rural nature of the Cotswold District, a significant number in our local area come from sites that are not previously developed.

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